



# SURVEY OF STATE FUNDING FOR PUBLIC TRANSPORTATION



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION



FINAL REPORT  
2007

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## **Characteristics of State Funding for Public Transportation**

The following report provides a summary of state transit funding for 49 states and the District of Columbia (DC). Information includes funding sources, amounts, programs, eligible uses and allocation, and per capita state transit funding. The report also includes an overview of the results of transit-related state and local ballot initiatives held in 2007. The report was prepared by the Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Survey Programs.

AASHTO would like to thank June Jones and Tom Bolle of the BTS staff for their efforts that led to the development of this report. In addition, AASHTO also thanks the state DOT officials who responded to the survey.

December 1, 2008

The AASHTO Standing Committee on Public Transportation is pleased to release the *Survey of State Funding for Public Transportation*. The survey results reflect Fiscal Year 2007 data. This annual report provides a snapshot of state-by-state investment in public transportation from federal, state, and local funding sources. More than just tables and charts, the report enables the reader to understand how different funding and tax mechanisms are used in each state to support transit operations and capital projects. In addition, the report also includes a summary of recent transit-related state and local ballot initiatives.

AASHTO supports a vision of improving public transportation capacity to meet mobility needs, coordinating housing, land use, and transportation policy to support transit-friendly development and using public transportation as a tool to accommodate increasing travel demand. Public transportation is essential to moving people in both urban and rural areas and is a critical part of the nation's multimodal transportation system. The results you see in the *Survey of State Funding for Public Transportation* reflect this commitment. Historical funding patterns demonstrate the important role that state departments of transportation fulfill in public transportation finance and administration. States spent approximately \$13.3 billion on transit in FY 2007 which is an increase of \$5.8 billion over the FY 2000 level.

The *Survey of State Funding for Public Transportation* is viewed by the public transportation industry, national associations, and federal and state governments as one of the most comprehensive resources on state involvement in public transportation. On behalf of the Standing Committee on Public Transportation, we would like to thank the AASHTO member departments for completing the survey, the United States Department of Transportation Bureau of Transportation Statistics for preparing this report, and the American Public Transportation Association for co-sponsoring this undertaking.

We hope you find this report a useful reference as you continue to support public transportation in your state.



A handwritten signature in black ink, appearing to read 'Bern Cohen'.

Bernard Cohen, Chair  
AASHTO Standing  
Committee  
On Public Transportation  
Secretary, Massachusetts  
Executive Office of  
Transportation



A handwritten signature in black ink, appearing to read 'John Horsley'.

John C. Horsley  
Executive Director  
American Association of State  
Highway and Transportation Officials

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## Executive Summary

The American Association of State Highway and Transportation Officials (AASHTO), in coordination with the U.S. Department of Transportation (US DOT), Bureau of Transportation Statistics (BTS), conducts an annual public transportation funding survey of the 50 state transportation departments and the District of Columbia. This *2007 Survey of State Funding for Public Transportation* includes responses from 50 of the 51 departments and the data reflect Fiscal Year (FY) 2007 funding.

### *Survey Highlights*

States provided \$13.3 billion in funding for transit in FY 2007 compared to \$10.7 billion provided by the Federal Transit Administration (FTA) of the US DOT. The state funding level in 2007 is almost three times the \$4.8 billion provided by the states in FY 1995.

The most utilized sources of funding for transit included:

- Gas taxes .....17 states
- General funds .....15 states
- Bond proceeds.....12 states
- Motor vehicle/rental car sales taxes .....10 states
- General sales taxes .....7 states
- Registration/license/title fees .....7 states
- Interest income .....7 states

About 64 percent of state funding for transit was designated for operating assistance only, about 28 percent for capital purposes only, and about two percent could be used for both. The remaining six percent was used for other purposes.

### *State Funding Trends*

- Total state transit funding is now more than three times greater than the total expended by states in 1990 (\$3.7 billion compared to \$13.3 billion). States consistently provide more funding than the federal government.
- State transit funding was \$2.6 billion greater than federal funding in 2007.
- State transit funding was up \$2.2 billion in 2007, compared to 2006.
- 32 states increased their transit funding in 2007.
- In 2007, 90 percent of the states provided state funding for public transportation.



# 1.0 Highlights of State Transit Funding – 2007

This report, the 27<sup>th</sup> compilation of information on state funding for public transportation, was prepared under the auspices of the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transit Association (APTA). It was prepared by the Bureau of Transportation Statistics, Office of Advanced Studies.

## ■ State Funding of Public Transit

Table 1-2 (on page 1-3) shows that the total amount of state funds programmed for public transit has continually increased since 1990. Thirty-two states increased their public transit funding by a total of almost \$2.5 billion over 2006 levels. The top five states account for 92 percent of the funding increase and include: California up \$902 million, Connecticut up \$651 million, New York up \$436 million, New Jersey up \$161 million, and Massachusetts up \$134 million. The remaining twenty seven states increased transit funding by a total of almost \$200 million.

**Table 1-1. States with Increased Funding for Public Transportation**

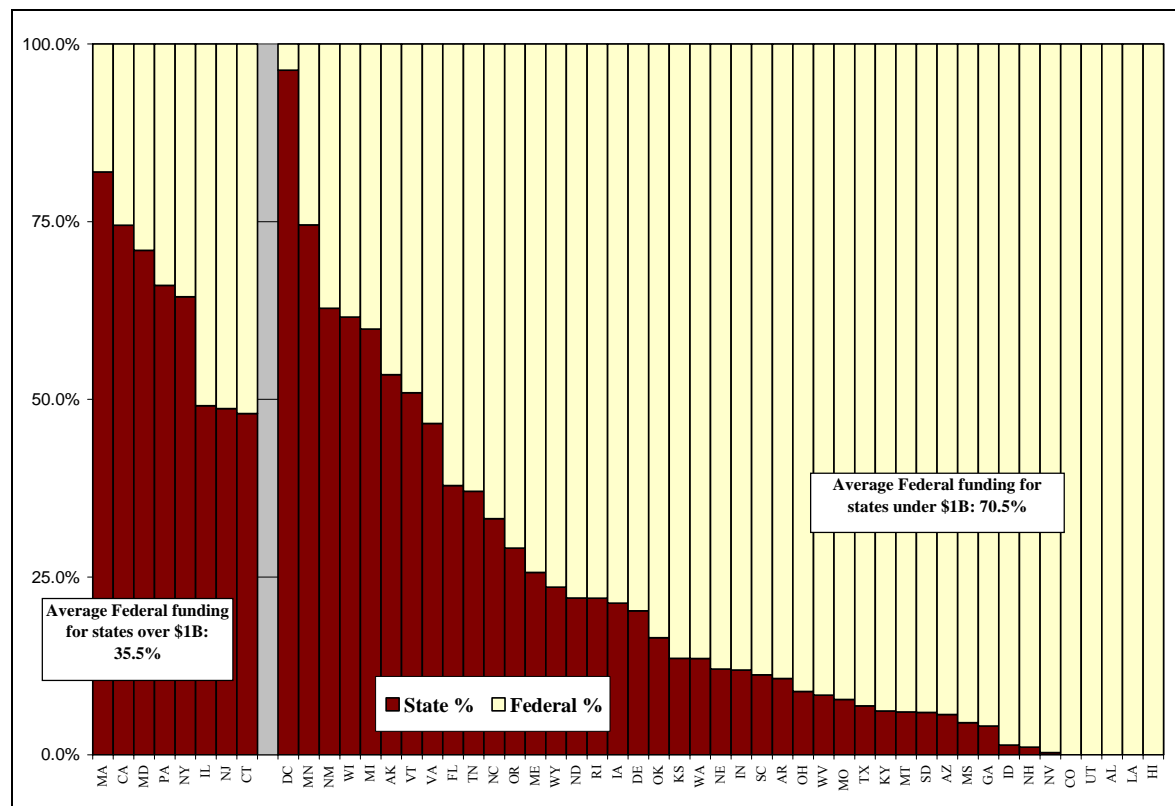
State	2006	2007	Increase	% Increase
California	\$2,208,814,477	\$3,110,690,806	\$901,876,329	40.83%
Connecticut	\$225,605,428	\$876,357,467	\$650,752,039	288.45%
New York	\$2,573,088,000	\$3,009,046,000	\$435,958,000	16.94%
New Jersey	\$847,052,000	\$1,008,129,998	\$161,077,998	19.02%
Massachusetts	\$1,217,790,879	\$1,351,917,492	\$134,126,613	11.01%
DC	\$212,146,507	\$250,868,928	\$38,722,421	18.25%
Pennsylvania	\$822,826,000	\$860,963,000	\$38,137,000	4.63%
Oregon	\$35,983,883	\$74,092,943	\$38,109,060	105.91%
New Mexico	\$35,650,000	\$56,478,000	\$20,828,000	58.42%
Alaska	\$80,830,400	\$91,359,200	\$10,528,800	13.03%
Illinois	\$489,200,000	\$498,900,000	\$9,700,000	1.98%
North Carolina	\$66,466,447	\$75,866,447	\$9,400,000	14.14%
Delaware	\$67,180,200	\$72,962,500	\$5,782,300	8.61%
Wisconsin	\$113,411,541	\$119,134,447	\$5,722,906	5.05%
Maine	\$505,000	\$4,502,528	\$3,997,528	791.59%
Washington	\$39,338,803	\$42,438,767	\$3,099,964	7.88%
Oklahoma	\$3,250,000	\$5,750,000	\$2,500,000	76.92%
Indiana	\$40,214,028	\$42,694,683	\$2,480,655	6.17%
Rhode Island	\$47,182,752	\$49,214,195	\$2,031,443	4.31%
Kentucky	\$1,700,000	\$3,709,262	\$2,009,262	118.19%
Nebraska	\$1,500,000	\$2,900,000	\$1,400,000	93.33%
Georgia	\$4,695,983	\$6,024,552	\$1,328,569	28.29%
Arkansas	\$3,277,637	\$4,251,656	\$974,019	29.72%
New Hampshire	\$588,000	\$1,530,000	\$942,000	160.20%
North Dakota	\$2,203,657	\$2,900,000	\$696,343	31.60%
Vermont	\$5,746,599	\$6,166,576	\$419,977	7.31%
West Virginia	\$2,258,342	\$2,523,342	\$265,000	11.73%
Tennessee	\$38,050,000	\$38,310,000	\$260,000	0.68%
Missouri	\$6,800,000	\$7,018,541	\$218,541	3.21%
Ohio	\$16,300,000	\$16,450,000	\$150,000	0.92%
Montana	\$740,891	\$818,385	\$77,494	10.46%
Nevada	\$92,000	\$125,403	\$33,403	36.31%



Total funding for public transportation did increase in 2007; however, nine of the 50 states showed a decline in funding from 2006 levels and nine showed no change from 2006 funding levels, including the three states that do not fund public transit.\*

## ■ Comparing State and Federal Funding of Public Transit

In 2007, states provided \$13.3 billion in transit funding, while Federal funds totaled \$10.7 billion. The seven states with the largest funding amounts – California, New York, Massachusetts, New Jersey, Connecticut, Pennsylvania, and Maryland – collectively allotted \$11.0 billion in state funding, while the remaining 39 allotted \$2.3 billion. About \$5.8 billion – more than half of all Federal funds spent on transit – went to these seven states. Figure 1-1 shows the percentage of State and Federal funding for each state.



**Figure 1–1. State and Federal Funding for Public Transit.**

It should be noted that only the 50 states and DC are included in the funding summaries of this report. United States territories were not included in the survey.

\* Louisiana did not respond to the survey so its status cannot be determined. Prior data show that Louisiana funding levels were below \$5 million which would not change results in any substantial way. However, care should be taken when attempting to compare this year's results with the results from previous surveys.

**Table 1-2. State Funding of Public Transit by Select Years**

State	1990	1995	2000	2005	2006	2007
Alabama	\$453,600	\$0	\$0	\$0	\$0	\$0
Alaska	\$1,128,607	\$0	\$0	\$59,850,000	\$80,830,400	\$91,359,200
Arizona	\$382,961	\$445,000	\$329,096	\$20,068,000	\$18,042,000	\$10,142,000
Arkansas	\$400,000	\$331,900	\$0	\$2,800,000	\$3,277,637	\$4,251,656
California	\$113,579,750	\$340,162,248	\$1,344,778,819	\$1,399,800,143	\$2,208,814,477	\$3,110,690,806
Colorado	\$0	\$0	\$0	\$0	\$21,800,000	\$0
Connecticut	\$87,614,575	\$113,241,041	\$163,266,135	\$206,440,541	\$225,605,428	\$876,357,467
Delaware	\$7,406,200	NR	\$35,685,145	\$72,600,000	\$67,180,200	\$72,962,500
DC	\$115,007,775	\$123,051,000	NR	\$212,050,288	\$212,146,507	\$250,868,928
Florida	\$23,214,100	\$89,510,720	\$92,724,263	\$149,738,231	\$176,391,501	\$174,806,597
Georgia	\$1,295,589	\$1,892,582	\$306,393,067	\$8,222,757	\$4,695,983	\$6,024,552
Hawaii	\$350,000	\$0	\$0	\$0	\$0	\$0
Idaho	\$0	\$0	\$136,000	\$312,000	\$312,000	\$312,000
Illinois	\$266,813,600	\$264,992,700	\$467,622,300	\$445,600,000	\$489,200,000	\$498,900,000
Indiana	\$16,623,895	NR	\$29,201,270	\$37,046,940	\$40,214,028	\$42,694,683
Iowa	\$5,367,893	\$7,464,513	\$10,411,432	\$10,140,000	\$10,842,863	\$10,840,785
Kansas	\$390,000	\$1,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Kentucky	\$468,098	\$612,196	NR	\$1,400,000	\$1,700,000	\$3,709,262
Louisiana	\$3,000,000	NR	NR	\$4,962,500	\$4,962,500	NR
Maine	\$1,949,042	\$392,000	\$420,000	\$1,555,000	\$505,000	\$4,502,528
Maryland	\$271,066,348	\$349,848,000	\$273,843,580	\$727,433,000	\$811,485,000	\$749,371,455
Massachusetts	\$357,508,623	\$531,895,787	\$771,356,465	\$1,197,137,541	\$1,217,790,879	\$1,351,917,492
Michigan	\$132,816,959	\$124,400,599	\$187,197,690	\$195,149,300	\$200,984,058	\$200,661,111
Minnesota	\$38,071,015	\$47,988,633	\$80,289,455	\$254,527,000	\$295,853,000	\$237,023,000
Mississippi	\$32,040	0	\$115,185	\$800,000	\$1,600,000	\$1,600,000
Missouri	\$0	\$1,495,000	\$17,029,357	\$6,600,000	\$6,800,000	\$7,018,541
Montana	\$71,250	\$75,000	\$75,000	\$415,197	\$740,891	\$818,385
Nebraska	\$1,500,000	\$1,529,843	\$1,539,135	\$1,500,000	\$1,500,000	\$2,900,000
Nevada	\$320,000	\$437,748	NR	\$95,000	\$92,000	\$125,403
New Hampshire	\$1,166,756	\$12,208	\$0	\$225,000	\$588,000	\$1,530,000
New Jersey	\$235,225,000	\$458,704,000	\$509,237,000	\$910,584,000	\$847,052,000	\$1,008,129,998
New Mexico	\$0	NR	\$0	\$2,830,000	\$35,650,000	\$56,478,000
New York	\$1,422,752,000 <sup>1</sup>	\$1,356,600,000	\$1,926,571,085	\$2,169,005,000	\$2,573,088,000	\$3,009,046,000
North Carolina	\$5,934,875	\$22,138,279	\$38,246,921	\$111,724,897	\$66,466,447	\$75,866,447
North Dakota	\$0	\$761,329	\$1,665,933	\$2,203,657	\$2,203,657	\$2,900,000
Ohio	\$32,350,882	\$29,232,523	\$42,348,466	\$18,300,000	\$16,300,000	\$16,450,000
Oklahoma	\$259,042	\$951,497	\$3,530,125	\$3,250,000	\$3,250,000	\$5,750,000
Oregon	\$6,933,258	\$44,689,000	\$15,553,262	\$26,140,529	\$35,983,883	\$74,092,943
Pennsylvania	\$425,666,677	\$628,400,000	\$731,800,000	\$835,223,000	\$822,826,000	\$860,963,000
Rhode Island	\$15,253,694	\$19,121,259	\$36,822,442	\$34,847,617	\$47,182,752	\$49,214,195
South Carolina	NR	\$4,140,384	\$4,234,189	\$5,943,000	\$7,400,004	\$6,400,000
South Dakota	\$0	\$300,000	\$397,061	\$1,891,229	\$750,000	\$750,000
Tennessee	\$9,860,000	\$12,458,000	\$22,291,000	\$34,196,000	\$38,050,000	\$38,310,000
Texas	\$8,831,085	\$17,200,000	\$27,945,051	\$29,741,067	\$28,741,067	\$28,741,067
Utah	NR	\$139,929	\$0	\$0	\$0	\$0
Vermont	\$668,644	\$860,917	NR	\$6,266,976	\$5,746,599	\$6,166,576
Virginia	\$73,555,000	\$78,248,186	\$163,959,344	\$157,600,000	\$267,556,000	\$184,417,844
Washington	\$2,220,900	\$6,434,900	\$84,455,509	\$30,423,000	\$39,338,803	\$42,438,767
West Virginia	\$1,261,903 <sup>2</sup>	\$1,537,898	\$1,395,489	\$2,258,342	\$2,258,342	\$2,523,342
Wisconsin	\$53,439,491	\$77,321,415	\$100,448,100	\$109,438,341	\$113,411,541	\$119,134,447
Wyoming	\$0	\$976,736	NR	\$2,955,511	\$2,388,281	\$2,294,200
<b>TOTALS</b>	<b>\$3,742,211,127</b>	<b>\$3,476,994,970</b>	<b>\$7,499,314,371</b>	<b>\$9,517,290,604</b>	<b>\$11,065,597,728</b>	<b>\$13,307,455,177</b>

Note: <sup>1</sup> Calendar year 1989 figures

<sup>2</sup> \$374,972 of this figure represents direct state operating assistance to public transit. \$697,281 is provided by the WV Dept. of Health & Human Services and the WV Commission on Aging and is used for the provision of specialized services to the elderly and handicapped. \$90,000 is used by the small urban and rural properties as fare box revenue to offset operating expenses.

**Table 1-3. Federal and State Funding for Public Transit by Select Years**

State	1995		2000		2005		2006		2007	
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State
Alabama	\$16,902,560	\$0	\$49,114,988	\$0	\$54,094,510	\$0	\$56,247,544	\$0	\$60,849,340	\$0
Alaska	\$4,841,362	\$0	\$40,378,506	\$0	\$38,432,436	\$59,850,000	\$76,787,423	\$80,830,400	\$79,461,284	\$91,359,200
Arizona	\$41,261,418	\$445,000	\$14,709,692	\$329,096	\$153,565,011	\$20,068,000	\$174,611,216	\$18,042,000	\$168,349,884	\$10,142,000
Arkansas	\$8,488,925	\$331,900	\$48,283,188	\$0	\$26,317,868	\$2,800,000	\$25,819,615	\$3,277,637	\$35,341,639	\$4,251,656
California	\$649,601,617	\$340,162,248	\$803,945,774	\$1,344,778,819	\$1,153,279,693	\$1,399,800,143	\$1,151,009,443	\$2,208,814,477	\$1,063,506,038	\$3,110,690,806
Colorado	\$29,280,952	\$0	\$88,173,455	\$0	\$147,594,783	\$0	\$165,878,454	\$21,800,000	\$199,217,007	\$0
Connecticut	\$72,346,978	\$113,241,041	\$97,120,786	\$163,266,135	\$111,299,136	\$206,440,541	\$147,583,436	\$225,605,428	\$949,261,953	\$876,357,467
Delaware	\$11,593,982	NR	\$11,081,572	\$35,685,145	\$10,655,120	\$72,600,000	\$17,422,095	\$67,180,200	\$287,195,696	\$72,962,500
DC	\$170,047,436	\$123,051,000	\$81,882,945	NR	\$133,606,754	\$212,050,288	\$142,720,754	\$212,146,507	\$9,597,029	\$250,868,928
Florida	\$149,531,205	\$89,510,720	\$200,817,015	\$92,724,263	\$259,272,931	\$149,738,231	\$305,039,770	\$176,391,501	\$286,659,660	\$174,806,597
Georgia	\$83,000,868	\$1,892,582	\$142,249,540	\$306,393,067	\$123,128,967	\$8,222,757	\$142,697,024	\$4,695,983	\$142,986,061	\$6,024,552
Hawaii	\$22,001,003	\$0	\$35,239,372	\$0	\$51,633,878	\$0	\$40,033,980	\$0	\$47,758,870	\$0
Idaho	\$4,025,973	\$0	\$5,082,659	\$136,000	\$12,117,956	\$312,000	\$18,301,631	\$312,000	\$22,871,078	\$312,000
Illinois	\$294,583,255	\$264,992,700	\$360,527,833	\$467,622,300	\$561,650,912	\$445,600,000	\$541,923,753	\$489,200,000	\$516,927,503	\$498,900,000
Indiana	\$37,208,727	NR	\$62,917,864	\$29,201,270	\$68,719,898	\$37,046,940	\$88,309,494	\$40,214,028	\$315,492,682	\$42,694,683
Iowa	\$21,846,970	\$7,464,513	\$26,916,964	\$10,411,432	\$32,386,921	\$10,140,000	\$35,032,341	\$10,842,863	\$39,993,018	\$10,840,785
Kansas	\$10,962,945	\$1,000,000	\$20,870,702	\$6,000,000	\$23,070,245	\$6,000,000	\$29,149,810	\$6,000,000	\$38,227,765	\$6,000,000
Kentucky	\$19,134,537	\$612,196	\$31,125,153	NR	\$43,005,382	\$1,400,000	\$40,507,844	\$1,700,000	\$56,462,744	\$3,709,262
Louisiana	\$48,047,184	NR	\$42,131,522	NR	\$69,084,959	\$4,962,500	\$61,186,497	\$4,962,500	\$55,276,250	\$0
Maine	\$7,318,204	\$392,000	\$5,557,356	\$420,000	\$11,004,925	\$1,555,000	\$12,568,845	\$505,000	\$13,033,686	\$4,502,528
Maryland	\$198,965,485	\$349,848,000	\$123,984,265	\$273,843,580	\$228,507,998	\$727,433,000	\$177,850,286	\$811,485,000	\$306,242,073	\$749,371,455
Massachusetts	\$166,754,794	\$531,895,787	\$246,495,785	\$771,356,465	\$246,684,969	\$1,197,137,541	\$284,245,229	\$1,217,790,879	\$296,985,222	\$1,351,917,492
Michigan	\$85,840,495	\$124,400,599	\$100,549,339	\$187,197,690	\$124,405,148	\$195,149,300	\$150,842,978	\$200,984,058	\$134,323,358	\$200,661,111
Minnesota	\$39,476,237	\$47,988,633	\$106,819,233	\$80,289,455	\$116,311,774	\$254,527,000	\$81,909,324	\$295,853,000	\$80,974,204	\$237,023,000
Mississippi	\$8,142,041	0	\$14,673,609	\$115,185	\$18,616,577	\$800,000	\$21,190,413	\$1,600,000	\$33,868,154	\$1,600,000
Missouri	\$53,018,181	\$1,495,000	\$107,250,001	\$17,029,357	\$75,963,242	\$6,600,000	\$95,877,055	\$6,800,000	\$83,027,791	\$7,018,541
Montana	\$3,221,003	\$75,000	\$4,654,640	\$75,000	\$9,706,192	\$415,197	\$16,811,952	\$740,891	\$12,795,935	\$818,385
Nebraska	\$8,824,208	\$1,529,843	\$11,222,741	\$1,539,135	\$18,687,677	\$1,500,000	\$19,909,770	\$1,500,000	\$21,141,837	\$2,900,000
Nevada	\$18,357,309	\$437,748	\$28,973,132	NR	\$60,710,520	\$95,000	\$44,667,766	\$92,000	\$39,990,110	\$125,403
New Hampshire	\$4,268,315	\$12,208	\$9,587,773	\$0	\$9,091,892	\$225,000	\$10,547,857	\$588,000	\$141,232,685	\$1,530,000
New Jersey	\$331,862,771	\$458,704,000	\$383,154,150	\$509,237,000	\$453,937,547	\$910,584,000	\$548,423,606	\$847,052,000	\$1,061,568,224	\$1,008,129,998
New Mexico	\$12,426,863	NR	\$29,447,445	\$0	\$19,137,435	\$2,830,000	\$25,234,316	\$35,650,000	\$33,437,697	\$56,478,000
New York	\$787,777,442	\$1,356,600,000	\$844,551,502	\$1,926,571,085	\$1,105,387,901	\$2,169,005,000	\$1,435,645,721	\$2,573,088,000	\$1,660,064,469	\$3,009,046,000
North Carolina	\$43,670,248	\$22,138,279	\$55,259,602	\$38,246,921	\$119,070,747	\$111,724,897	\$165,772,767	\$66,466,447	\$152,579,462	\$75,866,447
North Dakota	\$2,908,485	\$761,329	\$4,615,183	\$1,665,933	\$8,144,188	\$2,203,657	\$10,058,707	\$2,203,657	\$10,259,263	\$2,900,000
Ohio	\$118,313,658	\$29,232,523	\$132,460,261	\$42,348,466	\$167,400,743	\$18,300,000	\$189,299,143	\$16,300,000	\$168,178,365	\$16,450,000
Oklahoma	\$12,593,429	\$951,497	\$20,282,810	\$3,530,125	\$46,463,304	\$3,250,000	\$28,683,378	\$3,250,000	\$29,148,458	\$5,750,000
Oregon	\$127,700,494	\$44,689,000	\$52,338,618	\$15,553,262	\$93,860,159	\$26,140,529	\$96,967,096	\$35,983,883	\$180,711,789	\$74,092,943
Pennsylvania	\$262,501,789	\$628,400,000	\$297,215,171	\$731,800,000	\$393,976,710	\$835,223,000	\$400,820,870	\$822,826,000	\$443,174,698	\$860,963,000
Rhode Island	\$16,335,161	\$19,121,259	\$15,620,075	\$36,822,442	\$24,521,694	\$34,847,617	\$36,216,303	\$47,182,752	\$174,405,758	\$49,214,195
South Carolina	\$13,171,783	\$4,140,384	\$29,052,501	\$4,234,189	\$30,499,933	\$5,943,000	\$34,813,955	\$7,400,004	\$50,421,074	\$6,400,000
South Dakota	\$3,776,343	\$300,000	\$4,746,558	\$397,061	\$6,926,646	\$1,891,229	\$15,682,932	\$750,000	\$11,851,954	\$750,000
Tennessee	\$37,004,538	\$12,458,000	\$38,010,482	\$22,291,000	\$65,656,363	\$34,196,000	\$76,794,316	\$38,050,000	\$65,017,289	\$38,310,000
Texas	\$195,305,908	\$17,200,000	\$296,982,717	\$27,945,051	\$310,692,211	\$29,741,067	\$335,848,097	\$28,741,067	\$388,636,795	\$28,741,067
Utah	\$25,773,288	\$139,929	\$80,950,767	\$0	\$59,018,290	\$0	\$59,629,129	\$0	\$127,147,283	\$0
Vermont	\$3,324,851	\$860,917	\$7,899,831	NR	\$8,052,386	\$6,266,976	\$7,785,543	\$5,746,599	\$5,940,230	\$6,166,576
Virginia	\$45,222,167	\$78,248,186	\$104,760,752	\$163,959,344	\$136,095,292	\$157,600,000	\$151,488,781	\$267,556,000	\$211,301,209	\$184,417,844
Washington	\$76,207,278	\$6,434,900	\$149,744,731	\$84,455,509	\$241,576,943	\$30,423,000	\$245,635,593	\$39,338,803	\$271,206,414	\$42,438,767
West Virginia	\$9,377,226	\$1,537,898	\$29,773,943	\$1,395,489	\$15,825,633	\$2,258,342	\$24,694,461	\$2,258,342	\$27,548,570	\$2,523,342
Wisconsin	\$54,763,914	\$77,321,415	\$65,748,459	\$100,448,100	\$69,407,542	\$109,438,341	\$69,307,615	\$113,411,541	\$74,352,656	\$119,134,447
Wyoming	\$1,835,208	\$976,736	\$2,307,708	NR	\$3,105,721	\$2,955,511	\$7,047,713	\$2,388,281	\$7,433,638	\$2,294,200
<b>TOTALS</b>	<b>\$4,470,747,013</b>	<b>\$4,760,994,970</b>	<b>\$5,567,260,670</b>	<b>\$7,499,314,371</b>	<b>\$7,371,365,662</b>	<b>\$9,517,290,604</b>	<b>\$8,142,533,641</b>	<b>\$11,065,597,728</b>	<b>\$10,693,435,851</b>	<b>\$13,307,455,177</b>

Note: Federal fund information provided by the Department of Transportation, Federal Transit Administration.

## ■ State Transit Programs Across the United States

In 2007, 49 states (there was no response from Louisiana) and the District of Columbia (DC) responded to the Transit Survey. Information from the 2007 survey is summarized followed by an overview of funding changes and historical comparisons for all programs who responded to the 2006 and 2007 survey (for purposes of this summary, DC will be included with the states).

### Sources of State Funds (Table 1-4)

The most utilized sources for transit funding were **gas taxes** (used by 17 states), **general funds** (15 states), **bond proceeds** (12 states), **motor vehicle/rental car sales taxes** (10 states), **general sales taxes** (7 states), **registration/license/title fees** (7 states), and **interest income** (7 states). Twenty-nine states reported that they used **other** sources for funding such as state highway funds; trust funds; miscellaneous revenues, fees, or taxes; lottery funds; documentary stamps; and other types of assessments. Seven of these 29 states relied solely (100 percent of transit dollars) on these miscellaneous revenue sources.

### Eligible Uses for State Transit Funding (Table 1-5)

Of the 50 states who responded to the survey, four reported no state funding for transit. Of those programs providing state transit funding, 34 out of 46 (74 percent) reported specific funding amounts for capital expenditures; 37 out of 46 (80 percent) reported specific funding amounts for operating expenditures; 8 out of 46 (17 percent) reported funding amounts that could be used for either capital or operating expenditures; and 16 out of 46 (35 percent) reported funding for planning, training, studies, or other miscellaneous activities.

Of the total state funds expended for public transportation, \$8.548 billion (64 percent) were allocated for operating expenditures, \$3.743 billion (28 percent) were allocated for capital expenditures, \$222 million (2 percent) were allocated for either capital or operating expenditures, and \$795 million (6 percent) were miscellaneous funding allocations. Figure 1-2 is a graphic depiction of the data contained in Table 1-5.

**Table 1-4. Major Sources for Overall Transit Funding**

State	Transit Funding 2007	General Fund	Gas Tax	Motor Vehicle/Rental Car Sales Tax	Registration/ License/Title Fees	Bond Proceeds	General Sales Tax	Interest Income	Other	Other Description
Alaska	\$91,359,200	99.6%							0.4%	Mental Health Trust Authority
Arizona	\$10,142,000	0.4%							99.6%	Lottery funds
Arkansas	\$4,251,656			91.8%					8.2%	Corporate franchise fee
California	\$3,110,690,806		46.0%			0.02%	45.4%		8.5%	Fuel users tax
Connecticut	\$876,357,467					76.1%			23.9%	No description given
Delaware	\$72,962,500								100.0%	Transportation Trust Fund
DC	\$250,868,928	81.1%				18.6%			0.30%	Federal grant or no description
Florida	\$174,806,597		41.5%	2.5%	18.8%				37.2%	Documentary stamps
Georgia	\$6,024,552						100.0%			
Idaho	\$312,000								100.0%	Miscellaneous revenues
Illinois	\$498,900,000						100.0%			
Indiana	\$42,694,683						100.0%			
Iowa	\$10,840,785			100.0%						
Kansas	\$6,000,000								100.0%	State Highway Fund
Kentucky	\$3,709,262								100.0%	No description given
Maine	\$4,502,528					88.8%			11.2%	Off road fuel tax
Maryland	\$749,371,455		32.4%	30.2%	24.6%	4.4%		0.4%	8.0%	Corporate income tax
Massachusetts	\$1,351,917,492	3.4%	0.9%			27.3%	54.3%		14.1%	Local assessments, misc funds
Michigan	\$200,661,111		34.2%	29.0%	36.5%			0.02%	0.2%	Motor carrier/limo fees
Minnesota	\$237,023,000	7.9%		85.2%		6.9%				
Mississippi	\$1,600,000	100.0%								
Missouri	\$7,018,541								100.0%	General revenue/Trans. Fund
Montana	\$818,385		9.2%		90.8%					

Table 1-4. Major Sources for Overall Transit Funding (continued)

State	Transit Funding 2007	General Fund	Gas Tax	Motor Vehicle/Rental Car Sales Tax	Registration/ License/Title Fees	Bond Proceeds	General Sales Tax	Interest Income	Other	Other Description
Nebraska	\$2,900,000		61.6%	26.0%	12.2%			0.1%		
Nevada	\$125,403							100.0%		
New Hampshire	\$1,530,000	10.5%	61.7%			27.8%				
New Jersey	\$1,008,129,998	29.6%	16.6%	6.9%		34.7%		1.4%	10.8%	Toll Authority/casino revenue/petroleum gross receipts tax
New Mexico	\$56,478,000								100.0%	No description of sources given
New York	\$3,009,046,000	3.5%							97.0%	State trust fund/Petroleum Business Tax/Mortgage recording tax
North Carolina	\$75,866,447		100.0%							
North Dakota	\$2,900,000	17.2%			81.0%				1.7%	Unobligated
Ohio	\$16,450,000	100.0%								
Oklahoma	\$5,750,000	52.2%	47.8%							
Oregon	\$74,092,943		4.8%			5.8%		1.9%	87.5%	Misc taxes/lottery
Pennsylvania	\$860,963,000	37.2%		3.8%		14.0%	18.5%		26.5%	Lottery/misc. taxes
Rhode Island	\$49,214,195	18.8%	78.9%			2.1%			0.2%	Capital fund program
South Carolina	\$6,400,000		100.0%							
South Dakota	\$750,000								100.0%	Transportation funds
Tennessee	\$38,310,000		100.0%							
Texas	\$28,741,067								100.0%	State Highway Fund
Vermont	\$6,166,576								100.0%	Transportation Fund
Virginia	\$184,417,844		26.6%						73.4%	Transportation Trust Fund
Washington	\$42,438,767			X			X			
West Virginia	\$2,523,342	100.0%								
Wisconsin	\$119,134,447		33.3%		33.3%				33.3%	Other fees and revenues
Wyoming	\$2,294,200							34.6%	65.4%	Statutory Funds
Alabama			States that do not fund public transit							
Colorado										
Hawaii										
Utah										
			States not responding to the survey							
Louisiana										
Note: X indicates that the state listed this source but did not specify the percentage of funding from the source.										

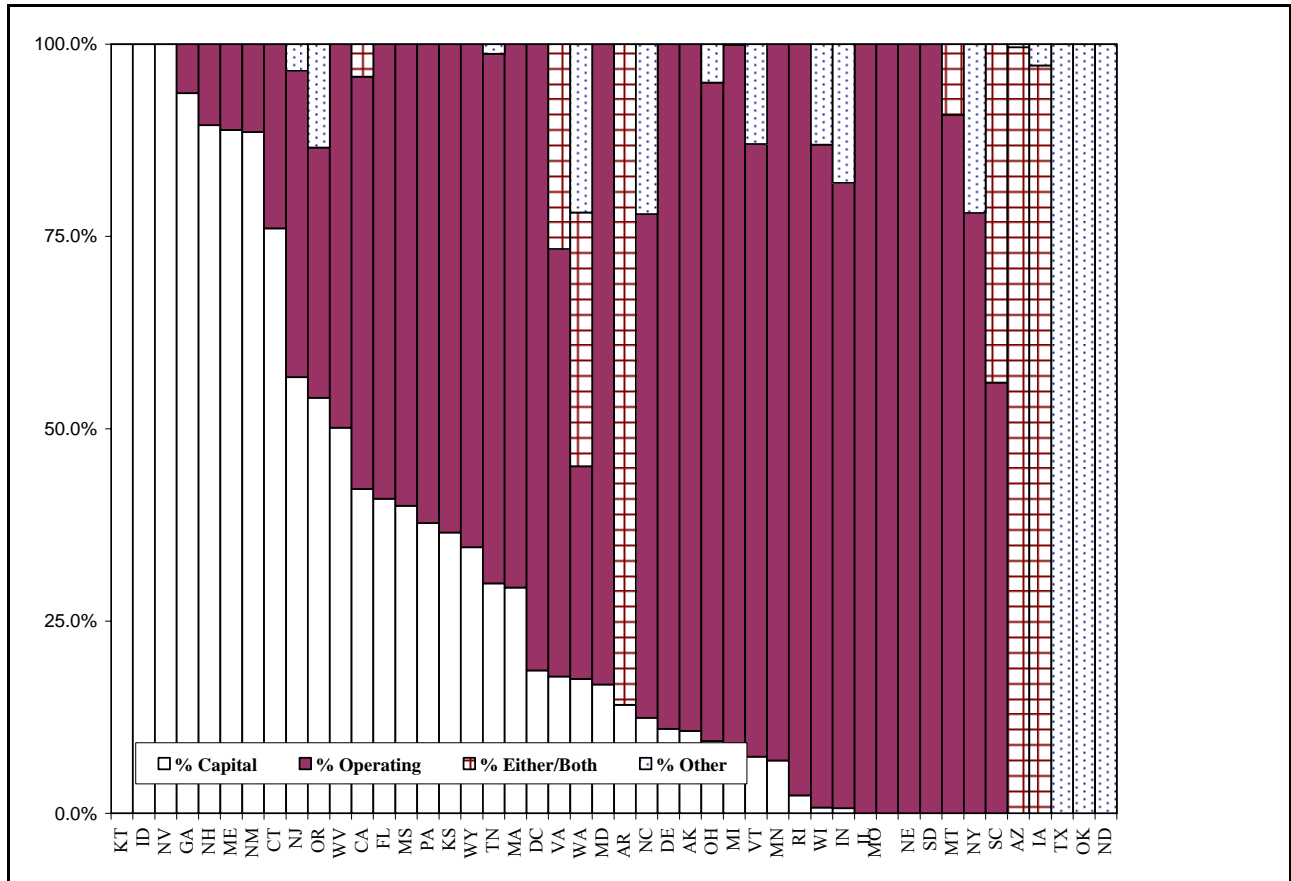
**Table 1-5. Eligible Uses for State Transit Funding**

State	Total Reported FY 2007	Capital Amt	%	Operating Amt	%	Either/Both Amt	%	Other	Comments on "Other"
Alabama*	\$0								No state funding for public transit
Alaska	\$91,359,200	\$9,800,000	10.7%	\$81,559,200	89.3%				
Arizona	\$10,142,000					\$10,100,000	99.6%	\$42,000	\$42k for planning only
Arkansas	\$4,251,656	\$600,000	14.1%			\$3,651,656	85.9%		
California	\$3,110,690,806	\$1,312,495,589	42.2%	\$1,666,767,145	53.6%	\$131,428,072	4.2%		
Colorado*	\$0								No state funding for public transit
Connecticut	\$876,357,467	\$666,500,000	76.1%	\$209,857,467	23.9%				
Delaware	\$72,962,500	\$8,010,000	11.0%	\$64,952,500	89.0%				
DC	\$250,868,928	\$46,653,715	18.6%	\$204,215,213	81.4%				
Florida	\$174,806,597	\$71,484,817	40.9%	\$103,321,780	59.1%				
Georgia	\$6,024,552	\$5,640,036	93.6%	\$384,516	6.4%				
Hawaii*	\$0								No state funding for public transit
Idaho	\$312,000	\$312,000	100.0%						
Illinois	\$498,900,000			\$498,900,000	100.0%				
Indiana	\$42,694,683	\$281,920	0.7%	\$34,718,080	81.3%			\$7,694,683	Maintenance and improvements
Iowa	\$10,840,785					\$10,540,785	97.2%	\$300,000	Marketing/training/human services
Kansas	\$6,000,000	\$2,190,000	36.5%	\$3,810,000	63.5%				
Kentucky	\$3,709,262	\$3,709,262	100.0%						
Louisiana**									No response to 2007 survey
Maine	\$4,502,528	\$4,000,000	88.8%	\$502,528	11.2%				
Maryland	\$749,371,455	\$125,441,417	16.7%	\$623,930,038	83.3%				
Massachusetts	\$1,351,917,492	\$396,803,027	29.4%	\$955,114,465	70.6%				
Michigan	\$200,661,111	\$16,800,631	8.4%	\$183,710,535	91.6%			\$149,945	Passenger rail marketing
Minnesota	\$237,023,000	\$16,250,000	6.9%	\$220,773,000	93.1%				
Mississippi	\$1,600,000	\$640,000	40.0%	\$960,000	60.0%				
Missouri	\$7,018,541			\$7,018,541	100.0%				
Montana	\$818,385			\$743,385	90.8%	\$75,000	9.2%		
Nebraska	\$2,900,000			\$2,900,000	100.0%				
Nevada	\$125,403	\$125,403	100.0%		0.0%				
New Hampshire	\$1,530,000	\$1,369,000	89.5%	\$161,000	10.5%				
New Jersey	\$1,008,129,998	\$571,799,998	56.7%	\$401,400,000	39.8%			\$34,930,000	Elderly/disabled travel
New Mexico	\$56,478,000	\$50,028,000	88.6%	\$6,450,000	11.4%				
New York	\$3,009,046,000			\$2,348,274,000	78.0%			\$660,772,000	Operating/capital/debt service
North Carolina	\$75,866,447	\$9,435,000	12.4%	\$49,661,272	65.5%			\$16,770,175	Administrative, new starts, etc.
North Dakota	\$2,900,000							\$2,900,000	Can be used for anything
Ohio	\$16,450,000	\$1,547,000	9.4%	\$14,080,000	85.6%			\$823,000	Administrative costs
Oklahoma	\$5,750,000							\$5,750,000	Can be used for anything
Oregon	\$74,092,943	\$40,028,552	54.0%	\$24,100,748	32.5%			\$9,963,643	Debt service and bond repayment
Pennsylvania	\$860,963,000	\$324,982,000	37.7%	\$535,981,000	62.3%				
Rhode Island	\$49,214,195	\$1,145,885	2.3%	\$48,068,310	97.7%				
South Carolina	\$6,400,000			\$3,584,000	56.0%	\$2,816,000	44.0%		
South Dakota	\$750,000			\$750,000	100.0%				
Tennessee	\$38,310,000	\$11,459,000	29.9%	\$26,366,000	68.8%			\$485,000	Technical assist. & training
Texas	\$28,741,067							\$28,741,067	Can be used for anything
Utah*	\$0								No state funding for public transit
Vermont	\$6,166,576	\$455,000	7.4%	\$4,911,576	79.6%			\$800,000	For planning and salaries
Virginia	\$184,417,844	\$32,827,828	17.8%	\$102,483,485	55.6%	\$49,106,531	26.6%		
Washington	\$42,438,767	\$7,412,721	17.5%	\$11,739,508	27.7%	\$14,000,000	33.0%	\$9,286,538	Marketing/unobligated funds
West Virginia	\$2,523,342	\$1,265,000	50.1%	\$1,258,342	49.9%				
Wisconsin	\$119,134,447	\$921,900	0.8%	\$102,657,400	86.2%			\$15,555,147	Misc uses
Wyoming	\$2,294,200	\$794,200	34.6%	\$1,500,000	65.4%				
<b>TOTALS</b>	<b>\$13,307,455,177</b>	<b>\$3,743,208,901</b>	<b>28.1%</b>	<b>\$8,547,565,034</b>	<b>64.2%</b>	<b>\$221,718,044</b>	<b>1.7%</b>	<b>\$794,963,198</b>	

\*Denotes states that do not provide state funds for transit.

\*\*This state did not respond to the survey





**Figure 1-2. Eligible Uses for State Transit Funding.**

### Types of State Transit Funding

States were asked to describe whether their transit funds were dedicated, non-dedicated, or some other type of funding (see Table 1-6). Twenty-five states described the funding types for all of their transit dollars. For those 25 states, \$5.268 billion (65 percent) were dedicated funds compared to \$2.801 (35 percent) of non-dedicated funding. Two states indicated that some portion of their transit funding fell into the “Other” category, and that these funds were legislated. An additional six states provided information on some of their funding but not all of it. Thirteen of the 46 states did not provide information on the types of funding for state transit.

**Table 1-6. Types of State Transit Funding**

State	Total Reported	Dedicated		Non-dedicated		Other		Other Description
	FY 2007	Amt	%	Amt	%	Amt	%	
Alabama*	\$0							
Alaska	\$91,359,200					\$91,359,200	100.0%	No description given
Arizona	\$10,142,000	\$42,000	0.4%	\$10,100,000	99.6%			
Arkansas	\$4,251,656	\$4,251,656	100.0%					
California	\$3,110,690,806	\$2,487,123,062	80.0%			\$623,567,744	20.0%	No description given
Colorado	\$0							
Connecticut	\$876,357,467	\$209,857,467	23.9%			\$666,500,000	76.1%	No description given
Delaware	\$72,962,500			\$72,962,500	100.0%			
DC	\$250,868,928			\$250,102,715	99.7%	\$766,213	0.3%	No description given
Florida	\$174,806,597	\$14,749,817	8.4%	\$160,056,780	91.6%			
Georgia	\$6,024,552	\$5,640,036	93.6%	\$384,516	6.4%			
Hawaii*	\$0							
Idaho	\$312,000					\$312,000	100.0%	No description given
Illinois	\$498,900,000					\$498,900,000	100.0%	No description given
Indiana	\$42,694,683	\$7,694,683	18.0%			\$35,000,000	82.0%	No description given
Iowa	\$10,840,785	\$10,540,785	97.2%			\$300,000	2.8%	No description given
Kansas	\$6,000,000					\$6,000,000	100.0%	No description given
Kentucky	\$3,709,262					\$3,709,262	100.0%	No description given
Louisiana								
Maine	\$4,502,528	\$4,502,528	100.0%					
Maryland	\$749,371,455			\$749,371,455	100.0%			
Massachusetts	\$1,351,917,492	\$1,351,917,492	100.0%					
Michigan	\$200,661,111	\$200,661,111	100.0%					
Minnesota	\$237,023,000			\$237,023,000	100.0%			
Mississippi	\$1,600,000	\$1,600,000	100.0%					
Missouri	\$7,018,541					\$7,018,541	100.0%	No description given
Montana	\$818,385					\$818,385	100.0%	No description given
Nebraska	\$2,900,000			\$2,900,000	100.0%			
Nevada	\$125,403	\$125,403	100.0%					
New Hampshire	\$1,530,000	\$944,000	61.7%	\$586,000	38.3%			
New Jersey	\$1,008,129,998	\$34,930,000	3.5%	\$973,199,998	96.5%			
New Mexico	\$56,478,000			\$3,450,000	6.1%	\$53,028,000	93.9%	Legislated
New York	\$3,009,046,000	\$2,902,240,000	96.5%	\$106,806,000	3.5%			
North Carolina	\$75,866,447	\$65,866,447	86.8%			\$10,000,000	13.2%	Legislated
North Dakota	\$2,900,000	\$2,900,000	100.0%					
Ohio	\$16,450,000			\$16,450,000	100.0%			
Oklahoma	\$5,750,000					\$5,750,000	100.0%	No description given
Oregon	\$74,092,943	\$69,354,991	93.6%	\$4,737,952	6.4%			
Pennsylvania	\$860,963,000	\$420,095,000	48.8%	\$440,868,000	51.2%			
Rhode Island	\$49,214,195	\$49,214,195	100.0%					
South Carolina	\$6,400,000					\$6,400,000	100.0%	No description given
South Dakota	\$750,000					\$750,000	100.0%	No description given
Tennessee	\$38,310,000	\$21,300,000	55.6%	\$17,010,000	44.4%			
Texas	\$28,741,067					\$28,741,067	100.0%	No description given
Utah*	\$0							
Vermont	\$6,166,576	\$6,166,576	100.0%					
Virginia	\$184,417,844	\$175,334,136	95.1%	\$9,083,708	4.9%			
Washington	\$42,438,767	\$22,250,000	52.4%			\$20,188,767	47.6%	No description given
West Virginia	\$2,523,342					\$2,523,342	100.0%	No description given
Wisconsin	\$119,134,447					\$119,134,447	100.0%	No description given
Wyoming	\$2,294,200	\$2,294,200	100.0%					
<b>TOTALS</b>	<b>\$13,307,455,177</b>	<b>\$8,071,595,585</b>	<b>60.7%</b>	<b>\$3,055,092,624</b>	<b>23.0%</b>	<b>\$2,180,766,968</b>	<b>16.4%</b>	

## Methods of Distribution of Transit Funds

Thirty-four states indicated that they allocated funds for capital expenditures. Eleven states (32 percent) described the distribution method as discretionary, 8 (24 percent) as legislated, 10 (29 percent) as a blend of distribution methods, 3 (9 percent) as formula-based, and 2 (6 percent) as a local pass-thru (see Table 1-7).

Of the 38 states who described their funding distribution methods for operating expenditures, eight (22 percent) used formula-based, eight (22 percent) used discretionary, fifteen (41 percent) used a blend of distribution methods, and seven (19 percent) used other methods. Compared to capital funds, operating funds were more likely to be distributed using a formula-based method. Population, ridership, and previous funding levels were among the commonly reported formula factors.

**Table 1-7 Methods of Distribution for State Transit**

State	Total Reported	Discretionary		Formula-based		Local pass-thru		Other		Other Description
	FY 2007	Amt	%	Amt	%	Amt	%	Amt	%	
Alabama*	\$0									
Alaska	\$91,359,200	\$400,000	0.4%					\$90,959,200	99.6%	Marine Hwy is state-owned
Arizona	\$10,142,000			\$10,100,000	99.6%			\$42,000	0.4%	Legislated
Arkansas	\$4,251,656	\$4,251,656	100.0%							
California	\$3,110,690,806	\$808,843,000	26.0%	\$888,642,744	28.6%	\$1,413,205,062	45.4%			
Colorado*	\$0									
Connecticut	\$876,357,467	\$209,857,467	23.9%					\$666,500,000	76.1%	No description
Delaware	\$72,962,500							\$72,962,500	100.0%	Legislated
DC	\$250,868,928			\$463,495	0.2%	\$250,102,715	99.7%	\$302,718	0.1%	No description
Florida	\$174,806,597	\$84,556,780	48.4%	\$90,249,817	51.6%					
Georgia	\$6,024,552			\$6,024,552	100.0%					
Hawaii*	\$0									
Idaho	\$312,000	\$312,000	100.0%							
Illinois	\$498,900,000			\$498,900,000	100.0%					
Indiana	\$42,694,683			\$35,000,000	82.0%	\$7,694,683	18.0%			
Iowa	\$10,840,785	\$300,000	2.8%	\$10,540,785	97.2%					
Kansas	\$6,000,000	\$6,000,000	100.0%							
Kentucky	\$3,709,262			\$3,709,262	100.0%					
Louisiana**										
Maine	\$4,502,528	\$4,000,000	88.8%	\$502,528	11.2%					
Maryland	\$749,371,455	\$483,828,248	64.6%	\$265,543,207	35.4%					
Massachusetts	\$1,351,917,492	\$396,803,027	29.4%	\$873,390,851	64.6%			\$81,723,614	6.0%	Legislated
Michigan	\$200,661,111	\$20,627,811	10.3%	\$177,533,300	88.5%	\$2,000,000	1.0%	\$500,000	0.2%	Legislated
Minnesota	\$237,023,000							\$237,023,000	100.0%	Legislated
Mississippi	\$1,600,000							\$1,600,000	100.0%	Legislated
Missouri	\$7,018,541			\$2,873,420	40.9%			\$4,145,121	59.1%	Historical
Montana	\$818,385	\$743,385	90.8%	\$75,000	9.2%					
Nebraska	\$2,900,000	\$2,900,000	100.0%							
Nevada	\$125,403					\$125,403	100.0%			
New Hampshire	\$1,530,000			\$161,000	10.5%			\$1,369,000	89.5%	State selection process
New Jersey	\$1,008,129,998	\$978,439,498	97.1%			\$29,690,500	2.9%			
New Mexico	\$56,478,000							\$56,478,000	100.0%	Legislated
New York	\$3,009,046,000			\$3,009,046,000	100.0%					
North Carolina	\$75,866,447	\$11,600,000	15.3%	\$48,911,272	64.5%			\$15,355,175	20.2%	No description
North Dakota	\$2,900,000			\$2,900,000	100.0%					
Ohio	\$16,450,000	\$16,450,000	100.0%							
Oklahoma	\$5,750,000			\$5,750,000	100.0%					
Oregon	\$74,092,943	\$57,616,613	77.8%	\$8,100,000	10.9%	\$8,376,330	11.3%			
Pennsylvania	\$860,963,000	\$138,951,000	16.1%	\$722,012,000	83.9%					
Rhode Island	\$49,214,195			\$6,126,296	12.4%			\$43,087,899	87.6%	Legislated/no description
South Carolina	\$6,400,000	\$3,456,000	54.0%	\$2,944,000	46.0%					
South Dakota	\$750,000			\$750,000	100.0%					
Tennessee	\$38,310,000	\$8,985,000	23.5%	\$29,325,000	76.5%					
Texas	\$28,741,067	\$28,741,067	100.0%							
Utah*	\$0									
Vermont	\$6,166,576	\$6,166,576	100.0%							
Virginia	\$184,417,844	\$47,497,498	25.8%	\$96,513,815	52.3%			\$40,406,531	21.9%	WMATA support
Washington	\$42,438,767	\$12,550,000	29.6%	\$16,072,306	37.9%			\$13,816,461	32.6%	Not obligated or legislated
West Virginia	\$2,523,342	\$2,523,342	100.0%							
Wisconsin	\$119,134,447	\$1,257,900	1.1%	\$115,030,400	96.6%			\$2,846,147	2.4%	AMTRAK funding
Wyoming	\$2,294,200							\$2,294,200	100.0%	Legislated/trust fund int.
<b>TOTALS</b>	<b>\$13,307,455,177</b>	<b>\$3,337,657,868</b>	<b>25.1%</b>	<b>\$6,927,191,050</b>	<b>52.1%</b>	<b>\$1,711,194,693</b>	<b>12.9%</b>	<b>\$1,331,411,566</b>	<b>10.0%</b>	

\*States who do not fund transit

\*\*Did not respond to the survey

## Changes in State Transit Funding (Table 1-8)

Because 50 state programs provided information for both the 2006 and 2007 studies, comparisons can be made relative to funding amounts for these two time periods. Changes in funding levels between FY 2006 and FY 2007 are shown using two measures: (1) percent change in *total* funding and (2) percent change in *per capita* funding. The former measure simply computes the difference in raw funding amounts reported over the two years as a percentage. The latter measure is more useful when making historical comparisons across states because it relates population increase to changes in funding levels over time and thereby “normalizes” the effect of varied population growth rates of individual states. Both measures are roughly similar in raw figures (for instance, a 28-percent increase in reported *total* funding and a related 26-percent increase in *per capita* funding), but they are not identical. Percent changes in *per capita* funding may either lag or exceed percent changes in *total* funding, thereby creating a different portrait of state funding activity.

Changes in overall state funding for participants in the most recent survey have shown a rather wide variance, ranging from a *total* funding increase of 792 percent for Maine (corresponding to 795 percent in *per capita* funding) to no change in funding for six states, to a 100 percent decrease in *total* funding (and related 100 percent *per capita* decrease) in Colorado.

The breakdown of reported changes in *total* funding between the previously surveyed states is as follows:

- A total of 32 states reported increased *total* funding for transit by a range of 0.7 percent (Tennessee) to 792 percent (Maine)
  - Seven states – Maine, Connecticut, New Hampshire, Kentucky, Oregon, Nebraska, and Oklahoma – reported a 77 percent or greater increase.
  - Six states – New Mexico, California, Nevada, North Dakota, Arkansas, and Georgia – reported increases between 28 and 58 percent.
  - Eight states – New Jersey, DC, New York, North Carolina, Alaska, West Virginia, Massachusetts, and Montana – reported increases between 11 and 19 percent.
  - Eleven states – Delaware, Washington, Vermont, Indiana, Wisconsin, Pennsylvania, Rhode Island, Missouri, Illinois, Ohio, and Tennessee – reported increases from 0.7 to 9 percent.
- Six states – Idaho, Kansas, Mississippi, South Dakota, Texas, and Iowa – reported no change in funding levels in FY 2007.
- Six states – Michigan, Florida, Wyoming, Maryland, South Carolina, and Minnesota – reported decreases of less than 20 percent.
- Three states – Virginia, Arizona, and Colorado – reported decreases from 31 percent to 100 percent.

A summary of changes in reported *per capita* funding among these same states is noted below:

- Between FY 2006 and FY 2007, 32 states reported increases in *per capita* funding ranging from a 0.1 percent increase (Michigan) to an 795 percent increase (Maine).
- Seven states – Maine, Connecticut, New Hampshire, Kentucky, Oregon, Nebraska, and Oklahoma – reported increases 75 to 795 percent.
- Six states – New Mexico, California, Nevada, North Dakota, Arkansas, and Georgia – reported increases in the 26 to 57 percent range.
- Seven states – New Jersey, New York, DC, West Virginia, North Carolina, Alaska, and Massachusetts – reported increases of 11 and 20 percent respectively.
- Twelve states – Montana, Vermont, Delaware, Washington, Indiana, Rhode Island, Pennsylvania, Wisconsin, Missouri, Illinois, Ohio, and Michigan – reported increases of less than nine percent.
- Ten states – Iowa, Mississippi, Kansas, Tennessee, Texas, Florida, South Dakota, Idaho, Rhyming, and Maryland – reported decreases of less than eight percent.
- Three states – South Carolina, Minnesota, and Virginia – reported decreases from 15 to 32 percent.
- Two states – Arizona and Colorado – reported decreases of 45 percent and 100 percent, respectively.

**Table 1-8. Changes in State Transit Funding Levels, 2006–2007**

State	Population	FY 2007 Transit Funding	FY 2007 Per Capita Costs	Population	FY 2006 Transit Funding	FY 2006 Per Capita Costs	Change-Total Funding	Change-Per Cap. Funding
<i>Alabama*</i>		\$0						
Alaska	683,478	\$91,359,200	\$133.67	670,053	\$80,830,400	\$120.63	13.0%	10.8%
Arizona	6,338,755	\$10,142,000	\$1.60	6,166,318	\$18,042,000	\$2.93	-43.8%	-45.3%
Arkansas	2,834,797	\$4,251,656	\$1.50	2,810,872	\$3,277,637	\$1.17	29.7%	28.6%
California	36,553,215	\$3,110,690,806	\$85.10	36,457,549	\$2,208,814,477	\$60.59	40.8%	40.5%
<i>Colorado*</i>	4,861,515	\$0	\$0.00	4,753,377	\$21,800,000	\$4.59	-100.0%	-100.0%
Connecticut	3,502,309	\$876,357,467	\$250.22	3,504,809	\$225,605,428	\$64.37	288.4%	288.7%
Delaware	864,764	\$72,962,500	\$84.37	853,476	\$67,180,200	\$78.71	8.6%	7.2%
DC	588,292	\$250,868,928	\$426.44	581,530	\$212,146,507	\$364.81	18.3%	16.9%
Florida	18,251,243	\$174,806,597	\$9.58	18,089,888	\$176,391,501	\$9.75	-0.9%	-1.8%
Georgia	9,544,750	\$6,024,552	\$0.63	9,363,941	\$4,695,983	\$0.50	28.3%	25.9%
<i>Hawaii*</i>		\$0						
Idaho	1,499,402	\$312,000	\$0.21	1,466,465	\$312,000	\$0.21	0.0%	-2.2%
Illinois	12,852,548	\$498,900,000	\$38.82	12,831,970	\$489,200,000	\$38.12	2.0%	1.8%
Indiana	6,345,289	\$42,694,683	\$6.73	6,313,520	\$40,214,028	\$6.37	6.2%	5.6%
Iowa	2,988,046	\$10,840,785	\$3.63	2,982,085	\$10,842,863	\$3.64	0.0%	-0.2%
Kansas	2,775,997	\$6,000,000	\$2.16	2,764,075	\$6,000,000	\$2.17	0.0%	-0.4%
Kentucky	4,241,474	\$3,709,262	\$0.87	4,206,074	\$1,700,000	\$0.40	118.2%	116.4%
<i>Louisiana**</i>				4,287,768	\$4,962,500	\$1.16		
Maine	1,317,207	\$4,502,528	\$3.42	1,321,574	\$505,000	\$0.38	791.6%	794.5%
Maryland	5,618,344	\$749,371,455	\$133.38	5,615,727	\$811,485,000	\$144.50	-7.7%	-7.7%
Massachusetts	6,449,755	\$1,351,917,492	\$209.61	6,437,193	\$1,217,790,879	\$189.18	11.0%	10.8%
Michigan	10,071,822	\$200,661,111	\$19.92	10,095,643	\$200,984,058	\$19.91	-0.2%	0.1%
Minnesota	5,197,621	\$237,023,000	\$45.60	5,167,101	\$295,853,000	\$57.26	-19.9%	-20.4%
Mississippi	2,918,785	\$1,600,000	\$0.55	2,910,540	\$1,600,000	\$0.55	0.0%	-0.3%
Missouri	5,878,415	\$7,018,541	\$1.19	5,842,713	\$6,800,000	\$1.16	3.2%	2.6%
Montana	957,861	\$818,385	\$0.85	944,632	\$740,891	\$0.78	10.5%	8.9%
Nebraska	1,774,571	\$2,900,000	\$1.63	1,768,331	\$1,500,000	\$0.85	93.3%	92.7%
Nevada	2,565,382	\$125,403	\$0.05	2,495,529	\$92,000	\$0.04	36.3%	32.6%
New Hampshire	1,315,828	\$1,530,000	\$1.16	1,314,895	\$588,000	\$0.45	160.2%	160.0%
New Jersey	8,685,920	\$1,008,129,998	\$116.06	8,724,560	\$847,052,000	\$97.09	19.0%	19.5%
New Mexico	1,969,915	\$56,478,000	\$28.67	1,954,599	\$35,650,000	\$18.24	58.4%	57.2%
New York	19,297,729	\$3,009,046,000	\$155.93	19,306,183	\$2,573,088,000	\$133.28	16.9%	17.0%
North Carolina	9,061,032	\$75,866,447	\$8.37	8,856,505	\$66,466,447	\$7.50	14.1%	11.6%
North Dakota	639,715	\$2,900,000	\$4.53	635,867	\$2,203,657	\$3.47	31.6%	30.8%
Ohio	11,466,917	\$16,450,000	\$1.43	11,478,006	\$16,300,000	\$1.42	0.9%	1.0%
Oklahoma	3,617,316	\$5,750,000	\$1.59	3,579,212	\$3,250,000	\$0.91	76.9%	75.1%
Oregon	3,747,455	\$74,092,943	\$19.77	3,700,758	\$35,983,883	\$9.72	105.9%	103.3%
Pennsylvania	12,432,792	\$860,963,000	\$69.25	12,440,621	\$822,826,000	\$66.14	4.6%	4.7%
Rhode Island	1,057,832	\$49,214,195	\$46.52	1,067,610	\$47,182,752	\$44.19	4.3%	5.3%
South Carolina	4,407,709	\$6,400,000	\$1.45	4,321,249	\$7,400,004	\$1.71	-13.5%	-15.2%
South Dakota	796,214	\$750,000	\$0.94	781,919	\$750,000	\$0.96	0.0%	-1.8%
Tennessee	6,156,719	\$38,310,000	\$6.22	6,038,803	\$38,050,000	\$6.30	0.7%	-1.2%
Texas	23,904,380	\$28,741,067	\$1.20	23,507,783	\$28,741,067	\$1.22	0.0%	-1.7%
<i>Utah*</i>		\$0						
Vermont	621,254	\$6,166,576	\$9.93	623,908	\$5,746,599	\$9.21	7.3%	7.8%
Virginia	7,712,091	\$184,417,844	\$23.91	7,642,884	\$267,556,000	\$35.01	-31.1%	-31.7%
Washington	6,468,424	\$42,438,767	\$6.56	6,395,798	\$39,338,803	\$6.15	7.9%	6.7%
West Virginia	1,812,035	\$2,523,342	\$1.39	1,818,470	\$2,258,342	\$1.24	11.7%	12.1%
Wisconsin	5,601,640	\$119,134,447	\$21.27	5,556,506	\$113,411,541	\$20.41	5.0%	4.2%
Wyoming	522,830	\$2,294,200	\$4.39	515,004	\$2,388,281	\$4.64	-3.9%	-5.4%
<b>Totals</b>	<b>288,771,384</b>	<b>\$13,307,455,177</b>	<b>\$46.08</b>	<b>290,963,893</b>	<b>\$11,065,597,728</b>	<b>\$38.03</b>		

Note: Texas provides funds on a biennial basis. Figures shown are average annual funds for the biennium.

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2007, published in December, 2007."

## State and Per Capita Funding

A snapshot of all states surveyed in the FY 2007 effort, shown in Table 1.9, reveals that *total* transit funding by state varies widely across the nation, ranging from zero dollars in funding to \$3.111 billion. Four states – Alabama, Colorado, Hawaii, and Utah – do not fund transit at the state level. On the other hand, states such as California, New York, Massachusetts, New Jersey, Connecticut, Pennsylvania, Maryland, and Illinois, among others, have made large state investments in transit ranging from \$499 million to \$3.111 billion.

Table 1-10 shows state funding ranked by *per capita* funding levels. Eighteen states reported per capita funding between \$19 and \$427, whereas the remaining 28 states reported from \$.05 per capita to slightly less than \$10 per capita.

States that operate transit usually provide significantly higher per-capita funds than those that do not. Figure 1-3 shows that six states that operate transit – indicated by the large diamonds – provided significantly higher funding than states with similar population levels. The “state” that provided the highest level of per capita funding is DC but its totals are artificially high because the DC metro system also serves Virginia and Maryland – a population much larger than that of the District. For that reason, DC is not included in Figure 1-3.

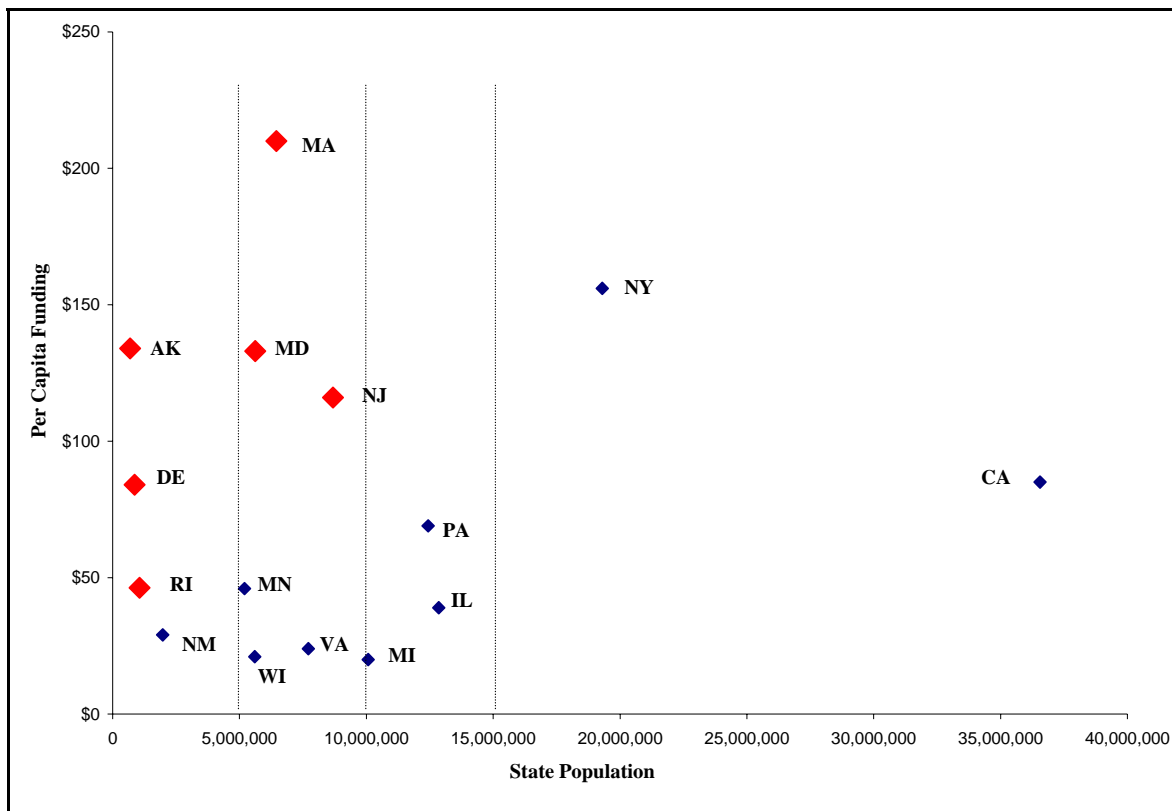


Figure 1-3. Per Capita Funding by Population and Transit Operator Status, 2007.



**Table 1-9.** Reported Total Investment for 49 States and DC

State	Population	FY 2007 Transit Funding	FY 2007 Per Capita Costs
California	36,553,215	\$3,110,690,806	\$85.10
New York	19,297,729	\$3,009,046,000	\$155.93
Massachusetts	6,449,755	\$1,351,917,492	\$209.61
New Jersey	8,685,920	\$1,008,129,998	\$116.06
Connecticut	3,502,309	\$876,357,467	\$250.22
Pennsylvania	12,432,792	\$860,963,000	\$69.25
Maryland	5,618,344	\$749,371,455	\$133.38
Illinois	12,852,548	\$498,900,000	\$38.82
DC	588,292	\$250,868,928	\$426.44
Minnesota	5,197,621	\$237,023,000	\$45.60
Michigan	10,071,822	\$200,661,111	\$19.92
Virginia	7,712,091	\$184,417,844	\$23.91
Florida	18,251,243	\$174,806,597	\$9.58
Wisconsin	5,601,640	\$119,134,447	\$21.27
Alaska	683,478	\$91,359,200	\$133.67
North Carolina	9,061,032	\$75,866,447	\$8.37
Oregon	3,747,455	\$74,092,943	\$19.77
Delaware	864,764	\$72,962,500	\$84.37
New Mexico	1,969,915	\$56,478,000	\$28.67
Rhode Island	1,057,832	\$49,214,195	\$46.52
Indiana	6,345,289	\$42,694,683	\$6.73
Washington	6,468,424	\$42,438,767	\$6.56
Tennessee	6,156,719	\$38,310,000	\$6.22
Texas	23,904,380	\$28,741,067	\$1.20
Ohio	11,466,917	\$16,450,000	\$1.43
Iowa	2,988,046	\$10,840,785	\$3.63
Arizona	6,338,755	\$10,142,000	\$1.60
Missouri	5,878,415	\$7,018,541	\$1.19
South Carolina	4,407,709	\$6,400,000	\$1.45
Vermont	621,254	\$6,166,576	\$9.93
Georgia	9,544,750	\$6,024,552	\$0.63
Kansas	2,775,997	\$6,000,000	\$2.16
Oklahoma	3,617,316	\$5,750,000	\$1.59
Maine	1,317,207	\$4,502,528	\$3.42
Arkansas	2,834,797	\$4,251,656	\$1.50
Kentucky	4,241,474	\$3,709,262	\$0.87
Nebraska	1,774,571	\$2,900,000	\$1.63
North Dakota	639,715	\$2,900,000	\$4.53
West Virginia	1,812,035	\$2,523,342	\$1.39
Wyoming	522,830	\$2,294,200	\$4.39
Mississippi	2,918,785	\$1,600,000	\$0.55
New Hampshire	1,315,828	\$1,530,000	\$1.16
Montana	957,861	\$818,385	\$0.85
South Dakota	796,214	\$750,000	\$0.94
Idaho	1,499,402	\$312,000	\$0.21
Nevada	2,565,382	\$125,403	\$0.05
<b>Total</b>	<b>283,909,869</b>	<b>\$13,307,455,177</b>	<b>\$46.87</b>

**Table 1-10.** Reported Per Capita Investment for 49 States and DC

State	Population	FY 2007 Transit Funding	FY 2007 Per Capita Costs
DC	588,292	\$250,868,928	\$426.44
Connecticut	3,502,309	\$876,357,467	\$250.22
Massachusetts	6,449,755	\$1,351,917,492	\$209.61
New York	19,297,729	\$3,009,046,000	\$155.93
Alaska	683,478	\$91,359,200	\$133.67
Maryland	5,618,344	\$749,371,455	\$133.38
New Jersey	8,685,920	\$1,008,129,998	\$116.06
California	36,553,215	\$3,110,690,806	\$85.10
Delaware	864,764	\$72,962,500	\$84.37
Pennsylvania	12,432,792	\$860,963,000	\$69.25
Rhode Island	1,057,832	\$49,214,195	\$46.52
Minnesota	5,197,621	\$237,023,000	\$45.60
Illinois	12,852,548	\$498,900,000	\$38.82
New Mexico	1,969,915	\$56,478,000	\$28.67
Virginia	7,712,091	\$184,417,844	\$23.91
Wisconsin	5,601,640	\$119,134,447	\$21.27
Michigan	10,071,822	\$200,661,111	\$19.92
Oregon	3,747,455	\$74,092,943	\$19.77
Vermont	621,254	\$6,166,576	\$9.93
Florida	18,251,243	\$174,806,597	\$9.58
North Carolina	9,061,032	\$75,866,447	\$8.37
Indiana	6,345,289	\$42,694,683	\$6.73
Washington	6,468,424	\$42,438,767	\$6.56
Tennessee	6,156,719	\$38,310,000	\$6.22
North Dakota	639,715	\$2,900,000	\$4.53
Wyoming	522,830	\$2,294,200	\$4.39
Iowa	2,988,046	\$10,840,785	\$3.63
Maine	1,317,207	\$4,502,528	\$3.42
Kansas	2,775,997	\$6,000,000	\$2.16
Nebraska	1,774,571	\$2,900,000	\$1.63
Arizona	6,338,755	\$10,142,000	\$1.60
Oklahoma	3,617,316	\$5,750,000	\$1.59
Arkansas	2,834,797	\$4,251,656	\$1.50
South Carolina	4,407,709	\$6,400,000	\$1.45
Ohio	11,466,917	\$16,450,000	\$1.43
West Virginia	1,812,035	\$2,523,342	\$1.39
Texas	23,904,380	\$28,741,067	\$1.20
Missouri	5,878,415	\$7,018,541	\$1.19
New Hampshire	1,315,828	\$1,530,000	\$1.16
South Dakota	796,214	\$750,000	\$0.94
Kentucky	4,241,474	\$3,709,262	\$0.87
Montana	957,861	\$818,385	\$0.85
Georgia	9,544,750	\$6,024,552	\$0.63
Mississippi	2,918,785	\$1,600,000	\$0.55
Idaho	1,499,402	\$312,000	\$0.21
Nevada	2,565,382	\$125,403	\$0.05
<b>Total</b>	<b>283,909,869</b>	<b>\$13,307,455,177</b>	<b>\$46.87</b>

Note: For both Tables 1-9 and 1-10.

- Alabama, Colorado, Hawaii, and Utah did not fund transit. Louisiana did not respond to the 2007 survey.
- The District of Columbia per capita figure is artificially high. WMATA extends well beyond the District boundaries into Maryland and Virginia, and therefore serves a population much larger than that of the District. Per capita figure is calculated only for District investment per District resident population.
- Texas provides funds on a biennial basis. Figures shown are average annual funds for the biennium.

Source for both Tables 1-9 and 1-10: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2007," published in December, 2007.

## 2.0 State Transit Programs

### ■ Methodology

This section presents major details of FY 2007 funding programs for each of the 49 states who responded to the survey and the District of Columbia DOT.

Survey packets were sent to all 50 state DOTs and the District of Columbia DOT the week of April 10, 2008. Packets included the survey form with data from 2006 entered into the appropriate boxes, an instruction sheet explaining the format, and a cover letter from AASHTO and APTA. Through email and telephone follow-ups, eventually 49 of 50 states (Louisiana did not respond) and the District of Columbia submitted their updated information and data collection was terminated in September 2008. A report of results was submitted to AASHTO in October 2008.

The following basic information was solicited from each state:

- *Sources of funds.* What state taxes or revenues are used to support transit?
- *Nature of programs.* What is the focus of discrete funding programs?
- *Amounts of funding.* What amounts are being contributed from which sources?
- *Eligible uses of funds.* For what purposes are funds provided?
- *Types of Funding.* What limitations are placed on the funds, for example, limited to capitol expenditures, operating expenditures, planning, or other misc. activities.
- *Allocation mechanisms.* What factors are used in allocating funds to what recipients?

Note: Per capita costs for each state were calculated using the U.S. Census State Population Data (NST-EST2007-01) for July 1, 2007, which was released in December 2007.

## Alabama State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	Discretionary	\$
		Interest income	\$			Formula-based	\$
		Other:	\$			Local pass-thru	\$
		Other:	\$			Other	\$
		Other:	\$			<b>TOTAL</b>	\$
		Other:	\$			Explain "Other:"	
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$	Additional remarks on this program:			
<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2007.</b></p>							

## ■ **Alabama State Transit Funding: Major Features**

The state does not provide funding for transit.

## Alaska State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Alaska Marine Highway (Ferry Program)	\$90,959,200	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Funds Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$90,959,200 \$ \$ \$ \$	Capital \$9,400,000 Operating* \$81,559,200 Other <b>TOTAL</b> \$90,959,200 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$ Other \$90,959,200 <b>TOTAL</b> \$90,959,200 <b>Explain "Other:"</b> Legislated	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$90,959,200 <b>TOTAL</b> \$90,959,200 <b>Explain "Other:"</b> Alaska Marine Highway is state-owned
				<b>Additional remarks on this program:</b> Much of Alaska is landlocked and only accessible by boat and small plane. Many of these small communities are located on islands. Consequently, the Alaska Marine Highway System is an additional "public transit" system and is the lifeline to medical, shopping, cultural, and social activities for many Alaskans.		
Transit purchase of rides, vehicles, planning for new system	\$400,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: AL Mental Health Trust Authority Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$400,000 \$ \$ \$	Capital \$400,000 Operating* \$ Other \$ <b>TOTAL</b> \$400,000 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$ Other \$400,000 <b>TOTAL</b> \$400,000 <b>Explain "Other:"</b> AMHTA authorized receipts legislated	Discretionary \$400,000 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$400,000 <b>Explain "Other:"</b>
				<b>Additional remarks on this program:</b> The Alaska Mental Health Trust Authority under the Alaska State Department of Revenue, distributes funds each year from the trust fund that is derived from sale of property holdings throughout the state with additional discretionary capital appropriations of general funds from the Legislature. The decline in funding for FY2007 reflects the decline in discretionary capital funds.		
<b>\$91,359,200 TOTAL FUNDS</b>						



## ■ **Alaska State Transit Funding: Major Features**

- State transit funding for FY 2007 totaled \$91,359,200 or about \$133.67 per capita.
- The State of Alaska currently has ten public transit systems and two additional systems starting in FY 2010.
- Due to the unique geography, large land mass, and extreme climate conditions of Alaska, the cost of transit infrastructure is high. Funding based on population alone does not meet the needs of this state. In the next reauthorization we would like to see funding based on land area and population, comparable to FTA 5311, for all FTA funding programs.

(Alaska's fiscal year runs from July to June.)

## Arizona State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Planning	\$42,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$42,000 \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> Planning only  *Includes planning	\$ \$ \$42,000 \$42,000 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$42,000 \$ \$ \$42,000 <b>TOTAL</b> \$42,000 <b>Explain "Other:"</b> Legislated
<b>Additional remarks on this program:</b>							
Operating, Capital, and Planning	\$10,100,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Lottery Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$10,100,000 \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> Both capital and operating  *Includes planning	\$ \$ \$10,100,000 \$10,100,000 <b>Explain "Other:"</b> Legislated	\$ \$10,100,000 \$ \$ \$ <b>TOTAL</b> \$10,100,000 <b>Explain "Other:"</b>	
<b>Additional remarks on this program:</b> For the purpose of providing public or special needs transportation. Distributed only to cities, towns, and counties based on population. (Funds cannot be broken out)							
<b>\$10,142,000 TOTAL FUNDS</b>							

## ■ **Arizona State Transit Funding: Major Features**

- State transit funding for FY 2007 totaled slightly more than \$10 million or about \$1.60 per capita.

(Arizona's fiscal year is July to June.)

## Arkansas State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Urban Systems	\$2,220,540	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Rental car tax Other: Corporate Franchise Fee Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$2,031,519 \$189,021 \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$ \$2,220,540 \$2,220,540 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"  Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
Additional remarks on this program: Capital match and operating assistance for urban systems. Funds cannot be broken out.							
Rural Systems	\$1,431,116	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Rental car tax Other: Corporate Franchise Fee Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$1,270,137 \$160,979 \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$ \$1,431,116 \$1,431,116 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"  Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
Additional remarks on this program: Capital match and operating assistance for rural systems. Funds cannot be broken out.							
<div style="display: flex; justify-content: space-between;"> <span>\$3,651,656</span> <span>TOTAL PAGE 1</span> </div>							

Arkansas State Transit Funding: Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
5310 Capital Grants	\$600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Rental car tax	\$ \$ \$ \$ \$ \$ \$600,000	Capital \$600,000 Operating* \$ Other \$ <b>TOTAL</b> \$600,000 Explain "Other:"	Dedicated \$600,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$600,000 Explain "Other:"	Discretionary \$600,000 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$600,000 Explain "Other:"
Other: \$				*Includes planning		
Other: \$				Additional remarks on this program: Capital grants for 5310 elderly and disabled.		
Other: \$						
Other: \$						
<b>TOTAL</b> \$600,000						
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other:	\$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ <b>TOTAL</b> \$ Explain "Other:"	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$ Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$ Explain "Other:"
Other: \$				*Includes planning		
Other: \$				Additional remarks on this program:		
Other: \$						
Other: \$						
<b>TOTAL</b> \$						
\$3,651,656 Total from page 1						
\$4,251,656 TOTAL FUNDS						

## ■ **Arkansas State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was just over \$4.251 million or about \$1.50 per capita.
- Transit funding comes from a dedicated source generated by a tax on rental cars and a corporate franchise fee.
- The funds are used both for capital match and operating assistance for urban and rural transit systems and for expanding Arkansas's 5310 capital grant program.

(Arkansas' fiscal year is from July to June.)

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## California State Transit Funding: Program Structure and Characteristics - Page 1 of 3

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Local Transportation Fund	\$1,413,205,062	General sales tax	\$1,413,205,062	Capital	\$91,858,330	Dedicated	\$1,413,205,062	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$1,189,918,660	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$131,428,072	Other	\$	Local pass-thru	\$1,413,205,062
		Veh reg/lic/title fees	\$	TOTAL	\$1,413,205,062	TOTAL	\$1,413,205,062	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$1,413,205,062		
		Interest income	\$	Streets & Roads, Bike & Ped		Explain "Other:"			
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Collected by state - returned to county of origin. Apportioned by population within counties. Supports local transit.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$1,413,205,062						
State Transit Assistance Fund	\$623,567,744	General sales tax	\$	Capital	\$149,656,259	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$473,911,485	Non-ded.	\$	Formula-based	\$623,567,744
		Gas tax	\$623,567,744	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$623,567,744	TOTAL	\$623,567,744	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$623,567,744		
		Interest income	\$	Explain "Other:"		Explain "Other:"			
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Allocated to operators by regional planning agencies based on population, prior year fares, and local revenues. Supports local transit.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$623,567,744						
\$2,036,772,806 TOTAL PAGE 1									

# Survey of State Funding for Public Transportation

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State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
State Trans. Improvement Program	\$265,075,000	General sales tax		Capital	\$265,075,000	Dedicated	\$265,075,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$265,075,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$265,075,000	<b>TOTAL</b>	\$265,075,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$265,075,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	Fuel users tax and	\$	<b>*Includes planning</b>				
		Other:	weight fees	\$265,075,000					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		<b>TOTAL</b>	\$265,075,000	<b>Additional remarks on this program:</b> Of the amount available for programming, 75% is allocated to counties by population and 25% is retained by the state for interregional improvements.					
Proposition 116 Program	\$500,000	General sales tax	\$	Capital	\$500,000	Dedicated	\$500,000	Discretionary	\$500,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$500,000	<b>TOTAL</b>	\$500,000	Other	\$
		Bond proceeds	\$500,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$500,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:		\$	<b>*Includes planning</b>				
		Other:		\$					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		<b>TOTAL</b>	\$500,000	<b>Additional remarks on this program:</b> Discretionary grants to local transportation agencies and jurisdictions for rail and fixed guide way projects. Project approval by California Transportation Commission.					
\$265,575,000		Total Page 3							
\$3,110,690,806		TOTAL FUNDS							

## ■ **California State Transit Funding: Major Features**

- Total state transit funding for FY 2007 was just over \$3.1 billion, translating to approximately \$85.10 in per capita funding.
- Funding for transit projects programmed in the Traffic Congestion Relief Program began in 2001. Transit projects programmed in the 2006 State Transportation Improvement Program Augmentation were adopted in June 2007.
- State funding supports the full spectrum of transit needs—capital, operations, and planning.
- The primary source of state transit funding continues to be revenues from the  $\frac{1}{4}$  cent of the 7- $\frac{1}{4}$  percent retail sales tax flowing through the “Local Transportation Fund” established by the Transportation Development Act (TDA). Revenues are collected by the State and returned to each county according to the amount that was collected in that county (as a result, they are often characterized as “local” rather than state funds).
- State funding from gasoline and diesel sales taxes also flow to transit through the “State Transit Assistance Fund/Public Transportation Account.”
- The current state transit program structure represents a consolidation and simplification of accounts and programs that support transit.

(California’s fiscal year is July to June.)

Colorado State Transit Funding: Program Structure and Characteristics									
State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Senate Bill 1 Strategic Transit Program		General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$	TOTAL		Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL \$	
		Interest income	\$	*Includes planning		Explain "Other:"		Explain "Other:"	
	Other:	\$							
	Other:	\$							
	Other:	\$	Additional remarks on this program:						
	Other:	\$							
Other:	\$								
	TOTAL	\$							
<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2007.</b></p>									

## ■ **Colorado State Transit Funding: Major Features**

- A transportation funding bill was passed during the 2002 legislative session that provided state funding for future transit-related purposes. The bill set aside 10 percent of certain general fund transportation funds (Senate Bill 1 of 1997) for strategic, transit-related purposes. These funds are derived from state sales tax revenues that exceed certain thresholds.
- Those thresholds were exceeded for the first time in FY 2006; however, they were not exceeded in 2007 resulting in zero funding for transit-related purposes for this fiscal year.

(Colorado's fiscal year is July to June.)

## Connecticut State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Capital Project Management Plan (Bonded)	\$666,500,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income  Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$666,500,000 \$ \$ \$ \$ \$	Capital \$666,500,000 Operating* \$ Other \$ <b>TOTAL</b> \$666,500,000 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b>
				<b>Additional remarks on this program:</b> Public Act 05-04 authorized funding above and beyond CDOT's historic annual bond funding level for transit related capital improvements. In addition to a \$34 million bond authorization for CDOT's core program, an additional \$625.65 million in bond authorizations was provided to effect the procurement of 342 new M-8 rail cars, new transit vehicles, and the construction of a new rail equipment maintenance facility in New Haven.		
Rail Operations	\$89,080,198	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income  Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$89,080,198 Other \$ <b>TOTAL</b> \$89,080,198 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$89,080,198 Non-ded. \$ Other \$ <b>TOTAL</b> \$89,080,198 <b>Explain "Other:"</b>	Discretionary \$89,080,198 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$89,080,198 <b>Explain "Other:"</b>
				<b>Additional remarks on this program:</b> Support for New Haven Rial Line and Shore Line East commuter rail services. All funds provided through the State's Special Transportation Fund.		
<b>\$755,580,198 TOTAL-PAGE 1</b>						

## Connecticut State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Bus Operations	\$101,075,221	General sales tax	\$	Capital	\$	Dedicated	\$101,075,221	Discretionary	\$101,075,221
		Vehicle sales tax	\$	Operating*	\$101,075,221	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$101,075,221	TOTAL	\$101,075,221	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$101,075,221		
		Interest income	\$			Explain "Other:"			
		Other:	\$						
		Other:	\$				*Includes planning		
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Support for urban, rural, and commuter express bus operations. All funding provided through the State's Special Transportation Fund.					
		Other:	\$						
TOTAL	\$101,075,221								
ADA Non-ADA Dialysis	\$19,702,048	General sales tax	\$	Capital	\$	Dedicated	\$19,702,048	Discretionary	\$19,702,048
		Vehicle sales tax	\$	Operating*	\$19,702,048	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$19,702,048	TOTAL	\$19,702,048	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$19,702,048		
		Interest income	\$			Explain "Other:"			
		Other:	\$						
		Other:	\$				*Includes planning		
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Support for mandated ADA, local Non-ADA, and Dialysis services. All funding provided through the State's Special Transportation Fund.					
		Other:	\$						
TOTAL	\$19,702,048								
\$755,580,198		TOTAL-PAGE 1							
\$876,357,467		TOTAL FUNDS							



## ■ Connecticut State Transit Funding: Major Features

- A special transportation capital improvement initiative contained in Public Act 05-04 infused an additional \$625 million into the state transit funding program. Therefore, FY 2007 transit funding appears skewed in comparison to previous and possibly future year totals. Total state transit funding increased from \$225.6 million in FY 2006 to \$876.3 million in FY 2007. This translates to a spike in per capita state funding from \$64.37 to \$250. Absent the special bond funding associated with the transportation initiative, the total state transit funding would have been approximately \$244.5 in FY 2007. The per capita state funding would have been \$69.85.
- The state funds virtually all transit in Connecticut. Minimal financial support for transit is provided by local governments, mostly for localized paratransit services.
- State operating support for bus services is provided on a deficit basis, driven by historic shares but subject to funding limitations in the state's biennial budget. The bus transit capital funding (FTA Section 5307) process involves pooling state and federally apportioned funds. Annual capital funding commitments are then determined through collaboration between the state and local transit operators.
- The state, through contractual arrangements, operates services in eight urban areas under the title of CT Transit. CT Transit services account for approximately 70 percent of transit services and 80 percent of transit ridership statewide. Through similar contractual arrangements, the state subsidizes two commuter rail services, the New Haven Line operated by Metro North Railroad and the Shore Line East operated by Amtrak.
- Connecticut DOT, through its Office of Transit and Ridesharing, administers a growing number of programs on a statewide basis, including ridesharing, United We Ride, New Freedoms, and jobs access.

(Connecticut's fiscal year is from July to June.)

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## Delaware State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Rail Service Paratransit Fixed Route	\$64,952,500	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$64,952,500	Formula-based	\$
		Gas tax	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$64,952,500	Other	\$64,952,500
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$64,952,500
		Interest income	\$				
		Bridge tolls	\$	*Includes planning	Additional remarks on this program: Operating expenditures on state-wide public transit system. Approved by State Legislature. NOTE: Funding flows into the State Transportation Trust Fund from bridge tolls, gas tax, and vehicle registration fees, but none of these are dedicated to transit.		
		Other: Transportation Trust Fund	\$64,952,500				
		Other:	\$				
		Other:	\$				
		Other:	\$	TOTAL	\$64,952,500		
		TOTAL	\$64,952,500				
Capital Program	\$8,010,000	General sales tax	\$	Capital	\$8,010,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$8,010,000	Other	\$8,010,000
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$8,010,000
		Interest income	\$				
		Bridge tolls	\$	*Includes planning	Additional remarks on this program: 32.2% on rail preservation; 62.8% on vehicle replacement and expansion amenities; 5.0% on facility preservation, enhancement, and expansion.		
		Other: Transportation Trust Fund	\$8,010,000				
		Other:	\$				
		Other:	\$				
		Other:	\$	TOTAL	\$8,010,000		
		TOTAL	\$8,010,000				
\$72,962,500		TOTAL FUNDS					

## ■ Delaware State Transit Funding: Major Features

- Total state transit funding increased from \$67.2 million in FY 2006 to \$73.0 million in FY 2007. This translates to an increase in per capita state funding from approximately \$78.71 to \$84.37.
- All public transit services are provided by the Delaware Transit Corporation, a division of the Delaware DOT.
- All services and programs are primarily funded through a single state trust fund, whose sources are bridge tolls, a portion of the gas tax, and vehicle registration fees. Additional revenue sources include passenger revenue and federal subsidy and grants.
- State funding provides 81.4 percent of the operating costs of the Delaware Transit Corporation.

(Delaware's fiscal year is from July to June.)

## District of Columbia State Transit Funding: Program Structure and Characteristics - Page 1 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Operating Subsidy to WMATA	\$198,487,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$198,487,000	Non-ded.	\$198,487,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$198,487,000
		Veh reg/lic/title fees	\$	TOTAL	\$198,487,000	TOTAL	\$198,487,000	Other	\$
		Bond proceeds	\$	Explain "Other:" Includes all taxes and user fees collected in DC	Explain "Other:"	TOTAL	\$198,487,000	Explain "Other:"	
		Interest income	\$						
		Other:	General Funds	\$198,487,000					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		TOTAL			\$198,487,000				
						*Includes planning			
				Additional remarks on this program: Includes \$103.90 million allocated to Metrobus, \$63.13 million to Metrorail, \$11.48 million to Metro Access, and \$19.93 million to debt service.					
School Transit Subsidy to WMATA	\$4,962,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$4,962,000	Non-ded.	\$4,962,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$4,962,000
		Veh reg/lic/title fees	\$	TOTAL	\$4,962,000	TOTAL	\$4,962,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$4,962,000	Explain "Other:"	
		Interest income	\$						
		Other:	General funds	\$4,962,000					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		TOTAL			\$4,962,000				
						*Includes planning			
				Additional remarks on this program: The DC Omnibus Budget Support Act of 1995 authorizes the payment of 50% of the base fare as subsidy for the transportation of DC students to and from school and related activities.					
\$203,449,000				TOTAL PAGE 1					

# **District of Columbia State Transit Funding: Program Structure and Characteristics - Page 2 of 3**

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Capital Subsidy to WMATA	\$46,653,715	General sales tax	\$	Capital	\$46,653,715	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$46,653,715	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$46,653,715
		Veh reg/lic/title fees	\$	TOTAL	\$46,653,715	TOTAL	\$46,653,715	Other	\$
		Bond proceeds	\$46,653,715	Explain "Other:"	Explain "Other:"	TOTAL	\$46,653,715	Explain "Other:"	
		Interest income	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: WMATA Capital Program (MetroMatters).					
		Other:	\$						
		TOTAL	\$46,653,715						
Section 5310 Transportation for the Elderly & Disabled Program	\$291,936	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$291,936	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$291,936	TOTAL	\$291,936	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$291,936	Explain "Other:"	
		Interest income	\$						
		Federal grant	\$291,936						
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Private non-profit organizations provide the matching funds associated with this grant.					
		Other:	\$						
		TOTAL	\$291,936						
\$203,449,000 Total from page 1									
\$250,394,651 TOTAL PAGE 2									

## District of Columbia State Transit Funding: Program Structure and Characteristics - Page 3 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Section 5303 Metropolitan Transit Planning Program	\$463,495	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$463,495	Non-ded.	\$	Formula-based	\$463,495
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$463,495	TOTAL	\$463,495	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$463,495
		Interest income	\$					Explain "Other:"	
		Other:	\$463,495	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL			\$463,495	Additional remarks on this program: DC matching financial assistance to the Metropolitan Planning Organization.			
Section 5304 Statewide Transit Planning Program	\$10,782	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$10,782	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$10,782	TOTAL	\$10,782	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$10,782
		Interest income	\$					Explain "Other:"	
		Other:	\$10,782	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL			\$10,782	Additional remarks on this program: DC matching financial assistance for transit planning activities.			
\$250,394,651		Total from page 2							
\$250,868,928		TOTAL FUNDS							

## ■ District of Columbia Transit Funding: Major Features

- Total District funding for transit in FY 2007 was approximately \$250.8 million or about \$426 per capita. The bulk of these funds are dedicated to operating and capital subsidies for the Washington Metropolitan Area Transit Authority (WMATA).<sup>1</sup>
- The District of Columbia uniquely acts as both a state and local funding source.

(DC's fiscal year is from October to September.)

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<sup>1</sup> The District of Columbia per capita figure is artificially high. WMATA extends well beyond the District boundaries into Maryland and Virginia and, therefore, serves a population much larger than that of the District. Per capita figure is calculated only for District investment per District resident population.



## Florida State Transit Funding: Program Structure and Characteristics - Page 1 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
State Transit Block Grant	\$71,100,000	General sales tax	\$	Capital		Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$71,100,000	Non-ded.	\$71,100,000	Formula-based	\$71,100,000
		Gas tax	\$46,926,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$21,330,000	TOTAL	\$71,100,000	TOTAL	\$71,100,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$71,100,000		
		Interest income	\$						
		Other:	Aviation fuel tax	\$	*Includes planning				
		Other:	Rental car surchge	\$2,844,000					
		Other:		\$					
		Other:		\$					
		Other:		\$	Additional remarks on this program: FTA Section 5307 recipients. Up to 1/2 non-Federal share of capital expenses and 1/2 eligible operating expenses, not to exceed local contributions.				
		TOTAL	\$71,100,000						
Public Transit Service Development Program	\$5,260,000	General sales tax	\$	Capital	\$0	Dedicated	\$0	Discretionary	\$5,260,000
		Vehicle sales tax	\$	Operating*	\$5,260,000	Non-ded.	\$5,260,000	Formula-based	\$
		Gas tax	\$3,471,600	Other	\$	Other	\$0	Local pass-thru	\$
		Veh reg/lic/title fees	\$1,578,000	TOTAL	\$5,260,000	TOTAL	\$5,260,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$5,260,000		
		Interest income	\$						
		Other:	Aviation fuel tax	\$	*Includes planning				
		Other:	Rental car surchge	\$210,400					
		Other:		\$					
		Other:		\$					
		Other:		\$	Additional remarks on this program: Grants for 2-3 year demonstration projects (local and state) for operations, maintenance, marketing, and technology. Eligible for capital uses, but rarely used that way.				
		TOTAL	\$5,260,000						
\$76,360,000 TOTAL-PAGE 1									

**Florida State Transit Funding: Program Structure and Characteristics - Page 2 of 4**

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount							
Transit Corridor Program	\$7,099,380	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$7,099,380				
		Vehicle sales tax	\$	Operating*	\$7,099,380	Non-ded.	\$7,099,380	Formula-based	\$				
		Gas tax	\$4,685,591	Other	\$	Other	\$	Local pass-thru	\$				
		Veh reg/lic/title fees	\$2,129,814	TOTAL	\$7,099,380	TOTAL	\$7,099,380	Other	\$				
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	TOTAL	\$7,099,380					
		Interest income	\$					Explain "Other:"					
		Other: Aviation fuel tax	\$										
		Other: Rental car surchge	\$283,975	*Includes planning									
		Other:	\$	Additional remarks on this program: Grants for capital or operating in state-designated corridors.									
		Other:	\$										
		Other:	\$										
		Other:	\$										
		TOTAL	\$7,099,380										
Commuter Assistance Program	\$4,697,400	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$4,697,400				
		Vehicle sales tax	\$	Operating*	\$4,697,400	Non-ded.	\$4,697,400	Formula-based	\$				
		Gas tax	\$3,100,284	Other	\$	Other	\$	Local pass-thru	\$				
		Veh reg/lic/title fees	\$1,409,220	TOTAL	\$4,697,400	TOTAL	\$4,697,400	Other	\$				
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	TOTAL	\$4,697,400					
		Interest income	\$					Explain "Other:"					
		Other: Aviation fuel tax	\$										
		Other: Rental car surchge	\$187,896	*Includes planning									
		Other:	\$	Additional remarks on this program: Grants for TMA and ride-sharing, support for up to 1/2 TMA operating costs.									
		Other:	\$										
		Other:	\$										
		Other:	\$										
		TOTAL	\$4,697,400										
\$76,360,000 Total from page 1													
\$88,156,780 SUB TOTAL													

## Florida State Transit Funding: Program Structure and Characteristics - Page 3 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Park and Ride Program	\$1,100,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Aviation fuel tax Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$726,000 \$330,000 \$ \$ \$ \$ \$ \$ \$ \$ \$1,100,000	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$1,100,000 \$ \$ \$1,100,000 <b>TOTAL</b> \$1,100,000 Explain "Other:"  Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> \$1,100,000 Explain "Other:"
Additional remarks on this program: Project grants.						
Match Section 5303 Section 5311 Section 5310 Section 5311(f)	\$4,084,817	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Aviation fuel tax Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$2,695,979 \$1,225,445 \$ \$ \$ \$ \$ \$ \$ \$ \$4,084,817	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$3,984,817 \$100,000 \$ \$4,084,817 <b>TOTAL</b> \$4,084,817 Explain "Other:"  Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> \$4,084,817 Explain "Other:"
Additional remarks on this program: Grants for up to 1/2 non-Federal share capital. Includes legislatively mandated dollar for dollar match to Federal Section 5311(f) Intercity Bus Funds which may be used for operating expenses.						
\$88,156,780 Total from Page 2						
\$93,341,597 SUBTOTAL						

# Survey of State Funding for Public Transportation

2-31

## ■ **Florida State Transit Funding: Major Features**

- Total state transit funding decreased from \$176.4 million in FY 2006 to \$174.8 million in FY 2007 for a per capita cost of \$9.58.
- State funding supports the full spectrum of transit needs – capital, operations, and planning.
- The Florida Legislature created the State New Starts program, funded with general revenues, to provide up to half of the non-Federal share of transit new starts projects.
- By state law, a minimum of 15 percent of state transportation trust fund dollars must be spent for public transportation, which includes transit, rail, aviation, seaports, and intermodal facilities. Transit makes up five percent of state transportation expenditures.
- Florida law requires the Department of Transportation to match FTA Section 5311(f) Intercity Bus Funds on a dollar for dollar basis.

(Florida's fiscal year is from July to June.)

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## Georgia State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs		FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Urban Capital Program	\$5,166,887	General sales tax	\$5,166,887	Capital	\$5,166,887	Dedicated	\$5,166,887	Discretionary		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$5,166,887	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$5,166,887	TOTAL	\$5,166,887	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$5,166,887	
		Interest income	\$	*Includes planning			Explain "Other:"			
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
		TOTAL				\$5,166,887	<b>Additional remarks on this program:</b> Under the Governor's Apportionment, supports 1/2 non-Federal share of capital projects in urbanized areas based on adopted local TIPs and approved STIP. State match supports Federal formula allocations. Federal allocations for small urban areas without a public transportation system are distributed to areas with existing transit agencies by state formula based on ridership, fare box recovery, revenue vehicle miles, and trips per capita.			
Rural Capital Program	\$473,149	General sales tax	\$473,149	Capital	\$473,149	Dedicated	\$473,149	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$473,149	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$473,149	TOTAL	\$473,149	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$473,149	
		Interest income	\$	*Includes planning			Explain "Other:"			
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
		TOTAL				\$473,149	<b>Additional remarks on this program:</b> Supports 15% of non-Federal share of capital *(vans & minibuses) and 10% of non-Federal share of capital (all other capital items) projects in 104 small urban and rural areas based on the State's Rural Transportation Improvement Program (RTIP).			
\$5,640,036 TOTAL PAGE 1										

# Georgia State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Planning Support Program	\$384,516	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$384,516 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$384,516 \$ \$384,516 <b>TOTAL</b> Explain "Other:"  *Includes planning	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"  Additional remarks on this program: The Georgia DOT supports MPO planning in 15 MPOs with a minimum allocation for each MPO based on population factors. A discretionary amount, which is reserved each year, is distributed to MPOs for special planning studies.
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$ \$ <b>TOTAL</b> Explain "Other:"  *Includes planning	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"  Additional remarks on this program:
	\$5,640,036	Total from page 1				
	\$6,024,552	TOTAL FUNDS				



## ■ Georgia State Transit Funding: Major Features

- Total state transit funding increased from \$4.7 million in FY 2006 to \$6 million in FY 2007 for a per capita cost of \$0.63.
- The state transit funding came from the annual state budget appropriations process.
- The state provides capital and planning funds, but no transit operating support.
- The state provides capital assistance for 14 urban and 104 rural public transit systems. In addition, the state provides planning support for 15 MPOs.
- All rural providers are local or county governments, some of whom contract with other providers for service. Georgia DOT Public Transportation Coordinators at the seven District Offices assist rural areas in service planning and capital budgeting.
- Through the Georgia Transit Association (GTA), transit agencies are currently developing proposals for statewide alternative transportation revenue sources for both urban and rural public transportation systems for operating assistance.

(Georgia's fiscal year is from July to June.)

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## Hawaii State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	Discretionary	\$
		Interest income	\$			Formula-based	\$
		Other:	\$			Local pass-thru	\$
		Other:	\$			Other	\$
		Other:	\$			<b>TOTAL</b>	\$
		Other:	\$			Explain "Other:"	
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$	Additional remarks on this program:			
<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2007.</b></p>							

## ■ **Hawaii State Transit Funding: Major Features**

- The state of Hawaii has delegated responsibility for transit funding to the four county agencies of Kauai, Oahu, Maui, and Hawaii.

The state of Hawaii does sometimes provide additional funds for transit.

(Hawaii's fiscal year is from July to June.)

## Idaho State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Non-urbanized & seniors and persons with disabilities	\$312,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Miscellaneous revenues Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$312,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$312,000 \$ \$ \$312,000 TOTAL \$312,000 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Additional remarks on this program: Discretionary allocation for vehicle purchase. First, Federal funds are allocated by formula, state funds are used to complete 92% of vehicle costs, then local dollars provide an 8% match. (Idaho utilizes the sliding scale rate allowed in SAFETEA-LU).
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$ TOTAL \$ Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Additional remarks on this program:
	\$312,000	TOTAL	\$			

## ■ **Idaho State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$312,000 or \$0.21 per capita.
- State transit funds are taken entirely from Idaho Transportation Department's miscellaneous revenues. Gas tax funds are restricted to road spending by the state constitution, and the legislature has not allowed general fund monies to be appropriated for transit.
- Local matches are generally funded by property taxes or donations.

(Idaho's fiscal year is from July to June.)

## Illinois State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Operating Assistance Program	\$498,900,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$498,900,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$498,900,000 \$ \$498,900,000 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"	\$ \$498,900,000 \$ \$498,900,000 Explain "Other:"
<b>TOTAL</b> \$489,200,000				<b>Additional remarks on this program:</b> Northeast Illinois (RTA system) receives General Revenue Funds (GRF) equal to 25% of the RTA sales tax collected in northeast Illinois. The Metro-East system in southwest Illinois receives GRF equal to 80% of 2/32 of the sales tax collected in the region. Other eligible downstate areas receive GRF equal to 80% of the 3/32 of the sales tax collected in those areas up to 55% of their operating budget in FY 2007.			
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$ \$ \$ Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"	\$ \$ \$ \$ Explain "Other:"
<b>TOTAL</b> \$				<b>Additional remarks on this program:</b>			
\$498,900,000		<b>TOTAL FUNDS</b>					

## ■ **Illinois State Transit Funding: Major Features**

- Total state transit funding in FY 2007 is \$498.9 million or \$38.82 per capita.
- Operating assistance is funded from general revenue funds and includes a fare reimbursement program, debt service on capital bonds, and general operating assistance. Systems can receive operating assistance for providing reduced fare to the elderly and persons with disabilities. The amount available each year is determined through the legislative process.
- General fund operating assistance for downstate transit operators (outside the Metro East area) cannot exceed 55 percent of any recipient's operating budget. The Northeastern Illinois Regional Transportation Authority (RTA) area has a minimum fare box recovery rate of 50 percent.
- State Reduced Fare Program: These funds reimburse transit systems for the loss in revenue incurred by providing reduced fares to students, elderly persons, and persons with disabilities. FY 2007 \$37.3 million.

(Illinois' fiscal year is from July to June.)



## Indiana State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Public Mass Transportation Fund (.635%)	\$35,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$35,000,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$281,920 \$34,718,080 \$ \$35,000,000 \$32,700,000 Explain "Other:"  Additional remarks on this program: Allotted based on total boardings, total vehicle miles of travel, and amount of local derived income.	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"  Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
Commuter Rail Service Fund (.14%)	\$7,694,683	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$7,694,683 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$7,694,683 \$7,694,683 \$7,694,683 Explain "Other:"  Additional remarks on this program: Funding for rail service between South Bend and Chicago. Used for maintenance, improvements, and operation of commuter rail service.	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"  Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
\$42,694,683		<b>TOTAL FUNDS</b>				

## ■ **Indiana State Transit Funding: Major Features**

- State transit funding increased from \$40 million in FY 2006 to \$42.7 million in FY 2007. This translates to an increase in per capita state funding from \$6.37 to \$6.73.
- Operating and capital funds for transit are administered through the public mass transportation fund. The state sales and use tax is applied to this fund.
- The Indiana Department of Transportation administers the section 5303, 5310, 5311, 5313, 5316, and 5317 grant programs. Indiana has received over \$17 million in grant awards from these programs in FY 2007.
- Regional transportation authorities have been established in northwest and central Indiana. The Regional Development Authority, representing Lake and Porter counties, includes a Regional Bus Authority charged with developing regional bus service. In central Indiana, the Central Indiana Regional Transportation Authority has been created for the Indianapolis metro area encompassing nine counties.

(Indiana's fiscal year is from July to June.)

## Iowa State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
State Transit Assistance (formula projects)	\$10,540,785	General sales tax	\$	Capital	\$	Dedicated	\$10,540,785	Discretionary	\$
		Vehicle sales tax	\$10,540,785	Operating*	\$	Non-ded.	\$	Formula-based	\$10,540,785
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$10,540,785	TOTAL	\$10,540,785	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$10,540,785		
		Interest income	\$					Explain "Other:"	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$10,540,785	Additional remarks on this program: Support of public transit operations and capital. Split between regional systems and urban systems based on revenue miles (about 50/50). Within peer groups, distribution 50% based on locally derived income (LDI), 25% based on ridership, and 25% on revenue miles.					
State Transit Assistance Special Projects (fixed)	\$300,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$300,000
		Vehicle sales tax	\$300,000	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$300,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$300,000	TOTAL	\$300,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$300,000		
		Interest income	\$					Explain "Other:"	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$300,000	Additional remarks on this program: Statewide projects for marketing, training, advanced technologies, human services coordination, etc.					
\$10,840,785 TOTAL FUNDS									

## ■ Iowa State Transit Funding: Major Features

- Total state transit funding in FY 2007 was \$10.8 million or about \$3.63 per capita.
- State legislation allocates 1/20th of the first \$0.04 of the use tax on the sale of motor vehicles and accessory equipment to the support of public transit.
- Of the total amount available for transit support in any given year, \$300,000 are initially reserved for “special projects” to enhance the transit program, while the rest of the funds are distributed on the basis of a performance-based formula to the state’s 19 urban and 16 regional transit systems to be used at the discretion of the local transit policy board for projects supporting public transit.
- Special projects are generally statewide in scope and include such items as coordination projects with human service agencies, a statewide transit awareness campaign, a fellowship program for transit systems in communities with populations greater than 50,000 (similar to what is made available to rural systems using the FTA Rural Transit Assistance Program [RTAP]), and projects for the introduction of advanced technologies. Of the set-aside special projects, any part not needed for such purposes can be distributed to the transit systems via the formula.
- Iowa’s distribution formula makes an initial split in funding between the state’s urban transit systems and the multi-county regional transit systems. This is based on total revenue miles provided by each peer group. Then within each peer group, each system receives an allocation of state transit assistance, which is based 50 percent on the amount of locally determined income generated in the previous year in comparison with peers, 25 percent on ridership efficiencies in comparison with peers, and 25 percent on revenue miles efficiencies in comparison with peers.
- Formula funds are distributed to transit systems monthly upon receipt by DOT.

(Iowa’s fiscal year is from July to June.)

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Operating Assistance	\$1,600,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$1,600,000
		Vehicle sales tax	\$	Operating*	\$1,600,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,600,000	<b>TOTAL</b>	\$1,600,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,600,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	State Highway Fund	\$1,600,000					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		<b>TOTAL</b>	\$1,600,000	<b>*Includes planning</b>  <b>Additional remarks on this program:</b> Discretionary allocation based on identified needs.					
Urban Operating Assistance	\$2,210,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$2,210,000
		Vehicle sales tax	\$	Operating*	\$2,210,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,210,000	<b>TOTAL</b>	\$2,210,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,210,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	State Highway Fund	\$2,210,000					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		<b>TOTAL</b>	\$2,210,000	<b>*Includes planning</b>  <b>Additional remarks on this program:</b> Discretionary allocation based on identified needs.					
<b>\$3,810,000 Subtotal-Page 1</b>									

# Kansas State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Capital Assistance	\$860,000	General sales tax	\$	Capital	\$860,000	Dedicated	\$	Discretionary	\$860,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$860,000	TOTAL	\$860,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$860,000	Explain "Other:"	
		Interest income	\$	*Includes planning					
		Other: State Highway Fund	\$860,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Discretionary allocation based on identified needs.					
		Other:	\$						
TOTAL	\$860,000								
Urban Capital Assistance	\$1,330,000	General sales tax	\$	Capital	\$1,330,000	Dedicated	\$	Discretionary	\$1,330,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,330,000	TOTAL	\$1,330,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$1,330,000	Explain "Other:"	
		Interest income	\$	*Includes planning					
		Other: State Highway Fund	\$1,330,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Discretionary allocation based on identified needs.					
		Other:	\$						
TOTAL	\$1,330,000								
\$3,810,000 Total from page 1									
\$6,000,000 TOTAL FUNDS									

## ■ **Kansas State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$6.0 million or \$2.16 per capita. The state has programmed \$6.0 million per fiscal year through FY 2009.
- The source of the funds is the state Highway Fund, which is divided between rural (41 percent) and urban (59 percent) transit operators and is used for operating and capital needs.
- The selection process for funding begins by needs requests, which are compiled by various transit operators. These needs requests are then screened by 15 coordinated transit districts (CTDs), which view the requests in light of district wide needs. The recommendations made by the CTDs are then forwarded to the state DOT transit section, which notifies the final fund recipients.

(Kansas' fiscal year is from June to July.)

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FY 2007										
State Programs	Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount				
Elderly and Disabled Care	\$205,661	General sales tax	\$	Capital	\$205,661	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$205,661	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$205,661	<b>TOTAL</b>	\$205,661	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b> \$205,661		
		Interest income	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$	<b>Additional remarks on this program:</b> Formula match of up to 10% of capital projects.						
Other:	\$									
<b>TOTAL</b>	\$261,877									
Rural Capital and Discretionary	\$773,846	General sales tax	\$	Capital	\$773,846	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$773,846	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$773,846	<b>TOTAL</b>	\$773,846	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b> \$773,846		
		Interest income	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$	<b>Additional remarks on this program:</b> Formula match of up to 10% of capital projects.						
Other:	\$									
<b>TOTAL</b>	\$773,846									
<b>\$979,507 TOTAL-PAGE 1</b>										

## Survey of State Funding for Public Transportation

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## ■ **Kentucky State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$3.7 million or about \$0.87 per capita.
- The state uses state general funds to match up to one-half of the local shares of capital projects. While state funds are also eligible for operating costs, no state funds have been appropriated for this purpose.
- Prioritization of funds occurs in the following order: elderly and disabled program, rural program, small urban systems, and large urban areas.
- Generally, the state requests funding for about 150 elderly and disabled program vehicles and is provided funding for approximately 55. Vehicle replacement criteria such as mileage, age, clientele, ridership, and other vehicle factors are used to prioritize funds. Funds are not available for service expansion, only system preservation (i.e., replacement of aging vehicles).

(Kentucky's fiscal year is from July to June.)

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## Louisiana State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	Discretionary	\$
		Interest income	\$			Formula-based	\$
		Other:	\$			Local pass-thru	\$
		Other:	\$			Other	\$
		Other:	\$			<b>TOTAL</b>	\$
		Other:	\$			Explain "Other:"	
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$	Additional remarks on this program:			
<p><b>NO SURVEY RESPONSE PROVIDED FOR FY 2007.</b></p>							

## ■ **Louisiana State Transit Funding: Major Features**

Louisiana did not respond to the survey

(Louisiana's fiscal year is from July to June.)

## Maine State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Public Transportation Fund	\$502,528	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Misc. fees -off road fuel tax Other: Other: Other: Other:	\$ \$ \$ \$ \$4,000,000 \$ \$502,528 \$ \$ \$ \$	Capital \$4,000,000 Operating* \$502,528 Other \$ TOTAL \$4,502,528 Explain "Other:" *Includes planning	Dedicated \$4,502,528 Non-ded. \$ Other \$ TOTAL \$4,502,528 Explain "Other:" dedicated to transit, air, rail	Discretionary \$4,000,000 Formula-based \$502,528 Local pass-thru \$ Other \$ TOTAL \$4,502,528 Explain "Other:"
Additional remarks on this program: Supports local transit operations, matching Federal transit grants. Bond supports \$1m capital buses; \$3m intermodal facilities, garage, etc.						
Passenger Related Improvements		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ TOTAL \$ Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$ Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$ Explain "Other:"
Additional remarks on this program:						
\$4,502,528 TOTAL FUNDS						

## ■ **Maine State Transit Funding: Major Features**

- Total state transit operating funding in FY 2007 was \$4.5 million or \$3.42 per capita.
- The constitutional barrier to using state highway tax dollars for non-highway purposes limits funding for transit. However, the Transit Bonus Program (which is capped at one percent of the State Highway Tax), gives towns a bonus in their local roads accounts if they increase their contributions to transit.

(Maine's fiscal year is from July to June.)



## Maryland State Transit Funding: Program Structure and Characteristics - Page 1 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Large Urban Area Program (Baltimore)	\$472,272,504	General sales tax	\$	Capital	\$64,066,992	Dedicated	\$	Discretionary	\$472,272,504
		Vehicle sales tax	\$142,437,387	Operating*	\$408,205,512	Non-ded.	\$472,272,504	Formula-based	\$
		Gas tax	\$152,969,064	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$116,367,945	TOTAL	\$472,272,504	TOTAL	\$472,272,504	Other	\$
		Bond proceeds	\$20,827,217	Explain "Other:"	Explain "Other:"	TOTAL	\$472,272,504	Explain "Other:"	
		Interest income	\$2,030,772						
		Other: Corporate Income Tax	\$37,640,119						
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Funds Maryland Transit Administration (MTA) services in Baltimore Metro Area and Baltimore/Washington commuter operating expenses.					
		Other:	\$						
		TOTAL	\$472,272,504						
Large Urban Program (DC/MD Suburban Area)	\$263,016,000	General sales tax	\$	Capital	\$60,500,000	Dedicated	\$	Discretionary	\$1,655,000
		Vehicle sales tax	\$79,325,626	Operating*	\$202,516,000	Non-ded.	\$263,016,000	Formula-based	\$261,361,000
		Gas tax	\$85,190,882	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$64,807,142	TOTAL	\$263,016,000	TOTAL	\$263,016,000	Other	\$
		Bond proceeds	\$11,599,006	Explain "Other:"	Explain "Other:"	TOTAL	\$263,016,000	Explain "Other:"	
		Interest income	\$1,130,969						
		Other: Corporate Income Tax	\$20,962,375						
		Other:	\$						
		Other:	\$						
		Other:	\$	Additional remarks on this program: Formula-based Maryland share of Washington Metropolitan Area Transit Authority (WMATA) and suburban Washington transit systems. Suburban systems are operated by Montgomery County, Prince George's County, and the Corridor Transportation Corporation (CTC) which is a charitable corporation. Subsidy to the CTC is discretionary, not formula based.					
		Other:	\$						
		TOTAL	\$263,016,000						
\$735,288,504		SUBTOTAL OF FUNDS							

# Maryland State Transit Funding: Program Structure and Characteristics - Page 2 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Small Urban Program	\$3,283,980	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Corporate Income Tax Other: Other: Other: Other:	\$ \$990,448 \$1,063,681 \$809,173 \$144,824 \$14,121 \$261,733 \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$536,936 \$2,747,044 \$ \$3,283,980 \$3,283,980 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:" TOTAL \$3,283,980
Statewide Special Transportation Assistance Program	\$4,182,207	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Corporate Income Tax Other: Other: Other: Other:	\$ \$1,261,354 \$1,354,617 \$1,030,496 \$184,435 \$17,983 \$333,322 \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$4,182,207 \$ \$4,182,207 \$4,182,207 Explain "Other:" Explain "Other:"	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:" TOTAL \$4,182,207
\$735,288,504 Total from page 1				Additional remarks on this program: Up to 25% operating assistance match for 5307 programs. Up to 10% capital assistance match for 5307.		
\$742,754,691 SUBTOTAL OF FUNDS				Additional remarks on this program: Allocates 60% of funds evenly to providers; 40% of distribution based on elderly/disabled population to local jurisdiction.		

## Maryland State Transit Funding: Program Structure and Characteristics - Page 3 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount					
ADA Services	\$2,665,903	General sales tax	\$	Capital	\$	Discretionary	\$2,665,903				
		Vehicle sales tax	\$804,036	Operating*	\$2,665,903	Non-ded.	\$2,665,903	Formula-based	\$		
		Gas tax	\$863,486	Other	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$656,878	TOTAL	\$2,665,903	TOTAL	\$2,665,903	Other	\$		
		Bond proceeds	\$117,566	Explain "Other:"	Explain "Other:"	TOTAL	\$2,665,903	Explain "Other:"			
		Interest income	\$11,463	*Includes planning	Additional remarks on this program: Discretionary distribution based on need to counties or human services organizations.						
		Other: Corporate Income Tax	\$212,472								
		Other:	\$								
		Other:	\$								
		Other:	\$								
		Other:	\$	TOTAL	\$2,665,903						
		TOTAL	\$2,665,903								
		Job Access	\$1,615,803	General sales tax	\$	Capital	\$	Discretionary	\$1,615,803		
				Vehicle sales tax	\$487,326	Operating*	\$1,615,803	Non-ded.	\$1,615,803	Formula-based	\$
				Gas tax	\$523,359	Other	\$	Other	\$	Local pass-thru	\$
Veh reg/lic/title fees	\$398,134			TOTAL	\$1,615,803	TOTAL	\$1,615,803	Other	\$		
Bond proceeds	\$71,257			Explain "Other:"	Explain "Other:"	TOTAL	\$1,615,803	Explain "Other:"			
Interest income	\$6,948			*Includes planning	Additional remarks on this program: Matches FTA grant for low income access to jobs.						
Other: Corporate Income Tax	\$128,779										
Other:	\$										
Other:	\$										
Other:	\$										
Other:	\$			TOTAL	\$1,615,803						
TOTAL	\$1,615,803										
\$742,754,691				Total from page 2							
\$747,036,397				SUBTOTAL OF FUNDS							

# Maryland State Transit Funding: Program Structure and Characteristics - Page 4 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Transit Program	\$2,217,058	General sales tax	\$	Capital	\$219,489	Dedicated	\$	Discretionary	\$2,217,058
		Vehicle sales tax	\$668,665	Operating*	\$1,997,569	Non-ded.	\$2,217,058	Formula-based	\$
		Gas tax	\$718,105	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$546,283	TOTAL	\$2,217,058	TOTAL	\$2,217,058	Other	\$
		Bond proceeds	\$97,772	Explain "Other:"	Explain "Other:"	TOTAL	\$2,217,058	Explain "Other:"	
		Interest income	\$9,533	*Includes planning	Additional remarks on this program: Funding for operating expenditures: Base program, is a formula of 90% on past needs and current service, and 10% on rural population. New service is based on need and available funding.				
		Other: Corporate Income Tax	\$176,700						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
TOTAL	\$2,217,058								
State Discretionary Capital Program	\$118,000	General sales tax	\$	Capital	\$118,000	Dedicated	\$	Discretionary	\$118,000
		Vehicle sales tax	\$35,589	Operating*	\$	Non-ded.	\$118,000	Formula-based	\$
		Gas tax	\$38,220	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$29,075	TOTAL	\$118,000	TOTAL	\$118,000	Other	\$
		Bond proceeds	\$5,204	Explain "Other:"	Explain "Other:"	TOTAL	\$118,000	Explain "Other:"	
		Interest income	\$507	*Includes planning	Additional remarks on this program: Provides funds to both small urban and rural operators. Programs are used to provide 100% state funding for vehicles, equipment, and facilities that may not be eligible for FTA funds, and to offset Federal match requirements for FTA's 5309 program.				
		Other: Corporate Income Tax	\$9,405						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
TOTAL	\$118,000								
\$747,036,397 Total from page 3									
\$749,371,455 TOTAL FUNDS									

## ■ **Maryland State Transit Funding: Major Features**

- Total state transit spending was \$749.0 million in State Fiscal Year 2007. This equates to \$133 in per citizen expenditures.
- Funding to support all modal expenditures flows through the Transportation Trust Fund. The state legislature allocates funding to each modal administration based on budget requests.
- For the combined bus, Metro subway, and light rail systems in Baltimore, the Maryland Transit Administration (MTA) is required by statute to recover 35 percent of its operating expense through fares. This is a recently enacted change from prior years, which required at least 40 percent farebox recovery for MTA service.

(Maryland State Fiscal Year is from July to June.)

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## Massachusetts State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Operating & Capital Assistance for 15 Regional Transit Authorities (other than MBTA)	\$92,539,299	General sales tax	\$	Capital	\$11,107,015	Dedicated	\$92,539,299	Discretionary	\$11,107,015
		Vehicle sales tax	\$	Operating*	\$81,432,284	Non-ded.	\$	Formula-based	\$
		Gas tax	\$11,655,962	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$92,539,299	TOTAL	\$92,539,299	Other	\$81,432,284
		Bond proceeds	\$11,107,015	Explain "Other:"	Explain "Other:"	TOTAL	\$92,539,299		
		Interest income	\$	*Includes planning	Additional remarks on this program: For operating assistance, the Commonwealth reimburses the 15 RTAs at least 50% of their net operating deficit and up to 75%. The local communities reimburse at least 25% and up to 50% of the net operating deficit. 231 municipalities pay an annual assessment for the reimbursement of net operating deficit. For capital assistance, Federal funds pay for 80% of the project costs and State funds pay for 20%, except for rural transit authorities which do not receive Federal capital formula funds and the State pays 100%.				
		Other: Annual local assessment	\$23,152,473						
		Other: General fund	\$46,623,849						
		Other:							
		Other:	\$						
		Other:	\$						
		TOTAL	\$92,539,299						
Operating Assistance for MBTA	\$873,682,181	General sales tax	\$733,963,311	Capital	\$	Dedicated	\$873,682,181	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$873,682,181	Non-ded.	\$	Formula-based	\$873,390,851
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$873,682,181	TOTAL	\$873,682,181	Other	\$291,330
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$873,682,181		
		Interest income	\$	*Includes planning	Additional remarks on this program: For operating assistance, dedicated revenue stream for the MBTA which equals 20% of the existing statewide 5% sales tax. 175 municipalities within MBTA's district pay an annual assessment for the reimbursement of operating expenditures.				
		Other: Local Assessments	\$139,427,540						
		Other: Planning	\$291,330						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$873,682,181						
\$966,221,480 SUBTOTAL OF FUNDS									

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Capital Assistance to MBTA	\$385,696,012	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Infrastructure Fund Other: Capital Maintenance Funds Other: Other: Other:	\$ \$ \$ \$ \$357,866,098 \$ \$20,392,506 \$7,437,408 \$ \$ \$ \$ \$385,696,012	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$385,696,012 \$ \$ \$385,696,012 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$385,696,012 \$ \$ \$385,696,012 Explain "Other:"
Additional remarks on this program: For capital assistance, used to provide the local match (\$31.2m ) for MBTA Federally-funded projects and fund capital needs (\$326.7m) that exceed Federal funding availability. \$20,392,506 is the state share.							
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Infrastructure Fund Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$ Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$ \$ \$ \$ Explain "Other:"
Additional remarks on this program:							
\$966,221,480 Total from page 1							
\$1,351,917,492 TOTAL FUNDS							



## ■ **Massachusetts State Transit Funding: Major Features**

- Total state transit funding for FY 2007 was \$1.35 billion or about \$210 per capita.
- Transit funding comes from a variety of sources including the general fund, highway fund, local assessments, sales tax revenue, MBTA Revenue Bonds, and the State Infrastructure Fund.

(Massachusetts fiscal year is from July to June.)

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## Michigan State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding (1)	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount (2)	Method of Distribution by Amount	
Local Transit Operating Assistance	\$166,624,000	General sales tax	\$0	Capital	\$166,624,000	Discretionary	\$
		Vehicle sales tax	\$48,387,732	Operating*	\$166,624,000	Formula-based	\$166,624,000
		Gas tax (3)	\$56,941,810	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees (3)	\$60,849,285	TOTAL	\$166,624,000	TOTAL	\$166,624,000
		Bond proceeds (4)	\$0	Explain "Other:"	Explain "Other:"	TOTAL	\$166,624,000
		Interest income	\$29,952				
		Other: Motor carrier and limo fees	\$224,144				
		Other: Correction of PY expenditures	\$191,078	*Includes planning			
		Other:	\$0				
		Other:	\$0				
		Other:	\$0				
		TOTAL	\$166,624,000	Additional remarks on this program: Statutory mandate to provide to eligible transit agencies as a percentage of their eligible costs. Statute provides for maximum percentages: Urban (100,000+) - up to 50%; Non-urban/small urban - up to 60%.			
		See notes 1 - 4 on Page 2					
Public Transportation Development	\$19,364,408	General sales tax	\$0	Capital	\$19,364,408	Discretionary	\$6,455,108
		Vehicle sales tax	\$5,623,438	Operating*	\$8,455,108	Formula-based	\$10,909,300
		Gas tax (3)	\$6,617,561	Other	\$0	Local pass-thru	\$2,000,000
		Veh reg/lic/title fees (3)	\$7,071,673	TOTAL	\$19,364,408	TOTAL	\$19,364,408
		Bond proceeds (4)	\$0	Explain "Other:"	Explain "Other:"	TOTAL	\$19,364,408
		Interest income	\$3,481				
		Other: Motor carrier and limo fees	\$26,049				
		Other: Correction of PY expenditures	\$22,206	*Includes planning			
		Other:	\$0				
		Other:	\$0				
		Other:	\$0				
		TOTAL	\$19,364,408	Additional remarks on this program: Programs include: Match for Federal capital grants (bus/facilities/planning), specialized service and municipal credits (distribution amount set in state law), and other transit programs. Included in formula funds is the Federal capital match provided with state funds. Statute requires use of state Comprehensive Transportation Funds to provide 2/3rds of the match to Federal capital grants awarded to transit agencies. In practice, MDOT's goal to provide the entire match when possible. Discretionary funds include funds appropriated for programs defined in statute and for which there are statutory minimums for the program, but MDOT has some discretion in how the funds are distributed.			
		See notes 1 - 4 on Page 2					
		\$185,988,408	TOTAL PAGE 1				

## Michigan State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding (1)	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount (2)	Method of Distribution by Amount			
Intercity Passenger and Freight	\$14,672,703	General sales tax	\$	Capital	\$5,891,331	Dedicated	\$14,672,703	Discretionary	\$14,172,703
		Vehicle sales tax	\$4,260,964	Operating*	\$8,631,427	Non-ded.	\$	Formula-based	\$
		Gas tax (3)	\$5,014,225	Other	149,945	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees (3)	\$5,358,313	TOTAL	\$14,672,703	TOTAL	\$14,672,703	Other	\$500,000
		Bond proceeds (4)	\$0	Explain "Other:"	passenger rail marketing	Explain "Other:"	TOTAL	\$14,672,703	
		Interest income	\$2,638	*Includes planning					
		Other: Motor carrier and limo fees	\$19,738	Additional remarks on these programs: Capital and operating for passenger rail, intercity bus, rail freight (including management of state-owned rail and economic development), and marine passenger capital programs. By statute, these programs combined are to receive 10% of total program distributions each fiscal year.					
		Other: Correction of PY expenditures	\$16,826						
		Other:	\$0						
		Other:	\$0						
		TOTAL			\$14,672,703				
See notes 1 -4 on Page 2									
(1) The funding sources shown are in proportion to the amount each source contributes to the Comprehensive Transportation Fund (CTF). The CTF supports all the programs shown in these spreadsheets.									
(2) All revenue to the CTF is dedicated to public transportation by statute.									
(3) The CTF receives up to 10% of the Michigan Transportation Fund (MTF) revenue after certain deductions. This is effectively over 8% of the MTF. MTF revenue sources include various fuel taxes, vehicle registration fees, and other miscellaneous revenues. The vehicle registration fees comprised 44% of the overall MTF revenues in FY2006. The numbers lists 44% of the MTF revenues that went unto the CTF in FY2006 as vehicle registration fees; the remaining 56% was fuel tax.									
(4) Some of the programs shown are also supported by CTF bond revenues which are in addition to the amounts shown and not subject to the annual appropriations process. Since bond debt service is paid from the CTF, bond revenues are not a revenue source, but a funding tool and are not reported here as a revenue source.									

## ■ **Michigan State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$200,661,111 or \$19.92 per capita.
- The largest two programs are operating assistance and capital match.
- State law requires the Comprehensive Transportation Fund to provide operating assistance as a percentage of eligible expenses and establishes maximum rates of 50 percent of eligible operating expenses for urbanized areas over 100,000 population and up to 60 percent for nonurbanized areas and urbanized areas under 100,000 population. In FY2007, the Comprehensive Transportation Fund appropriation supported operating assistance levels of 32.5 percent and 38.6 percent.
- State law requires the Comprehensive Transportation Fund to provide two-thirds of the required local match for federal transit grants awarded to eligible agencies. MDOT's goal has been able to provide the entire local match, with a combination of annual appropriations, bond proceeds, and toll revenue credits. Bond proceeds and toll revenue credits are not included in Michigan's report.
- Michigan provides some level of public transportation in all 83 counties.
- A total of 52 of 79 public transit agencies are locally supported by property tax millages, with the remainder supported by local general funds.
- 79 regular service transit agencies provided approximately 93.6 million rides in FY 2007, a 1.22% increase over 2006.
- The Rideshare Program provides limited staff support for 9 local Rideshare Offices that organize, demonstrate, and promote ridesharing activities. Seven of the offices receive federal funds to support the program while 2 of the offices operate on local funding only. In addition, the MichiVan Program provides fleet management to 260 commuter vanpool groups.
- Two public passenger ferry services receive state assistance--one in the eastern Upper Peninsula, which carried 502,118 vehicles and 813,598 passengers, and the other providing service from Charlevoix to Beaver Island, which carried 6,268 vehicles and 38,816 passengers.
- The state provides operating assistance for five intercity bus routes that carried 66,934 passengers in FY 2007. This is a 19.0% decrease from the previous year.
- The state's three passenger rail corridors carried 681,568 passengers in FY 2007. This is a 1.0% increase from the previous year. Two of the three corridors receive state operating assistance.
- Michigan provides safety oversight for 222 motor bus (charter and intercity) and about 643 limousine carriers. A total of 2,775 motor buses and 2,889 limousines either received an annual safety inspection or were safety certified by the State.

(Michigan's fiscal year is from October to September.)

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## Minnesota State Transit Funding: Program Structure and Characteristics - Page 1 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
GM transit operating and capital assistance	\$18,810,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Fund	\$ \$ \$ \$ \$ \$ \$18,810,000	Capital Operating* Other <b>TOTAL</b> Explain "Other:"	\$ \$18,810,000 \$ \$18,810,000 Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:" Legislated
	Other: Other: Other: Other:		\$ \$ \$ \$	*Includes planning		
	<b>TOTAL</b>		\$18,810,000	Additional remarks on this program:		
GM Transit Fund	\$7,610,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other:	\$ \$7,610,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"	\$ \$7,610,000 \$ \$7,610,000 Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:" Legislated
	Other: Other: Other: Other:		\$ \$ \$ \$	*Includes planning		
	<b>TOTAL</b>		\$7,610,000	Additional remarks on this program:		
<b>\$26,420,000</b>		<b>SUBTOTAL OF FUNDS</b>				

# Minnesota State Transit Funding: Program Structure and Characteristics - Page 2 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Commuter Rail State Bonds	\$0	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$0 \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$0 \$ \$ \$0 Explain "Other:" Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Legislated
Additional remarks on this program: Northstar Corridor Commuter Rail Project						
Metro Area Transit Fund	\$115,600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$115,600,000 \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$115,600,000 \$ \$115,600,000 Explain "Other:" Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Legislated
Additional remarks on this program:						
\$26,420,000 Total from page 1						
\$142,020,000 SUBTOTAL						



## Minnesota State Transit Funding: Program Structure and Characteristics - Page 3 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Metro Area Transit Operating Assistance	\$73,453,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$73,453,000 \$ \$ \$ \$ \$ \$73,453,000	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$73,453,000 \$ \$73,453,000 TOTAL \$73,453,000 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Legislated
Additional remarks on this program:						
Hiawatha LRT Operations	\$5,300,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$5,300,000 \$ \$ \$ \$ \$ \$5,300,000	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$5,300,000 \$ \$5,300,000 TOTAL \$5,300,000 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Legislated
Additional remarks on this program:						
\$142,020,000 Total from page 2						
\$220,773,000 SUBTOTAL						

# Minnesota State Transit Funding: Program Structure and Characteristics - Page 4 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Transitways (State Bonds)	\$16,250,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$16,250,000 \$ \$ \$ \$ \$	Capital \$16,250,000 Operating* \$ Other \$ TOTAL \$16,250,000 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$16,250,000 Other \$ TOTAL \$16,250,000 Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$16,250,000 TOTAL \$16,250,000 Explain "Other:" Legislated
Additional remarks on this program:						
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ TOTAL \$ Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$ Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$ Explain "Other:"
Additional remarks on this program:						
<div> <div>\$220,773,000</div> <div>Total from page 3</div> </div>						
<div> <div>\$237,023,000</div> <div>TOTAL FUNDS</div> </div>						

## ■ **Minnesota State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$237 million or \$45.60 per capita.
- MnDOT receives and distributes funding for public transit systems outside the seven-county metropolitan area. The Metropolitan Council MPO receives and distributes funding for the Minneapolis-St. Paul metro area.
- Minnesota's 2003 Legislature statutorily appropriated 21.5 percent of annual MVST collections for Twin Cities Metropolitan Area transit operations and 1.43 percent for Greater Minnesota transit operations.

(Minnesota's fiscal year is from July to June.)

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## Mississippi State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Multimodal Transit Program	\$1,600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: MDOT Gen. Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$1,600,000 \$ \$ \$ \$ \$	Capital \$640,000 Operating* \$960,000 Other \$ <b>TOTAL</b> \$1,600,000 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$1,600,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$1,600,000 <b>Explain "Other:"</b>	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$1,600,000 <b>TOTAL</b> \$1,600,000 <b>Explain "Other:"</b> Legislated
<b>Additional remarks on this program:</b> The legislature established a Multi-Modal Transportation Improvement Program. Funds are allocated by percentages contained in the legislation. The funds can be used for capital and operating costs. The legislation does not mandate a specific percentage for these costs. Spending decisions are made based on a competitive application process. Currently, the multimodal funds are provided exclusively by the MDOT. No specific funds have been appropriated by the Legislature.						
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b>						
\$1,600,000		<b>TOTAL FUNDS</b>				

## ■ **Mississippi State Transit Funding: Major Features**

- Total state transit funding for FY 2007 was \$1,600,000 or \$0.55 per capita.

(Mississippi's fiscal year is July to June.)

## Missouri State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit Operating Assistance	\$4,145,121	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$4,145,121	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$4,145,121	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$4,145,121	TOTAL	\$4,145,121	Other	\$4,145,121
		Bond proceeds	\$	Explain "Other:"	*Includes planning	Explain "Other:"	Dedicated in appropriation but not in statute	TOTAL	\$4,145,121
		Interest income	\$						
		Other: General revenue (includes	\$	Additional remarks on this program: Operating assistance for urban and rural public transit providers to partially offset operating deficits.					
		state sales and income taxes)	\$3,895,121						
		Other: State Transportation Fund	\$						
		(includes vehicle registration fees)	\$250,000						
		Other:	\$						
TOTAL	\$4,145,121								
Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP)	\$2,873,420	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$2,873,420	Non-ded.	\$	Formula-based	\$2,873,420
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$2,873,420	TOTAL	\$2,873,420	Other	\$
		Bond proceeds	\$	Explain "Other:"	*Includes planning	Explain "Other:"	TOTAL	\$2,873,420	
		Interest income	\$						
		Other: General revenue (includes	\$	Additional remarks on this program: Offsets operating deficits of not-for-profit agencies that provide mobility trips to seniors and people with disabilities. Allocated based on a formula that takes into account the proposed number and types of trips.					
		state sales and income taxes)	\$2,273,420						
		Other: State Transportation Fund	\$600,000						
		(includes vehicle registration fees)	\$						
		Other:	\$						
TOTAL	\$2,873,420								
\$7,018,541 TOTAL FUNDS									

## ■ **Missouri State Transit Funding: Major Features**

- Total state transit funding was \$7.0 million in FY 2007, or about \$1.19 per capita.
- Mostly general revenue funds are used for transit, as the Missouri constitution prohibits state gas tax money from being used for anything other than roads. In 2007, some State Transportation Fund moneys (derived primarily from registration fees) were newly used to lower the prior year's level of general revenue funding to transit.
- Seven public urban transit providers and 27 rural transit providers receive state transit operating assistance funds; 179 nonprofit organizations receive Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) funds.
- For FY 2007, state operating assistance funded about one percent of the operations budget of large urban systems, four percent for small urban systems, and four percent of rural systems.
- For FY 2007, MEHTAP offset nine percent of the total cost of trips provided.

(Missouri's fiscal year is from July to June.)



## Montana State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Transit Capital and Operations	\$75,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Corporate Income Tax Other: Other: Other: Other:	\$ \$ \$75,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> Can be used for both	\$ \$ \$75,000 \$75,000 <b>Explain "Other:"</b>	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b>
				<b>*Includes planning</b>		
				<b>Additional remarks on this program:</b> Allocated to six general public providers. The local provider can decide to use the funding for capital, operating, or match.		
			<b>TOTAL</b>	\$75,000		
TransADE Elderly and Disabled Services	\$743,385	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$743,385 \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> <b>*Includes planning</b>	\$ \$ \$743,385 \$743,385 <b>Explain "Other:"</b>	\$743,385 \$ \$ \$ \$ <b>TOTAL</b> <b>Explain "Other:"</b>
				<b>Additional remarks on this program:</b> Competitive allocation for operating expenses for agencies providing services to elderly and disabled persons.		
			<b>TOTAL</b>	\$743,385		
<b>\$818,385 TOTAL FUNDS</b>						

## ■ **Montana State Transit Funding: Major Features**

- Total state transit funding was \$818,385 in FY 2007, or about \$0.85 per capita.
- Although the TransADE funding amount is determined annually, the gas tax contribution to transit is fixed.

(Montana's fiscal year is from July to June.)

## Nebraska State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Transit Operations	\$2,800,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$728,000 \$1,725,000 \$343,000 \$ \$4,000 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$2,800,000 \$ \$2,800,000 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
		<b>TOTAL</b>	\$2,800,000	Additional remarks on this program:			
Intercity Bus Service	\$100,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$26,000 \$62,000 \$12,000 \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$100,000 \$ \$100,000 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
		<b>TOTAL</b>	\$100,000	Additional remarks on this program: Allocated for both capital and operating expenditures. Includes vehicle purchase, administration, marketing, and operating costs.			
<b>\$2,900,000</b>		<b>TOTAL FUNDS</b>					

## ■ **Nebraska State Transit Funding: Major Features**

- Total state transit funding was \$2.9 million for FY 2007 or \$1.63 per capita.
- State operating support is provided on a deficit basis, limited to a cap determined by a formula.
- State funds are distributed to both rural and urban transit systems.
- The Nebraska Department of Roads, through the Rail and Public Transportation Division, administers the Rural Transit Assistance Program (RTAP) on a statewide basis.

(Nebraska's fiscal year is from July to June.)

## Nevada State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
5310 Vehicle Funding for Specialized Transportation	\$63,841	General sales tax	\$	Capital	\$63,841	Dedicated	\$63,841	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$63,841
		Veh reg/lic/title fees	\$	TOTAL	\$63,841	TOTAL	\$63,841	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$63,841	Explain "Other:"	
		Interest income	\$63,841						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: Matches 10% of the required 20% match for Federal funds for purchases of vehicles for providing transit to the elderly and disabled.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
TOTAL			\$63,841						
5309 Vehicle Acquisition	\$61,562	General sales tax	\$	Capital	\$61,562	Dedicated	\$61,562	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$61,562
		Veh reg/lic/title fees	\$	TOTAL	\$61,562	TOTAL	\$61,562	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$61,562	Explain "Other:"	
		Interest income	\$61,562						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: Vehicle acquisition. Note: Funds not expended in 2006 as delivery was delayed.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
TOTAL			\$61,562						
\$125,403 TOTAL FUNDS									

## ■ Nevada State Transit Funding: Major Features

- Total state transit funding in FY 2007 was \$125,403.00 or approximately \$0.05 per capita. These funds do not include NDOT staff administration.
- Nevada also receives federal monies for the Rural Transit Assistance Program (RTAP).
- Nevada was awarded a 5309 grant for the Urbanized Area Capital Purchases Program. These funds are distributed through the state prioritization process.

(Nevada's fiscal year is from July to June.)

New Hampshire State Transit Funding: Program Structure and Characteristics - Page 1 of 2									
State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount		Type of Funding by Amount		Method of Distribution by Amount	
Commuter Bus Program	\$944,000	General sales tax	\$	Capital	\$944,000	Dedicated	\$944,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*		Non-ded.		Formula-based	
		Gas tax	\$944,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$944,000	<b>TOTAL</b>	\$944,000	Other	\$944,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b> State project selection process			
		General Fund							
		Other:	\$						
		Other:	\$	<b>Additional remarks on this program:</b> Matching funds for construction of commuter bus terminals and acquisition of commuter coaches using flexible Federal funds					
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$944,000						
Operating Assistance	\$161,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$161,000	Non-ded.	\$161,000	Formula-based	\$161,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$161,000	<b>TOTAL</b>	\$161,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b>			
		General Fund	\$161,000						
		Other:	\$						
		Other:	\$	<b>Additional remarks on this program:</b> Match for local transit systems. Formula based on ridership.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$161,000						
<b>\$1,105,000</b>		<b>TOTAL PAGE 1</b>							

**New Hampshire State Transit Funding: Program Structure and Characteristics - Page 2 of 2**

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount		Type of Funding by Amount		Method of Distribution by Amount	
Capital Match	\$425,000	General sales tax	\$	Capital	\$425,000	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$425,000	Formula-based	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$425,000	TOTAL	\$425,000	Other	\$425,000
		Bond proceeds	\$425,000	Explain "Other:"		Explain "Other:"		TOTAL	\$425,000
		Interest income	\$	*Includes planning				Explain "Other:"	
		Other:	\$					Vehicle and Facility match =	
		Other:	\$					10% of project total (maximum)	
		Other:	\$						
		Other:	\$	Additional remarks on this program: Match for transit vehicle purchases and facility projects (10%). (1/2 of 2-year appropriation)					
Other:	\$								
		TOTAL	\$425,000						

**\$1,105,000**

**Total-Page 1**

**\$1,530,000**

## TOTAL FUNDS



## ■ **New Hampshire State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$1,530,000 or approximately \$1.16 per capita.
- These funds consisted of general funds (transit operating assistance), capital budget (bond) funds (match for transit capital grants), and highway funds (match for commuter bus acquisition and bus terminal construction).

(New Hampshire's fiscal year is from July to June.)

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## New Jersey State Transit Funding: Program Structure and Characteristics - Page 1 of 3

FY 2007									
State Programs	Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit Operations	\$401,400,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$401,400,000
		Vehicle sales tax*	\$10,606,162	Operating*	\$401,400,000	Non-ded.	\$401,400,000	Formula-based	\$
		Motor Fuels Tax*	\$25,613,882	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$401,400,000	TOTAL	\$401,400,000	Other	\$
		Bond proceeds*	\$53,506,352	Explain "Other:"		Explain "Other:"	TOTAL	\$401,400,000	
		Interest income*	\$2,231,072						
		Other: Petroleum Gross Receipts Tax*	\$10,606,162						
		Other: General Fund Appropriation	\$298,200,000						
		Other: Toll Authority	\$636,370						
		Other:	\$						
		Other:	\$						
		TOTAL	\$401,400,000						
*Includes funds received by NJ Transit from the State Transportation Trust Fund (TTF). In 2006, this funding was supported from the following: Bond Proceeds (56.32%); Motor Fuel Tax (21.34%); Vehicle Sales Tax (10.54%); Petroleum Gross Receipts Tax (10.54%); Interest Income (1.26%)									
Rail Programs	\$251,142,000	General sales tax	\$	Capital	\$251,142,000	Dedicated	\$	Discretionary	\$251,142,000
		Vehicle sales tax*	\$25,810,589	Operating*	\$	Non-ded.	\$251,142,000	Formula-based	\$
		Motor Fuels Tax*	\$62,332,573	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$251,142,000	TOTAL	\$251,142,000	Other	\$
		Bond proceeds*	\$130,210,196	Explain "Other:"		Explain "Other:"	TOTAL	\$251,142,000	
		Interest income*	\$5,429,418						
		Other: Petroleum Gross Receipts Tax*	\$25,810,589						
		Other: Toll Authority:	\$1,548,635						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$251,142,000						
*Includes planning									
Additional remarks on this program:									
\$652,542,000 SUBTOTAL OF FUNDS									

# New Jersey State Transit Funding: Program Structure and Characteristics - Page 2 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Bus LRT Programs	\$187,159,999	General sales tax	\$	Capital	\$187,159,999	Dedicated	\$187,159,999
		Vehicle sales tax*	\$19,234,974	Operating*	\$	Non-ded.	\$187,159,999
		Motor Fuels Tax*	\$46,452,462	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	TOTAL	\$187,159,999	TOTAL	\$187,159,999
		Bond proceeds*	\$97,037,295	Explain "Other:"	Explain "Other:"	TOTAL	\$187,159,999
		Interest income*	\$4,046,196			Explain "Other:"	
		Other: Petroleum Gross Receipts Tax*	\$19,234,974				
		Other: Toll Authority	\$1,154,098				
		Other:	\$	*Includes planning			
		Other:	\$				
		Other:	\$				
		TOTAL	\$187,159,999				
				Additional remarks on this program:			
Urban Core Program	\$75,770,000	General sales tax	\$	Capital	\$75,770,000	Dedicated	\$75,770,000
		Vehicle sales tax*	\$7,787,102	Operating*	\$	Non-ded.	\$75,770,000
		Motor Fuels Tax*	\$18,805,851	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	TOTAL	\$75,770,000	TOTAL	\$75,770,000
		Bond proceeds*	\$39,284,654	Explain "Other:"	Explain "Other:"	TOTAL	\$75,770,000
		Interest income*	\$1,638,065			Explain "Other:"	
		Other: Petroleum Gross Receipts Tax*	\$7,787,102				
		Other: Toll Authority	\$467,226				
		Other:	\$	*Includes planning			
		Other:	\$				
		Other:	\$				
		TOTAL	\$75,770,000				
				Additional remarks on this program:			
\$652,542,000 Total from Page 1							
\$915,471,999 SUBTOTAL OF FUNDS							

## New Jersey State Transit Funding: Program Structure and Characteristics - Page 3 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
System-wide Capital Improvements	\$57,727,999	General sales tax Vehicle sales tax* Motor Fuels Tax* Veh reg/lic/title fees Bond proceeds* Interest income* Other: Petroleum Gross Receipts Tax* Other: Toll Authority Other: Other: Other:	\$ \$5,932,873 \$14,327,889 \$ \$29,930,375 \$1,248,017 \$5,932,873 \$355,972 \$ \$ \$	Capital \$57,727,999 Operating* \$ Other \$ <b>TOTAL</b> \$57,727,999 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$57,727,999 Other \$ <b>TOTAL</b> \$57,727,999 <b>Explain "Other:"</b>  Additional remarks on this program:	Discretionary \$57,727,999 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$57,727,999 <b>Explain "Other:"</b>
Elderly and Disabled Programs	\$34,930,000	General sales tax Vehicle sales tax Motor Fuels Tax Veh reg/lic/title fees Bond proceeds Interest income Other: Casino Revenue Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$34,930,000 \$ \$ \$ \$	Capital \$ Operating* \$ Other \$34,930,000 <b>TOTAL</b> \$34,930,000 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$34,930,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$34,930,000 <b>Explain "Other:"</b>  Additional remarks on this program: 85% of the funding received under this program is passed through to each county in the state based on a population-based formula; remaining 15% is allocated to NJ Transit for program administration costs and/or capital projects that benefit Elderly and Disabled citizens.	Discretionary \$5,239,500 Formula-based \$ Local pass-thru \$29,690,500 Other \$ <b>TOTAL</b> \$34,930,000 <b>Explain "Other:"</b>
		<b>\$915,471,999 Total from Page 2</b>				
		<b>\$1,008,129,998 TOTAL FUNDS</b>				

## ■ **New Jersey State Transit Funding: Major Features**

- Total state transit funding increased from \$847.1 million in FY 2006 to \$1.008 billion in FY 2007, for a per capita funding of \$116.06.
- Public transit services throughout New Jersey are provided by a single state agency, the New Jersey Transit Corporation (NJ Transit).
- NJ Transit elderly and disabled programs are funded from a separate casino revenue fund.
- The New Jersey Transportation Trust Fund supports both transit and highway programs. The portion of the trust fund shown here reflects expenditures for transit purposes.

(New Jersey's fiscal year is July to June.)

## New Mexico State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
New Mexico Park-and-Ride Bus Service	\$2,700,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> Contracted Service	\$ \$2,700,000 \$ \$2,700,000 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$ \$2,700,000 \$ \$2,700,000 <b>Explain "Other:"</b> Legislatively approved NMDOT budget
<b>TOTAL</b> \$2,700,000				<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> For operation of statewide Park and Ride Bus Service. Seven routes with over 90 daily departures. www.nmparkandride.com</p>			
Regional Transit Districts	\$750,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$ \$750,000 \$ \$750,000 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$ \$750,000 \$ \$750,000 <b>Explain "Other:"</b> Legislated
<b>TOTAL</b> \$750,000				<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> Funds will be used to provide seed money (planning) for Regional Transit Districts throughout New Mexico. One RTD has created their Service and Business Plan using these funds, and three more are in the process of using or beginning to use these funds. Language was added to RTD Legislation to allow a County Options Gross Receipts Tax at a rate not to exceed 0.5% for RTDs. To date (5/20/07) four RTDs have been certified. County Options Gross Receipts Tax has not yet been presented to voters for approval.</p>			
<b>\$3,450,000 SUBTOTAL OF FUNDS</b>							

# New Mexico State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
New Mexico Rail Runner Express Commuter Rail	\$53,028,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$50,028,000 Operating* \$3,000,000 Other \$ TOTAL \$53,028,000 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$53,028,000 Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$53,028,000 TOTAL \$53,028,000 Explain "Other:" Legislatively approved NMDOT budget
<b>Additional remarks on this program:</b> Provided capital and operating funds for commuter rail service, which began operations July 14, 2006. www.nmrailrunner.com						
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ TOTAL \$ Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$ Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$ Explain "Other:"
<b>Additional remarks on this program:</b>						
<b>\$3,450,000 Total from Page 1</b>						
<b>\$56,478,000 TOTAL FUNDS</b>						



## ■ **New Mexico State Transit Funding: Major Features**

- Total state transit funding for FY 2007 is \$56,478,000 resulting in a per capita figure of \$28.67.
- The 2007 legislature provided \$2.7 million for the Park and Ride Program and \$53 million for the Rail Runner Express Commuter Rail program.
- The 2004 legislative session passed a regional transportation district (RTD) bill with taxing authority. This bill provides for dedicated state transit funds from the State Road Fund to establish the transit districts.

(New Mexico's fiscal year is July to June.)

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## New York State Transit Funding: Program Structure and Characteristics - Page 1 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Section 18b STOA Operating Assistance Program	\$29,459,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$29,459,000	Non-ded.	\$29,459,000	Formula-based	\$29,459,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$29,459,000	TOTAL	\$29,459,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	Legislated	TOTAL	\$29,459,000
		Interest income	\$					Explain "Other:"	
		Other: General Fund	\$29,459,000	*Includes planning					
		Other:	\$		Additional remarks on this program: Statewide Mass Transportation Operating Assistance (STOA) provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.				
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
TOTAL	\$29,459,000								
Additional Upstate Operating Assistance	\$33,504,000	General sales tax	\$	Capital	\$	Dedicated		Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$33,504,000	Non-ded.	\$33,504,000	Formula-based	\$33,504,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$33,504,000	TOTAL	\$33,504,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	Legislated	TOTAL	\$33,504,000
		Interest income	\$					Explain "Other:"	
		Other: General Fund	\$33,504,000	*Includes planning					
		Other:	\$		Additional remarks on this program: No local match required for general funds provided in addition to Section 18b requirement. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.				
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
TOTAL	\$33,504,000								
\$62,963,000		SUBTOTAL OF FUNDS							

# New York State Transit Funding: Program Structure and Characteristics - Page 2 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
MTA Student Reduced Fare Program	\$43,843,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$43,843,000	Non-ded.	\$43,843,000	Formula-based	\$43,843,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$43,843,000	TOTAL	\$43,843,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	Legislated	TOTAL	\$43,843,000	
		Interest income	\$						
		Other:	General Fund						\$43,843,000
		Other:		\$	*Includes planning				
		Other:		\$					
		Other:		\$					
Other:		\$							
TOTAL			\$43,843,000	Additional remarks on this program: Special funds to support MTA Student Reduced Fare Program - 100% match provided by New York City. Appropriation provided pursuant to a legislative line item in state budget.					
Metropolitan MTOA Downstate Account	\$189,540,000	General sales tax	\$	Capital	\$	Dedicated	\$189,540,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$189,540,000	Non-ded.	\$	Formula-based	\$189,540,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$189,540,000	TOTAL	\$189,540,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	Legislated	TOTAL	\$189,540,000	
		Interest income	\$						
		Other: Portion of Petroleum Business Tax	N/A						
		Other: Portion of corporate surcharge	N/A	*Includes planning					
		Other: 3/8% sales tax	N/A						
		Other: Portion of long lines tax	N/A						
Other:	\$								
TOTAL			\$189,540,000	Additional remarks on this program: STOA provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
\$62,963,000 Total from Page 1									
\$296,346,000 SUBTOTAL OF FUNDS									

## New York State Transit Funding: Program Structure and Characteristics - Page 3 of 6

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State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Metropolitan MTOA Downstate Account	\$1,899,521,000	General sales tax	\$	Capital	\$	Dedicated	\$1,899,521,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$1,899,521,000	Non-ded.		Formula-based	\$1,899,521,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,899,521,000	TOTAL	\$1,899,521,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,899,521,000
		Interest income	\$					Legislated	Explain "Other:"
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: Dedicated non-matching assistance for transit systems within the 12-county Downstate metro transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
		Other:	\$						
		Other:	\$						
TOTAL			\$1,899,521,000						
Public Transportation System Operating Fund-Upstate Account	\$4,896,000	General sales tax	\$	Capital	\$	Dedicated	\$4,896,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$4,896,000	Non-ded.		Formula-based	\$4,896,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$4,896,000	TOTAL	\$4,896,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$4,896,000
		Interest income	\$					Legislated	Explain "Other:"
		Other: Portion of Petroleum Business Tax	\$4,896,000	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: STOA provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
		Other:	\$						
		Other:	\$						
TOTAL			\$4,896,000						
\$296,346,000			Total from Page 2						
\$2,200,763,000			SUBTOTAL OF FUNDS						

# New York State Transit Funding: Program Structure and Characteristics - Page 4 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Public Transportation System Operating Fund-Upstate Account	\$98,440,000	General sales tax	\$	Capital	\$	Dedicated	\$98,440,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$98,440,000	Non-ded.	\$	Formula-based	\$98,440,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$98,440,000	TOTAL	\$98,440,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$98,440,000		
		Interest income	\$						
		Other: Portion of Petroleum Business Tax	\$98,440,000	*Includes planning	Additional remarks on this program: Dedicated non-matching assistance for transit systems outside the 12-county metro transportation district (Upstate). Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.				
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$	TOTAL	\$98,440,000						

## New York State Transit Funding: Program Structure and Characteristics - Page 5 of 6

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State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Non-MTA Capital and Operating Assistance	\$42,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Trust Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$42,000,000 \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$ \$42,000,000 \$42,000,000 <b>TOTAL</b> <b>Explain "Other:"</b> Legislated	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b> Legislated	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b>
<b>TOTAL</b> \$42,000,000				<b>Additional remarks on this program:</b> Dedicated share of transit allocation of trust fund for non-MTA systems. Used for state share of Federally-funded capital projects (10%) for non-MTA systems (\$21.0 million). Local sponsors match the remaining non-Federal share (10%). The balance (\$21.0 million) funds a 100% state-supported non-MTA capital program to address needs that exceed available Federal funds.			
Additional Non-MTA Operating Assistance	\$29,471,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Trust Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$29,471,000 \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$29,471,000 \$ \$29,471,000 <b>TOTAL</b> <b>Explain "Other:"</b> Legislated	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b> Legislated	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b>
<b>TOTAL</b> \$29,471,000				<b>Additional remarks on this program:</b> Portion of trust fund redirected to address operating assistance needs. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.			
<b>\$2,917,975,000 Total from Page 4</b>							
<b>\$2,989,446,000 TOTAL FUNDS</b>							

# New York State Transit Funding: Program Structure and Characteristics - Page 6 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Suburban Transportation Fund	\$19,600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Portion of Mortgage Recording Tax Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$19,600,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	\$ \$19,600,000 \$ \$19,600,000 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Legislated	\$19,600,000 \$ \$ \$19,600,000 \$ \$19,600,000 Explain "Other:"
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> Provides additional operating assistance to the MTA Commuter Railroads. Appropriation provided pursuant to a legislative line item in state budget.</p>							
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	\$ \$ \$ \$ Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:"	\$ \$ \$ \$ \$ \$
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b></p>							
		<b>TOTAL</b>					
		\$2,989,446,000 Total from Page 5					
		\$3,009,046,000 TOTAL FUNDS					



## ■ **New York State Transit Funding: Major Features**

- Provides record level funding of \$3.009 billion in FY 2007; or approximately \$155.93 per capita.
- Operating assistance is administered through the Statewide Mass Transportation Operating Assistance (STOA) program. The program is funded through the general fund, the Mass Transportation Operating Assistance (MTOA) fund, and the Dedicated Mass Transportation Trust fund (DMTTF).
- MTOA is the dedicated tax portion of the STOA.
- The Metropolitan Transportation Authority (MTA); Staten Island Ferry; New York City DOT; the four upstate regional transportation authorities; and Westchester, Nassau, and Suffolk Counties receive STOA funding through a specific line item in the state budget. The remaining bus systems receive STOA through an incentive-based passenger and vehicle mile formula.
- The state provides 50 percent of the non-Federal share of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) federally funded transit capital projects for systems other than the MTA (not to exceed 10 percent of the project cost). As part of a multiyear transportation program for systems other than the MTA, the state also provides state funds to address priority capital needs that exceed available federal resources. MTA capital requirements are addressed from the state contribution to the MTA multiyear capital program.

(New York's fiscal year is from April to March.)

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## North Carolina State Transit Funding: Program Structure and Characteristics - Page 1 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Urban and Regional Maintenance Assistance	\$31,911,272	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$31,911,272 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$31,911,272 \$ \$31,911,272 <b>TOTAL</b> \$31,911,272 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$31,911,272 \$ \$ \$31,911,272 <b>TOTAL</b> \$31,911,272 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Formula allocation to fixed route systems for operations only. State share cannot exceed local.							
Urban Bus Facilities	\$4,585,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$4,585,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$4,585,000 \$ \$ \$4,585,000 <b>TOTAL</b> \$4,585,000 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$4,585,000 \$ \$ \$4,585,000 <b>TOTAL</b> \$4,585,000 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Funding for up to 1/2 local match for urban and regional transit systems for major capital purchases (buses, facilities, some passenger amenities) for FTA Section 5307 (including funds flexed from FHWA's Congestion Mitigation and Air Quality program for bus replacement and expansion projects) and Section 5309 (non-New Start projects).							
<b>\$36,496,272</b>		<b>SUBTOTAL OF FUNDS</b>					

# North Carolina State Transit Funding: Program Structure and Characteristics - Page 2 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Statewide Transit Development Program	\$10,000,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$10,000,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$10,000,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$10,000,000	TOTAL	\$10,000,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$10,000,000		
		Interest income	\$					Explain "Other:"	
		Other:	\$	*Includes planning	Legislated				
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$10,000,000	Additional remarks on this program: Discretionary funds used to match FTA funding apportionments, local and statewide Transportation Demand Management programs, regional transit planning activities, international trade show special transportation services, and demonstration projects.					
Elderly and Disabled Program	\$7,500,000	General sales tax	\$	Capital	\$	Dedicated	\$7,500,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$7,500,000	Non-ded.	\$	Formula-based	\$7,500,000
		Gas tax	\$7,500,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$7,500,000	TOTAL	\$7,500,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$7,500,000		
		Interest income	\$					Explain "Other:"	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$7,500,000	Additional remarks on this program: Formula allocation to 100 counties for operation assistance only. A special budget provision for FY2007 provided flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.					
			\$36,496,272	Total from Page 1					
			\$53,996,272	SUBTOTAL OF FUNDS					

## North Carolina State Transit Funding: Program Structure and Characteristics - Page 3 of 6

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State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Rural Capital Program	\$3,250,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$3,250,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital \$3,250,000 Operating* \$ Other \$ <b>TOTAL</b> \$3,250,000 <b>Explain "Other:"</b>  *Includes planning	Dedicated \$3,250,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$3,250,000 <b>Explain "Other:"</b>  *Includes planning	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> \$3,250,000 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Capital grants to non-urbanized area transportation systems; matches FTA Section 5311 capital projects.						
Rural Facilities Program	\$0	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ n/a \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital n/a Operating* \$ Other \$ <b>TOTAL</b> n/a <b>Explain "Other:"</b>  *Includes planning	Dedicated n/a Non-ded. \$ Other \$ <b>TOTAL</b> n/a <b>Explain "Other:"</b>  *Includes planning	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> n/a <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> A special budget provision combines the rural facilities, technology, and capital program into a single rural capital program that provides greater flexibility.						
<div> <div>\$53,996,272</div> <div>Total from Page 2</div> </div>						
<div> <div>\$57,246,272</div> <div>SUBTOTAL OF FUNDS</div> </div>						

# North Carolina State Transit Funding: Program Structure and Characteristics - Page 4 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Urban and Rural Technology Program	\$1,600,000	General sales tax	\$	Capital	\$1,600,000	Dedicated	\$1,600,000
		Vehicle sales tax	\$	Operating*		Non-ded.	\$
		Gas tax	\$1,600,000	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,600,000	<b>TOTAL</b>	\$1,600,000
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	
		Interest income	\$			<b>TOTAL</b> \$1,600,000	
		Other:	\$			Explain "Other:"	
		Other:	\$	*Includes planning			
		Other:	\$	Additional remarks on this program: Project grants to urban and rural systems to improve customer convenience and system effectiveness.			
		Other:	\$				
<b>TOTAL</b>		\$1,600,000					
Rural Intercity Service Program	\$750,000	General sales tax	\$	Capital	\$	Dedicated	\$750,000
		Vehicle sales tax	\$	Operating*	\$750,000	Non-ded.	\$
		Gas tax	\$750,000	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$750,000	<b>TOTAL</b>	\$750,000
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	
		Interest income	\$			<b>TOTAL</b> \$750,000	
		Other:	\$			Explain "Other:"	
		Other:	\$	*Includes planning			
		Other:	\$	Additional remarks on this program: Dedicated operating funds for intercity services for contract operations through local jurisdictions, public transportation authorities, or the private sector.			
		Other:	\$				
<b>TOTAL</b>		\$750,000					
\$57,246,272 Total from Page 3							
\$59,596,272 SUBTOTAL OF FUNDS							

## North Carolina State Transit Funding: Program Structure and Characteristics - Page 5 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Operating Assistance for Rural General Public Service	\$7,500,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$7,500,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$7,500,000 \$ \$7,500,000 <b>TOTAL</b> \$7,500,000 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> \$7,500,000 <b>Explain "Other:"</b>  <b>TOTAL</b> \$7,500,000 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Formula allocation to rural agencies serving the general public for operating assistance only. A special budget provision for FY2007 provided flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.						
Regional New Starts	\$4,070,175	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$4,070,175 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$ \$4,070,175 \$4,070,175 <b>TOTAL</b> \$4,070,175 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> \$4,070,175 <b>Explain "Other:"</b>  <b>TOTAL</b> \$4,070,175 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Funds up to 25% of cost of New Start Projects, subject to appropriations.						
			<b>TOTAL</b>	\$4,070,175		
			<b>\$59,596,272 Total from Page 4</b>			
			<b>\$71,166,447 TOTAL FUNDS</b>			

# North Carolina State Transit Funding: Program Structure and Characteristics - Page 6 of 6

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Rural Transportation Program Administration	\$2,700,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$2,700,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$ \$2,700,000 \$2,700,000 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:" Additional remarks on this program: Funding for rural transportation system administrative costs (urban area counties and human service only rural systems).	\$2,700,000 \$ \$ \$ \$2,700,000 \$2,700,000 Explain "Other:"
Employment Transportation First Program	\$2,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$2,000,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$2,000,000 \$ \$2,000,000 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:" Additional remarks on this program: Formula allocation to all 100 counties to assist with employment transportation needs, with an emphasis on former Work First clients.	\$2,000,000 \$ \$ \$2,000,000 \$2,000,000 Explain "Other:"
\$71,166,447		Total from Page5					
\$75,866,447		TOTAL FUNDS					



## ■ North Carolina State Transit Funding: Major Features

- Total state transit funding in FY 2007 was \$75.9 million or \$8.37 per capita.
- NC DOT continued to promote regional coordination/consolidation of public transportation services to provide increased mobility options to citizens. Interest in regional coordination continues to grow, with several regions initiating seamless transit services studies involving two or more systems.
- Provided funding to the state's first regional call center in the Research Triangle region.
- Implemented a web-based fleet maintenance program for transit system operations.
- Supported intercity bus service that provided connectivity from the state's rural areas to urban centers, transporting more than 104,000 passengers.
- Reduced a potential 417 tons of nitrogen oxide (NO<sub>x</sub>) emissions for work trips through transportation demand activities.
- Developed a program to assess the safety of rural transit systems receiving federal and state public transportation funds.
- Increased by \$5 million state operating assistance to counties for elderly, disabled, employment, and rural general public transportation needs.

(North Carolina's fiscal year is from July to June.)

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## North Dakota State Transit Funding: Program Structure and Characteristics

State Programs	FY2008 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
State Transit Operating/Capital/ and Planning Assistance	\$2,900,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: est. unobligated bal. Other: one time gen.fund dis. Other: unbudgeted (cash flow) Other: Other: <b>TOTAL</b>	\$ \$ \$ \$2,350,000 \$ \$ \$75,000 \$500,000 -\$25,000 \$ \$ \$2,900,000	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> see below	\$ \$ 2,900,000 \$2,900,000 <b>Explain "Other:"</b> see below	Dedicated \$2,900,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$2,900,000 <b>Explain "Other:"</b> see below	Discretionary \$ Formula-based \$2,900,000 Local pass-thru \$ Other \$ <b>TOTAL</b> \$2,900,000 <b>Explain "Other:"</b>
				<p><b>*Includes planning</b></p> <p>Additional remarks on this program: State statutory formula distribution of state grant funds to each county for public transportation operators in that county is based on population and includes a base funding amount. Funds flow directly from the state to the governmental or private nonprofit transit provider(s) in the county. If more than one eligible provider exists, the state grant funds are allocated among providers based on the percentage of rides each operator provides in that county. State grant funds may be used for capital, operating, and/or administrative expenses, the only restriction relating to real estate purchases.</p>			
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$ \$ \$ \$ <b>Explain "Other:"</b>	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>
				<p><b>*Includes planning</b></p> <p>Additional remarks on this program:</p>			
\$2,900,000		<b>TOTAL FUNDS</b>					

## ■ **North Dakota State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was just over \$2.9 million or \$4.53 per capita.
- State funding covers about 21.5 percent of all Federal and state transit funding in North Dakota.
- State aid for public transit funds in North Dakota are not restricted and can be used by transit project recipients for all transit costs, including operating costs, capital costs, transit planning costs, and the costs of matching Federal transit funds.

(North Dakota's fiscal year is from July to June.)

## Ohio State Transit Funding: Program Structure and Characteristics- Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Ohio Urban Transit Program	\$ 3,427,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Revenue Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ 3,427,000 \$ \$ \$ \$ \$ 3,427,000	Capital \$1,147,000 Operating* \$2,280,000 Other \$ <b>TOTAL</b> \$3,427,000 <b>Explain "Other:"</b>  *Includes Planning and ADA	Dedicated \$ Non-ded. \$3,427,000 Other \$ <b>TOTAL</b> \$3,427,000 <b>Explain "Other:"</b>	Discretionary \$3,427,000 Formula-based Local pass-thru \$ Other \$ <b>TOTAL</b> \$3,427,000 <b>Explain "Other:"</b>  <b>Additional remarks on this program:</b> This program provides financial assistance to public transportation systems in areas with populations of 50,000 or greater. A transit system may use its funds for up to 50% of the non-Federal share of operating expenses, 10% of planning expenses, or 80% of capital expenses. In an urbanized area with a population of 200,000 or greater, funding is limited to capital projects only.
Ohio Rural Transit Program	\$ 4,200,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Revenue Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ 4,200,000 \$ \$ \$ \$ \$ 4,200,000	Capital \$ 400,000 Operating \$3,800,000 Other \$ <b>TOTAL</b> \$4,200,000 <b>Explain "Other:"</b>	Dedicated \$ Non-ded. \$4,200,000 Other \$ <b>TOTAL</b> \$4,200,000 <b>Explain "Other:"</b>	Discretionary \$4,200,000 Formula-based Local pass-thru Other <b>TOTAL</b> \$4,200,000 <b>Explain "Other:"</b>  <b>Additional remarks on this program:</b> This program provides financial assistance to public transportation systems in areas with populations less than 50,000. Program funds may be used for up to 30% of the non-Federal share of operating expenses and 10% of capital expenses.
\$7,627,000		SUBTOTAL				

# Ohio State Transit Funding: Program Structure and Characteristics- Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount						
Ohio Coordination Program	\$ 1,000,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$ 1,000,000			
		Vehicle sales tax	\$	Operating	\$ 1,000,000	Non-ded.	\$ 1,000,000	Formula-based	\$			
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$ 1,000,000	TOTAL	\$ 1,000,000	Other	\$			
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	TOTAL	\$ 1,000,000				
		Interest income	\$									
		Other: General Revenue Fund	\$ 1,000,000	Additional remarks on this program: This program provides financial assistance to assist in the coordination of transportation services among transportation providers.								
		Other:	\$									
		Other:	\$									
		Other:	\$									
		Other:	\$									
		TOTAL	\$ 1,000,000									
		Elderly and Disabled Transit Fare Assistance Program	\$7,000,000	General sales tax				\$	Capital	\$	Dedicated	\$
Vehicle sales tax	\$			Operating	\$ 7,000,000	Non-ded.	\$ 7,000,000	Formula-based	\$			
Gas tax	\$			Other	\$	Other	\$	Local pass-thru	\$			
Veh reg/lic/title fees	\$			TOTAL	\$ 7,000,000	TOTAL	\$ 7,000,000	Other	\$			
Bond proceeds	\$			Explain "Other:"		Explain "Other:"	TOTAL	\$7,000,000				
Interest income	\$											
Other: General Revenue Fund	\$ 7,000,000			Additional remarks on this program: This program provides financial assistance to public transportation systems who offer reduced fares to the elderly and people with disabilities.								
Other:	\$											
Other:	\$											
Other:	\$											
Other:	\$											
TOTAL	\$ 7,000,000											
				\$7,627,000				Total from Page 1				
		\$823,000	Administration costs									
		\$16,450,000	TOTAL FUNDS									

## ■ Ohio State Transit Funding: Major Features

- Total state transit funding decreased 64 percent from \$45.1 million in FY 2001 to \$16.4 million in FY 2007.
- State funding for the Ohio Elderly and Disabled Transit Fare Assistance Program increased 123 percent from \$3.3 million in FY 2001 to \$7 million in FY 2007.
- In FY 2007, ODOT flexed \$23.92 million in highway funds for transit capital projects such as the construction of transit centers, park and ride lots, and the purchase of replacement vehicles.
- ODOT provided \$382,410 in Toll Revenue Credit for the purchase of capital in the Rural Transit Program.
- State funding supports capital and planning in all areas; it supports operating assistance only in areas with populations of less than 200,000.
- The formula used to allocate funding to the Rural Transit Program recipients incorporates: ridership (50 percent), revenue miles of service (25 percent), and level of local support (25 percent).
- The formula used to allocate funding to the Urban Transit Program recipients incorporates: ridership (20 percent), revenue miles (20 percent), farebox revenue (10 percent), cost per hour (20 percent), passengers per mile (20 percent), farebox recovery (10 percent).
- Ohio has another source of funding for major transit projects – the Transportation Review Advisory Council (TRAC). Appointed by the governor and the Ohio General Assembly, this program annually funds major new construction projects, including transit. The funding source for these projects is the federal highway fund. Examples of projects funded are \$75M for a BRT project and several downtown transit centers.

(Ohio's fiscal year is July to June.)

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## Oklahoma State Transit Funding: Program Structure and Characteristics-Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
New Starts	\$287,500	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$137,425 \$ \$ \$ \$150,075  \$ \$ \$ \$ \$ \$287,500	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$ \$287,500 Explain "Other:"  Additional remarks on this program: Urban and rural new starts, including expansion of service mode by existing operators.	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"  Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"  \$ \$287,500 \$ \$ \$ \$287,500
Metro Transit	\$1,092,500	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$522,215 \$ \$ \$ \$570,285  \$ \$ \$ \$ \$ \$1,092,500	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$ \$1,092,500 Explain "Other:"  Additional remarks on this program: For all purposes.	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"  Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"  \$ \$1,092,500 \$ \$ \$ \$1,092,500
<b>\$1,380,000 SUB-TOTAL</b>						

# Oklahoma State Transit Funding: Program Structure and Characteristics - Page 2 of 2

Alabama State Transit Funding Program Structure and Characteristics Page 1 of 2									
State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Tulsa Transit	\$1,092,500	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$1,092,500
		Gas tax	\$522,215	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,092,500	TOTAL	\$1,092,500	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,092,500
		Interest income	\$				Explain "Other:"		
		General Revenue	\$570,285						
		Other:		*Includes planning					
		Other:	\$	Additional remarks on this program: For all purposes.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
	TOTAL	\$1,092,500							
All other public transportation providers	\$3,277,500	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$3,277,500
		Gas tax	\$1,566,645	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$3,277,500	TOTAL	\$3,277,500	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$3,277,500
		Interest income	\$				Explain "Other:"		
		Lottery	\$						
		General Revenue	\$1,710,855	*Includes planning					
		Other:	\$	Additional remarks on this program:					
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
	TOTAL	\$3,277,500							
	\$1,380,000	Total from Page 1							
	\$5,750,000	TOTAL FUNDS							

## ■ **Oklahoma State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$5.75 million or \$1.59 per capita. All state transit funds were appropriated to the Public Transit Revolving Fund (PTRF).
- Funding sources included \$850,000 from the state fuel tax that is dedicated to the PTRF every year and \$1.9 million in funds appropriated by the legislature.
- Five percent of funds appropriated to the PTRF are set aside for new starts.
- By state statute, Oklahoma County and Tulsa County transit services receive 20 percent each from the PTRF annually.
- The balance of money appropriated to the PTRF is distributed to all other public transit providers using a pro rata share of the vehicle revenue miles.

(Oklahoma's fiscal year is from July to June.)

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## Oregon State Transit Funding: Program Structure and Characteristics - Page 1 of 3

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State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Special Transportation Fund	\$10,986,466	General sales tax Vehicle sales tax Gas tax (non-hgwy) Veh reg/lic/title fees Bond proceeds Interest income Other: Cigarette tax Other: DMV ID card fee Other: Other: Other:	\$ \$ \$2,974,122 \$ \$ \$1,396,599 \$4,794,474 \$1,821,271 \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$10,986,466 \$ \$ \$10,986,466 <b>TOTAL</b> <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$10,986,466 \$ \$ \$10,986,466 <b>TOTAL</b> <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Distributed through ODOT Public Transit Division to counties and districts for senior and disabled transportation - 75% of fund allocation based on population, 25% based on a competitive grant process.							
TriMet Urban Light Rail Program	\$9,963,643	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Lottery Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$9,963,643 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$ \$9,963,643 \$9,963,643 <b>TOTAL</b> <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$9,963,643 \$ \$ \$9,963,643 <b>TOTAL</b> <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Discretionary allocation of lottery profits for debt service and bond repayment for Portland West Side Light Rail.							
<b>\$20,950,109 SUBTOTAL OF FUNDS</b>							

# **Oregon State Transit Funding: Program Structure and Characteristics - Page 2 of 3**

State Programs	2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount					
Oregon Passenger Rail Program	\$4,737,952	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$4,737,952		
		Vehicle sales tax	\$	Operating*	\$4,737,952	Non-ded.	\$4,737,952	Formula-based	\$		
		Gas tax	\$611,785	Other	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	TOTAL		\$4,737,952	TOTAL		\$4,737,952	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL		\$4,737,952	
		Interest income	\$					Explain "Other:" Legislated			
		Other: Gen. property & income tax	\$4,126,167								
		Other:	\$								
		Other:	\$								
		Other:	\$								
		TOTAL			\$4,737,952	Additional remarks on this program: Discretionary allocation for operation, equipment, and track improvements for Oregon High Speed Rail Program through ODOT Rail Division. Also includes \$131,527 match for Amtrak Thruway bus connection to rail.					
Commuter Rail Program	\$35,736,990	General sales tax	\$	Capital	\$35,736,990	Dedicated	\$35,736,990	Discretionary	\$35,736,990		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$		
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	TOTAL		\$35,736,990	TOTAL		\$35,736,990	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL		\$35,736,990	
		Interest income	\$					Explain "Other:" Legislated			
		Other: Lottery	\$35,736,990								
		Other:	\$								
		Other:	\$								
		Other:	\$								
		TOTAL			\$35,736,990	Additional remarks on this program: Total of \$35 million was legislated in 2001 for developing a suburban commuter link with high tech industrial areas external to the Portland Metro area--for track improvement and trains. Original state investment now complete.					
\$20,950,109 Total from Page 1											
\$61,425,051 SUBTOTAL OF FUNDS											

## Oregon State Transit Funding: Program Structure and Characteristics - Page 3 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Transit District Assistance	\$8,376,330	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Mass Transit Tax Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$8,376,330 \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$8,376,330 \$ \$8,376,330 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$8,376,330 \$ \$8,376,330 \$8,376,330 \$ <b>TOTAL</b> \$8,376,330 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> To transit and transportation districts for transit operations and capital expenditures. Allocated to those eligible as a percent (0.6%) of state wages paid locally. Cannot receive more than their own taxing resources (i.e. a 50% match). Distributed by Dept of Administrative Services rather than ODOT.							
Connect Oregon	\$4,291,562	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$4,291,562 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$4,291,562   \$4,291,562 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$4,291,562   \$4,291,562 <b>TOTAL</b> \$4,291,562 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> New program to support improvements to multimodal infrastructure targeted economic benefit. \$13 million in transit projects -- \$4,291,562,000 reimbursed in 2007.							
<b>\$61,425,051 Total from Page 2</b>							
<b>\$74,092,943 TOTAL FUNDS</b>							

## ■ Oregon State Transit Funding: Major Features

- Total state transit funding increased in FY 2007 from \$36 to \$74.1 million.
- Most state funding is allocated to “special” programs, including elderly and disabled, passenger rail, and new fixed-guideway projects.
- State public transit expenditures per capita increased from \$9.72 to \$10.60 per person (excluding the one time capital expenditure for completing the commuter rail project). If all funds are included, state expenditures increased to \$20 per capita.
- Most state revenues used for public transit programs or projects in Oregon come from sources other than the state general fund.
- Biggest expenditure on a special project for 2007 was the one time capital expenditure of \$35 million to complete a new commuter rail project. The project connects communities on the western and southern Portland metropolitan area peripheries with existing bus, light rail, and park-n-ride options for the region.  
<http://trimet.org/commuterrail/>
- Of the state tax on cigarettes, 89.65 percent is allocated to the state general fund. Of that amount, 3.45 percent per pack is dedicated to the Special Transportation Fund for senior and disabled transportation.
- The in-lieu-of-payroll tax support applies to mass transit districts and transportation districts. Amounts provided through this program may not exceed the amount the district receives from its own taxes.

(Oregon’s fiscal year is from July to June.)



## Pennsylvania State Transit Funding: Program Structure and Characteristics - Page 1 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount						
Operating Assistance	\$301,917,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$			
		Vehicle sales tax	\$	Operating*	\$301,917,000	Non-ded.	\$301,917,000	Formula-based	\$301,917,000			
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$301,917,000	TOTAL	\$301,917,000	Other	\$			
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	TOTAL	\$301,917,000				
		Interest income	\$					Explain "Other:"				
		Other: General Fund	\$301,917,000	*Includes planning								
		Other:	\$									
		Other:	\$									
		Other:	\$									
		Other:	\$									
TOTAL			\$301,917,000	Additional remarks on this program: Allocated by legislative formula: \$299.5 million for urban \$2.4 million for rural. Eligible uses include all standard categories of operating assistance.								

Dedicated Public Transportation Assistance Fund (PTAF)	\$184,212,000	General sales tax	\$84,019,000	Capital	\$184,212,000	Dedicated	\$184,212,000	Discretionary	\$			
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$184,212,000			
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$184,212,000	TOTAL	\$184,212,000	Other	\$			
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	TOTAL	\$184,212,000				
		Interest income	\$					Explain "Other:"				
		Other: Vehicle Lease Tax	\$55,043,000	*Includes planning								
		Other: Auto Rental Tax	\$32,992,000									
		Other: Tire Tax	\$12,158,000									
		Other:	\$									
		Other:	\$									
TOTAL			\$184,212,000	Additional remarks on this program: \$175.3 million for urban; \$4.2 million for rural; \$2.3 million for community transportation; and \$2.4 million for technical assistance. Eligible uses include capital assistance for urban, rural, and community transportation systems. Up to 50% of urban or rural PTAF may be used for asset maintenance. Technical assistance funds may also be used for training and demonstration projects.								

\$486,129,000	SUBTOTAL OF FUNDS
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# Survey of State Funding for Public Transportation

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## Pennsylvania State Transit Funding: Program Structure and Characteristics - Page 3 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount						
Discretionary Capital Assistance Program	\$120,870,000	General sales tax	\$	Capital	\$120,870,000	Dedicated	\$	Discretionary	\$120,870,000			
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$120,870,000	Formula-based	\$			
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$120,870,000	TOTAL	\$120,870,000	Other	\$			
		Bond proceeds	\$120,870,000	Explain "Other:"		Explain "Other:"	TOTAL	\$120,870,000				
		Interest income	\$					Explain "Other:"				
		Other:	\$	*Includes planning								
		Other:	\$									
		Other:	\$	Additional remarks on this program: Allocated to specific capital projects authorized in periodic State Capital Budgets. Eligible uses include all standard categories of capital assistance and vehicle overhaul costs. Although the Department releases \$125 million each year for bond funded capital projects, the actual amount provided systems annually to reimburse costs for these projects (\$120.9 million in FY 2007) varies from year to year.								
		Other:	\$									
		Other:	\$									
TOTAL			\$120,870,000									
Intercity Transportation Program	\$8,336,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$8,336,000			
		Vehicle sales tax	\$	Operating*	\$8,336,000	Non-ded.	\$8,336,000	Formula-based	\$			
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$8,336,000	TOTAL	\$8,336,000	Other	\$			
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	TOTAL	\$8,336,000				
		Interest income	\$					Explain "Other:"				
		General Fund	\$8,336,000	*Includes planning								
		Other:	\$									
		Other:	\$	Additional remarks on this program: Allocated for specific projects as determined by the Department. Funds are used for operating assistance only and include \$6.7 m for the Intercity Rail Program and \$1.6 m for the Intercity Bus Program.								
		Other:	\$									
		Other:	\$									
TOTAL			\$8,336,000									
\$722,012,000 Total from Page 2												
\$851,218,000 SUBTOTAL OF FUNDS												

**Pennsylvania State Transit Funding: Program Structure and Characteristics - Page 4 of 4**

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Miscellaneous Other Programs	\$9,745,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income General Fund	\$ \$ \$ \$ \$ \$ \$9,745,000	Capital Operating* Other <b>TOTAL</b> Explain "Other:"	\$ \$9,745,000 \$ \$9,745,000 Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
Other: Other: Other: Other: Other: <b>TOTAL</b>				*Includes planning  Additional remarks on this program: Allocated for specific projects as determined by the Department. Eligible uses include operating assistance for Persons with Disabilities Demo Program (\$4.8 m), consultant oversight costs for State Rail Transit Safety Oversight Program (\$0.4 m), and operating assistance for Job Access Program (\$4.5 m).			
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"	\$ \$ \$ \$ \$ \$ Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:"	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
Other: Other: Other: Other: Other: <b>TOTAL</b>				*Includes planning  Additional remarks on this program:			
\$851,218,000 Total from Page 3							
\$860,963,000 TOTAL OF FUNDS							

## ■ **Pennsylvania State Transit Funding: Major Features**

- Total state transit funding varies by fiscal year, primarily based on transit agency billings for bond funded capital projects. Reimbursements requested by transit agencies for bond funded capital projects increased from \$102.2 million to \$120.9 million. The total of all other state assistance increased from \$720.6 million to \$740.1 million.
- The funding sources include state general fund, dedicated funds (including both Public Transportation Assistance Fund [PTAF] and Act 3 Revenue Enhancement Initiative), Lottery Funds, and General Obligation Bond Proceeds.
- The state has a constitutional restriction prohibiting the use of highway funds for public transportation.
- State-dedicated PTAF and Act 3 funds are exclusively for public transportation.
- In this fiscal year, the Governor flexed \$134 million in federal highway funds for the six month period from July through December 2006 to fill a funding gap on an interim basis. In November 2006, a transportation funding and reform commission recommended an annual increase in public transportation funding of \$760 million for operating and capital projects. In 2007 the legislature passed Act 44 which provides an additional \$300 million in the first year, increasing to \$350 million in the second year, to \$400 million in the third year, and then increasing by approximately 3 percent in subsequent years.

Act 44 addressed the gap in operating assistance but did not fully address capital needs.

(Pennsylvania's fiscal year is from July to June.)

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# Rhode Island State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Operating Assistance	\$34,108,373	General sales tax	\$	Capital	\$	Dedicated	\$34,108,373	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$34,108,373	Non-ded.	\$	Formula-based	\$
		Gas tax	\$34,108,373	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$34,108,373	TOTAL	\$34,108,373	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$34,108,373	Explain "Other:"	
		Interest income	\$						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: Allocated to RI Public Transit Authority (RIPTA) operations. Uses 7.25 cents per gallon from Motor Fuel Tax.					
		Other:	\$						
		Other:	\$						
		TOTAL	\$34,108,373						
Department of Elderly Affairs Program	\$7,833,641	General sales tax	\$	Capital	\$	Dedicated	\$7,833,641	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$7,833,641	Non-ded.	\$	Formula-based	\$
		Gas tax	\$4,704,603	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$7,833,641	TOTAL	\$7,833,641	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$7,833,641	Explain "Other:"	
		Interest income	\$						
		General Fund Revenue	\$3,129,038	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: Allocated for elderly/disabled reduced fares for RIPTA fixed-route services, RIPTA ADA services, and Department of Elderly Affairs elderly transportation. Uses 1.0 cents per gallon of the Motor Fuel Tax. In addition, General Fund allocation for elderly transportation services provided by RIPTA.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
TOTAL	\$7,833,641								
\$41,942,014 SUBTOTAL									

# Rhode Island State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Capital Program	\$1,145,885	General sales tax	\$	Capital	\$1,145,885	Dedicated	\$1,145,885	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,145,885	TOTAL	\$1,145,885	Other	\$
		Bond proceeds	\$ 1,045,095	Explain "Other:"	Explain "Other:"	TOTAL	\$1,145,885		
		Interest income	\$						
		Other: RI Capital Fund Program	\$ 100,790	*Includes planning	Legislated	Explain "Other:" Legislated			
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$1,145,885	Additional remarks on this program: Funds 20% state match of Federal funds for bus purchases (\$0.47 m). Funds the 20% match of Federal funding for commuter rail projects (\$0.34 m). In addition, used \$0.10 m for acquisition/design/construction of transit facilities. Bond proceeds include \$0.23 m from RIDOT and \$0.81 m from the RI Dept. of Administration.					
		Department of Human Services	\$ 6,126,296	General sales tax	\$	Capital	\$	Dedicated	\$6,126,296
Vehicle sales tax	\$			Operating*	\$6,126,296	Non-ded.	\$	Formula-based	\$6,126,296
Gas tax	\$			Other	\$	Other	\$	Local pass-thru	\$
Veh reg/lic/title fees	\$			TOTAL	\$6,126,296	TOTAL	\$6,126,296	Other	\$
Bond proceeds	\$			Explain "Other:"	Explain "Other:"	TOTAL	\$6,126,296		
Interest income	\$								
Other: Lottery	\$			*Includes planning		Explain "Other:"			
Other: General Fund	\$ 6,126,296								
Other:	\$								
Other:	\$								
Other:	\$								
TOTAL	\$ 6,126,296			Additional remarks on this program: Funds are used to purchase RIPTA bus passes for clients eligible for the State's Rlte Care Program (managed care).					
\$41,942,014 Total from Page 1									
\$49,214,195 TOTAL FUNDS									



## ■ **Rhode Island State Transit Funding: Major Features**

- Total state funding increased from \$47.2 million in FY 2006 to \$49.2 million in FY 2007 for a per capita figure of \$46.52.
- Rhode Island voters passed a referendum in November 2006 to spend \$1.26 million for bus purchases and \$7.0 million for commuter rail projects.

(Rhode Island's fiscal year is from July to June.)

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## South Carolina State Transit Funding: Program Structure and Characteristics - Page 1 of 2

State Programs	FY 2008 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
State Match for Large Urban Operators	\$1,600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$1,600,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$ \$ \$1,600,000 <b>TOTAL</b> \$1,600,000 <b>Explain "Other:"</b>	Discretionary \$1,600,000 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$1,600,000 <b>Explain "Other:"</b>  <b>Additional remarks on this program:</b> Match for FTA 5307 funds. Can be used for both operating and capital expenses.
State Match for Small Urban Operators	\$1,216,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$1,216,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$1,216,000 \$ \$1,216,000 <b>TOTAL</b> \$1,216,000 <b>Explain "Other:"</b>	Discretionary \$1,479,733 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$1,479,733 <b>Explain "Other:"</b>  <b>Additional remarks on this program:</b> Match for FTA 5309 funds. Can be used for both operating and administration expenses.
<b>\$2,816,000</b>		<b>SUBTOTAL OF FUNDS</b>				

# South Carolina State Transit Funding: Program Structure and Characteristics - Page 2 of 2

State Programs	FY 2008 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
State Match for Rural (non-urban) Operators	\$2,944,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$2,944,000	Non-ded.	\$	Formula-based	\$2,944,000
		Gas tax	\$2,944,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$2,944,000	TOTAL	\$2,944,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL \$2,944,000	Explain "Other:"		
		Interest income	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL			\$2,944,000	Additional remarks on this program: Match for FTA 5311 funds. Can be used for operating, administrative, and technical assistance/planning expenses. Up to 20% can be used as match.			
State Mass Transit Programs	\$640,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$640,000
		Vehicle sales tax	\$	Operating*	\$640,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$640,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$640,000	TOTAL	\$640,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL \$640,000	Explain "Other:"		
		Interest income	\$						
		Other: Mass Transit Tax	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL			\$640,000	Additional remarks on this program: Funds special programs and special projects of the Mass Transit Office.			
\$2,816,000		Total from Page 1							
\$6,400,000		TOTAL FUNDS							

## ■ **South Carolina State Transit Funding: Major Features**

- The majority of the state transit funding budget – \$6.4 million in FY 2007 – is used for matching FTA funds that are awarded in South Carolina.
- The South Carolina Department of Transportation, through its legislative liaison, is currently lobbying the state legislature for an increase in the state's motor fuel tax allocation for mass transit and to continue to make this funding source permanent and dedicated.

(South Carolina's fiscal year is from July 1 to June 30.)

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## South Dakota State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Operating Assistance	\$750,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Public & Spec Trans. Funds Other: Other State Funds Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$750,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$750,000 \$ \$750,000 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Additional remarks on this program: Allocated among 5311 providers by account ridership and miles driven.	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"
			TOTAL \$750,000				
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$ Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Additional remarks on this program:	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"
			TOTAL \$				
	\$750,000	TOTAL FUNDS					

## ■ **South Dakota State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$750,000 or \$0.94 per capita.
- State funding came from the Public and Specialized Transportation Fund (\$750,000).

(South Dakota's fiscal year is from July to June.)



## Tennessee State Transit Funding: Program Structure and Characteristics - Page 1 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Urban Capital Assistance	\$10,864,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$10,864,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital \$10,864,000 Operating* \$ Other \$ TOTAL \$10,864,000 Explain "Other:" *Includes planning	Dedicated \$10,864,000 Non-ded. \$ Other \$ TOTAL \$10,864,000 Explain "Other:"	Discretionary \$7,126,000 Formula-based \$3,738,000 Local pass-thru \$ Other \$ TOTAL \$10,864,000 Explain "Other:"
<b>Additional remarks on this program:</b> Match for 5307, 5309 (bus, rail, rail modernization new starts), and STP/Flex Funds. 10% state match.						
Urban Operating Assistance	\$17,010,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$17,010,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$17,010,000 Other \$ TOTAL \$17,010,000 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$17,010,000 Other \$ TOTAL \$17,010,000 Explain "Other:"	Discretionary \$ Formula-based \$17,010,000 Local pass-thru \$ Other \$ TOTAL \$17,010,000 Explain "Other:"
<b>Additional remarks on this program:</b> Match of up to 50% of non-Federal share.						
\$27,874,000		<b>SUBTOTAL OF FUNDS</b>				

# Tennessee State Transit Funding: Program Structure and Characteristics - Page 2 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount				
Rural Transportation	\$6,262,000	General sales tax	\$	Capital	\$300,000	Dedicated	\$6,262,000	Discretionary		
		Vehicle sales tax	\$	Operating*	\$5,779,000	Non-ded.	\$	Formula-based	\$6,262,000	
		Gas tax	\$6,262,000	Other	183,000	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$6,262,000	TOTAL	\$6,262,000	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$6,262,000	
		Interest income	\$	Explain "Other:"						
		Other:	\$	*Includes planning						
		Other:	\$	Additional remarks on this program: Discretionary match of 5311 funds, operating assistance.						
		Other:	\$							
		Other:	\$							
		Other:	\$							
		TOTAL	\$6,262,000							
Job Access (Rural/Urban)	\$2,315,000	General sales tax	\$	Capital	\$	Dedicated	\$2,315,000	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$2,315,000	Non-ded.	\$	Formula-based	\$2,315,000	
		Gas tax	\$2,315,000	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$2,315,000	TOTAL	\$2,315,000	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,315,000	
		Interest income	\$	Explain "Other:"						
		Other:	\$	*Includes planning						
		Other:	\$	Additional remarks on this program: Match of Federal funds for the Jobs Access Program.						
		Other:	\$							
		Other:	\$							
		Other:	\$							
		TOTAL	\$2,315,000							
\$27,874,000 Total from Page 1										
\$36,451,000 SUBTOTAL OF FUNDS										

## Tennessee State Transit Funding: Program Structure and Characteristics - Page 3 of 4

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Elderly and Disabled (5310)	\$295,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$ \$ \$295,000 \$ \$ \$	Capital Operating* Other <b>TOTAL</b>	\$295,000 \$ \$ \$295,000	Dedicated Non-ded. Other <b>TOTAL</b>	\$295,000 \$ \$ \$295,000	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b>	\$295,000 \$ \$ \$ \$248,000
\TN3 Other: Other: Other: Other: Other:				<b>Explain "Other:"</b>  *Includes planning		<b>Explain "Other:"</b>  <b>Explain "Other:"</b> Legislated		<b>Additional remarks on this program:</b> State match of 10% of capital (half of non-Federal match).	
<b>TOTAL</b>								\$295,000	
MPO Statewide Planning (5303 and 5313b)	\$172,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$ \$ \$172,000 \$ \$ \$	Capital Operating* Other <b>TOTAL</b>	\$ \$ \$172,000 \$172,000	Dedicated Non-ded. Other <b>TOTAL</b>	\$172,000 \$ \$ \$172,000	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b>	\$172,000 \$ \$ \$ \$172,000
Other: Other: Other: Other: Other:				<b>Explain "Other:"</b> Planning  *Includes planning		<b>Explain "Other:"</b>  <b>Explain "Other:"</b>		<b>Additional remarks on this program:</b> Match of Federal funds for planning, Statewide planning 5313b used for technical assistance program.	
<b>TOTAL</b>								\$172,000	
<b>\$36,451,000 Total from Page 2</b>  <b>\$36,918,000 SUBTOTAL OF FUNDS</b>									

**Tennessee State Transit Funding: Program Structure and Characteristics - Page 4 of 4**

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Urban/Rural Training Assistance and Student Intern Program	\$130,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$130,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$ \$130,000 \$130,000 TOTAL \$130,000 Explain "Other:"  Explain "Other:"	Dedicated \$130,000 Non-ded. \$ Other \$ TOTAL \$130,000 Explain "Other:"  Explain "Other:"  TOTAL \$130,000 Explain "Other:"
<b>TOTAL</b> \$130,000				Additional remarks on this program: Allocated for training assistance and student intern program.		
Special Projects (New Freedoms ) (Program)	\$1,262,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$1,262,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:"  *Includes planning	\$ \$1,262,000 \$ \$1,262,000 TOTAL \$1,262,000 Explain "Other:"  Explain "Other:"	Dedicated \$1,262,000 Non-ded. \$ Other \$ TOTAL \$1,262,000 Explain "Other:"  Explain "Other:"  TOTAL \$ Explain "Other:"
<b>TOTAL</b> \$				Additional remarks on this program: The program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society.		
\$36,918,000 Total from Page 3						
\$38,310,000 TOTAL FUNDS						

## ■ **Tennessee State Transit Funding: Major Features**

- Eighteen (18) urban and ten (10) rural systems provide public transportation services in all of Tennessee's ninety-five (95) counties. These public transit agencies operate a total of more than 1,400 buses, trolleys, and vans to serve the mobility needs of Tennesseans.
- TDOT has completed the development of its Long-Range Multi-Modal Transportation Plan which includes Public Transportation as a significant element.
- TDOT continues its commitment to statewide coordination of transportation services. From July 1, 2004 through June 30, 2007, TDOT managed the transportation portion of the Families First Welfare to Work Program for the Tennessee Department of Human Services.
- TDOT also utilized United We Ride grant funds to increase coordination efforts among other state and local government partners for the provision of transportation to human service program participants. During the fiscal year, it conducted two statewide Human Services Meetings to promote the United We Ride program.
- TDOT has reorganized the Multimodal Resources Division in order to provide the necessary services as needed in the various programs monitored and administered by the State of Tennessee in a more efficient manner.
- The New Freedom Program was budgeted in 2006–2007 in Tennessee which is a formula grant program that aims to provide better and additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society.

(Tennessee's fiscal year is from July to June.)

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## Texas State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
All eligible 5311 (non-urban programs)	\$18,681,694	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$18,681,694
		Gas tax	\$	Other	\$18,681,694	Other	\$18,681,694	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$18,681,694	TOTAL	\$18,681,694	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$18,681,694		
		Interest income	\$	May be used for any	May be used for any	Explain "Other:"			
		Other: State Highway Fund	\$18,681,694	transit related expense.	transit related expense.				
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: 100% of rural (non-urban) program funds were allocated to recipients based on 80% needs (75% population and 25% land area) and 20% performance (equally: local funds per operating expense; ridership per revenue mile; and revenue miles per operating expense).					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL			\$18,681,694				
Eligible 5307 programs in areas between 50,000 and 200,000 pop.	\$10,059,373	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$10,059,373
		Gas tax	\$	Other	\$10,059,373	Other	\$10,059,373	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$10,059,373	TOTAL	\$10,059,373	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$10,059,373		
		Interest income	\$	May be used for any	May be used for any	Explain "Other:"			
		Other: State Highway Fund	\$10,059,373	transit related expense.	transit related expense.				
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Funds are divided into two tiers, one for systems that serve only elderly persons and persons with disabilities, and another for systems providing general population service. In each tier, 100% of small urban program funds were allocated to recipients based on 80% needs (population) and 20% performance (30% for local funds per operating expense, 20% for ridership per capita, 30% for ridership per revenue mile, and 20% for revenue miles per operating expense).					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL			\$10,059,373				
\$28,741,067		TOTAL FUNDS							

## ■ **Texas State Transit Funding: Major Features**

- Total state transit funds remained at \$57.5 million from the FY 2004–2005 biennium to the FY 2006–2007 biennium.
- Of the state funds appropriated for transit, 100 percent was allocated by formula (i.e., 80 percent needs and 20 percent performance).
- Generally speaking, state funds are available to Section 5307 recipients that have populations between 50,000 and 200,000. Certain 5307 recipients who have more than 200,000 in population, but do not have a transit tax, may also be eligible for state assistance. Although most state funding does not require any matching funds, some 5307 systems, because of their locations in areas served by a transit authority, must match state funds with local funds.
- Effective FY 2005 Texas changed the formula for allocating state funds. The new formula considers demographic and performance factors.

(Texas' fiscal year is September to August.)



# Utah State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	Discretionary	\$
		Interest income	\$			Formula-based	\$
		Other:	\$			Local pass-thru	\$
		Other:	\$			Other	\$
		Other:	\$			<b>TOTAL</b>	\$
		Other:	\$			Explain "Other:"	
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$	Additional remarks on this program:			
<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2007.</b></p>							

**NO STATE FUNDING PROVIDED  
FOR TRANSIT IN FY 2007.**

## ■ **Utah State Transit Funding: Major Features**

- Utah currently provides no state transit funding. All federal matches are made with local dollars.

(Utah's fiscal year is from July to June.)

## Vermont State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Loal Transit Operations	\$6,166,576	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Transportation Fund Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$6,166,576 \$ \$ \$ \$ \$	Capital \$455,000 Operating* \$4,911,576 Other \$800,000 <b>TOTAL</b> \$6,166,576 <b>Explain "Other:"</b> Local match for planning efforts & admin salaries <b>*Includes planning</b>	Dedicated \$6,166,576 Non-ded. \$ Other \$ <b>TOTAL</b> \$6,166,576 <b>Explain "Other:"</b>	Discretionary \$6,166,576 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$6,166,576 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Transportation funds support local transit operations and are used to match operating, capital, and Job Access and Reverse Commute (JARC) grants. Formula in Statute.						
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b> <b>*Includes planning</b>	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b>						
<b>\$6,166,576 TOTAL FUNDS</b>						

## ■ **Vermont State Transit Funding: Major Features**

- State funds in the transit operating budget in FY 2007 totaled \$6,166,576 or \$9.93 per capita.
- State funds are available to Section 5307 recipients that have populations between 50,000 and 200,000 and Section 5311 non-urbanized recipients. There are currently one 5307 and eleven 5311 recipients in Vermont. One of the 5311 recipients is also funded by the State of New Hampshire.
- Vermont provides 50 percent of the local match on capital acquisitions.
- By statute, Vermont has a funding formula for all operating grants.

(Vermont's fiscal year is from July to June.)

## Virginia State Transit Funding: Program Structure and Characteristics - Page 1 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit Operating Assistance	\$96,513,815	General sales tax	\$	Capital	\$	Dedicated	\$96,513,815	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$96,513,815	Non-ded.	\$	Formula-based	\$96,513,815
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$96,513,815	TOTAL	\$96,513,815	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$96,513,815	Explain "Other:"	
		Interest income	\$						
		Other:	Transportation Trust						\$96,513,815
		Other:	\$						
		Other:	\$						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
TOTAL \$96,513,815				Additional remarks on this program: Allocated based on each system's operating expenses as a percentage of the statewide total. The source of funding is Virginia's Transportation Trust Fund which is a combination of all the funding sources listed except bond proceeds.					

Transit Capital Assistance	\$32,827,828	General sales tax		Capital	\$32,827,828	Dedicated	\$32,504,195	Discretionary	\$32,827,828
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$323,633	Formula-based	\$
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$32,827,828	TOTAL	\$32,827,828	Other	
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$32,827,828	Explain "Other:"	
		Interest income	\$						
		Other:	Transportation Trust						\$32,827,828
		Other:	\$						
		Other:	\$						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
TOTAL \$32,827,828				These funds were allocated based on grant applications subject to approval by the Commonwealth Transportation Board.					

\$129,341,643 SUBTOTAL OF FUNDS	
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# Virginia State Transit Funding: Program Structure and Characteristics - Page 2 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount														
Transit & Congestion Management Special Project Assistance	\$5,969,670	General sales tax	\$	Capital	\$	Dedicated	\$5,909,595	Discretionary	\$5,969,670											
		Vehicle sales tax	\$	Operating*	\$5,969,670	Non-ded.	\$60,075	Formula-based	\$											
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$											
		Veh reg/lic/title fees	\$	TOTAL	\$5,969,670	TOTAL	\$5,969,670	Other	\$											
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL \$5,969,670														
		Interest income	\$			Explain "Other:"														
		Other:	\$	*Includes planning																
		Other:	\$																	
		Other:	\$	Additional remarks on this program: Discretionary grants subject to review and approval by the Commonwealth Transportation Board. The funds support congestion management projects, transit technical studies, and transit demonstration projects, as well as providing salaries for transit interns and operating funds for TDM programs.																
		Other:	\$																	
		Other:	\$																	
		TOTAL	\$5,969,670																	
Northern VA Transportation Commission	\$29,479,000	General sales tax	\$	Capital	\$	Dedicated	\$20,779,000	Discretionary	\$8,700,000											
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$8,700,000	Formula-based	\$											
		Gas tax	\$29,479,000	Other	\$29,479,000	Other	\$	Local pass-thru	\$											
		Veh reg/lic/title fees	\$	TOTAL	\$29,479,000	TOTAL	\$29,479,000	Other	\$20,779,000											
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL \$29,479,000														
		Interest income	\$			Explain "Other:"														
		Other:	\$	*Includes planning																
		Other:	\$																	
		Other:	\$	Additional remarks on this program: Most of the gas tax collected in Northern Virginia supports the Washington Metropolitan Area Transit Authority's (WMATA) operating and capital expenses. WMATA spends the funds at their discretion and is unable to provide a breakdown of expenses for this report. Thus, they are categorized in "other". Loudoun county collected \$8,700,000 in sales tax and they are not bound by the state legislation requiring the contribution to WMATA. Thus, they spend their funding on local projects, which may include local road projects.																
		Other:	\$																	
		Other:	\$																	
		TOTAL	\$29,479,000																	
\$129,341,643 Total from Page 1																				
\$164,790,313 SUBTOTAL OF FUNDS																				

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Potomac and Rappahannock Transportation Commission	\$19,627,531	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$19,627,531 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$ \$19,627,531 \$19,627,531 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$19,627,531 \$ \$ \$19,627,531 <b>TOTAL</b> \$19,627,531 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Funding to support the operating and capital expenses of the Virginia Railway Express (commuter rail), Omni ride and link (commuter and local bus), and other transportation projects and services. This may include small road projects.							
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  *Includes planning	\$ \$ \$ \$ <b>TOTAL</b> \$ <b>Explain "Other:"</b>	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> \$ <b>Explain "Other:"</b>	
<b>Additional remarks on this program:</b>							
\$164,790,313 Total from Page 2							
\$184,417,844 TOTAL FUNDS							

## ■ **Virginia State Transit Funding: Major Features**

- Total state transit funding for FY 2007 was \$184 million for a per capita figure of \$23.91.
- The Commonwealth Transportation Trust Fund provides most state funding for transit in Virginia. Various taxes and fees, including general sales tax, and gasoline and motor vehicle taxes, are used to support the fund. About 14.7 percent of the fund was allocated to transit in FY 2006.
- Nine localities in the Washington, DC, metropolitan area are supported by the regional motor fuels tax. Two transportation commissions administer the programs supported by this tax.
- State highway funds may be used for transit on a project by project basis. In FY 2007, an additional \$33.1 million in state toll revenues supported transit projects.

(Virginia's fiscal year is July to June.)



## Washington State Transit Funding: Program Structure and Characteristics - Page 1 of 5

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Mobility Grants	\$8,500,000	General sales tax	\$	Capital	\$439,400	Dedicated	\$8,500,000	Discretionary	\$4,250,000
		Vehicle sales tax	\$	Operating*	\$3,810,600	Non-ded.	\$	Formula-based	\$4,250,000
		Gas tax	\$	Other	\$4,250,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$8,500,000	TOTAL	\$8,500,000	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$8,500,000		
		Interest income	\$	Formula funds for capital		Explain "Other:"			
		Other:	\$	or operating.					
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
TOTAL			\$8,500,000	Additional remarks on this program: Competitive and formula grants for transit capital and operating in rural areas. \$4.2 Million in state funds are distributed to the rural and small urban transit agencies that receive less than 80% of the average state per capital sales tax.					
FTA 5311	\$8,392,208	General sales tax	\$	Capital	\$1,047,838	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$5,246,318	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$2,098,052	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$8,392,208	TOTAL	\$8,392,208	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$8,392,208		
		Interest income	\$	Other funds have not been		Explain "Other:"			
		Other:	\$	obligated					
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
TOTAL			\$8,392,208	Additional remarks on this program:					
\$16,892,208		SUBTOTAL OF FUNDS							

## Survey of State Funding for Public Transportation

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## Washington State Transit Funding: Program Structure and Characteristics - Page 3 of 5

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
JARC FTA 5316	\$1,285,935	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$53,386 Operating* \$404,235 Other \$828,314 <b>TOTAL</b> \$1,285,935 <b>Explain "Other:"</b> Other funds have not been obligated <b>*Includes planning</b>	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$1,285,935 <b>Explain "Other:"</b>	Discretionary \$ Formula-based \$1,285,935 Local pass-thru \$ Other \$ <b>TOTAL</b> \$1,285,935 <b>Explain "Other:"</b>
		<b>TOTAL</b>	\$1,285,935	<b>Additional remarks on this program:</b> Combined small urban and rural apportionments; \$799,167 and \$486,768 respectively.		
Vanpool Grants	\$4,300,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$4,300,000 Operating* \$ Other \$ <b>TOTAL</b> \$4,300,000 <b>Explain "Other:"</b> <b>*Includes planning</b>	Dedicated \$4,300,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$4,300,000 <b>Explain "Other:"</b>	Discretionary \$4,300,000 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$4,300,000 <b>Explain "Other:"</b>
		<b>TOTAL</b>	\$4,300,000	<b>Additional remarks on this program:</b> Grants to expand van pooling programs. Can be used for capital purchases of new vans only.		
	<b>\$31,852,961</b>	<b>Total from Page 2</b>				
	<b>\$37,438,896</b>	<b>SUBTOTAL OF FUNDS</b>				

# Washington State Transit Funding: Program Structure and Characteristics - Page 4 of 5

Washington State Transit Funding: Program Structure and Characteristics Page 1 of 3										
State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount				
Commuter Trip Reduction	\$2,963,500	General sales tax	\$	Capital	\$	Dedicated	\$			
		Vehicle sales tax	\$	Operating*		Non-ded.	\$			
		Gas tax	\$	Other	\$2,963,500	Other	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$2,963,500	TOTAL	\$2,963,500			
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$2,963,500			
		Interest income	\$	Other includes planning, implementation and public awareness	Explain "Other:"	Explain "Other:"				
		Other:	\$	*Includes planning						
		Other:	\$							
		Other:	\$							
		Other:	\$							
TOTAL			\$2,963,500	Additional remarks on this program: This program is required under state law. Funds are passed through to nine counties based on the number of affected worksites and the performance of the trip reduction program the previous year. These figures represent half of biennial funding appropriated by the Washington State Legislature to reduce trips among affected worksites across the state. Figures include commuter trip reduction implementation, public awareness, and planning.						
Trip Reduction Performance	\$1,250,000	General sales tax	\$	Capital	\$	Dedicated	\$1,250,000			
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$			
		Gas tax	\$	Other	\$	Other	\$			
		Veh reg/lic/title fees	\$	TOTAL	\$1,250,000	TOTAL	\$1,250,000			
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$1,250,000			
		Interest income	\$	Other includes planning, implementation and public awareness	Explain "Other:"	Explain "Other:"				
		Other:	\$	*Includes planning						
		Other:	\$							
		Other:	\$							
		Other:	\$							
TOTAL			\$1,250,000	Additional remarks on this program: Develop a market to reduce trips. This innovative competitive grant program purchases trip reduction based on an annualized rate. The trip reduction cost must be less than the cost of expanding capacity on the road.						
\$37,438,896 Total from Page 3										
\$41,652,396 SUBTOTAL OF FUNDS										

## Washington State Transit Funding: Program Structure and Characteristics - Page 5 of 5

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
5317 New Freedom	\$786,371	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> Other funds have not been obligated <b>*Includes planning</b>	\$353,931 \$330,168 \$102,272 \$786,371 <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	\$ \$ \$ \$786,371 <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Total includes small urban and rural apportionments; \$513,614 and \$272,757 respectively.							
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> <b>*Includes planning</b>	\$ \$ \$  <b>Explain "Other:"</b>	Dedicated Non-ded. Other <b>TOTAL</b> <b>Explain "Other:"</b>	    <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b>							
		<b>\$41,652,396 Total from Page 4</b>					
		<b>\$42,438,767 TOTAL FUNDS</b>					

## ■ Washington State Transit Funding: 2006 Major Features

- Total state transit funding for FY 2007–2009 is \$84.8 Million. For FY 2007, \$42.4 million in appropriated funds were programmed for transit projects.
- The population of the state is 6,468,424. The service area population of the 28 transit systems is 5,468,665.
- Most transit agencies are municipal corporations or operate under the authority of county government. Three are operated under the authority of a city government. Voter-approved taxes, fares, federal grants, and other operating revenue fund local transit agencies. In 2007, the total revenue for public transit operations was \$1,640.1 million.
- The most common form of local transit revenue is the sales tax. In 2007, \$985.0 million in sales tax was raised by the local transit agencies. Sound Transit, the regional transit authority, also raises revenue through the motor vehicle excise tax. In 2007, this amounted to \$68.4 million.
- State funding for public transportation and passenger rail services comes from the state Multimodal Transportation Fund. Fees, sales tax on new and used cars, and other non-gas tax revenues are the main source of funding for this account. In 2005, the State Legislature also added weight fees on vehicles that can be used for non-highway projects. The Washington State Constitution prohibits the use of gas tax on non-highway programs.
- In May 2003, the Washington State Legislature passed a 10-year transportation funding program that established new grants for public transportation, special needs/paratransit services, vanpool, and commute trip reduction. The new revenue is also available for both capital and operating projects within the passenger rail program.
- In 2005, the Legislature added a nine-cent gas tax and new weight fees on vehicles. Both of these new revenue sources have been challenged. The voters upheld the gas tax increase in a November 2005 election.

The passenger rail program aligns with the north-south Interstate 5 highway. The Washington State Department of Transportation has an operating agreement with Amtrak and a use agreement with the Burlington-Northern/Santa Fe for the use of the tracks.

(Washington DOT's fiscal year is from July to June.)

## West Virginia State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount		
Operating Assistance to Rural Transit (5311)	\$1,258,342	General sales tax	\$	Capital	\$	Discretionary	\$1,258,342	
		Vehicle sales tax	\$	Operating*	\$1,258,342	Formula-based	\$	
		Gas tax	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$1,258,342	Other	\$	
		Bond proceeds	\$	Explain "Other:"	TOTAL	\$1,258,342	TOTAL	\$1,258,342
		Interest income	\$					
		Other: General Revenue	\$1,258,342					
		Other:	\$					
		Other:	\$					
		Other:	\$	*Includes planning	Additional remarks on this program: Provides matching funds, primarily for operating assistance to those areas of the state that lack the economic resources to provide matching funds for the Section 5311 program.			
		Other:	\$					
		TOTAL	\$1,258,342					
Match for Statewide Capital Discretionary FTA 5309 Grants	\$1,265,000	General sales tax	\$	Capital	\$1,265,000	Discretionary	\$1,265,000	
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$	
		Gas tax	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$1,265,000	Other	\$	
		Bond proceeds	\$	Explain "Other:"	TOTAL	\$1,265,000	TOTAL	\$1,265,000
		Interest income	\$					
		Other: General Revenue	\$1,000,000					
		Other:	\$					
		Other:	\$					
		Other:	\$	*Includes planning	Additional remarks on this program: State matching funds are provided to match capital projects that are included in the statewide Section 5307 grants. Both urban and rural systems receive these matching funds.			
		Other:	\$					
		TOTAL	\$1,000,000					
\$2,523,342 TOTAL FUNDS								

## ■ **West Virginia State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was \$2.5 million or \$1.39 per capita.
- General revenue funds provide the state's share of transit funding and are used only to match FTA grants.
- No state funds for operating assistance are provided to urban areas.
- Only statewide Section 5309 grants receive state matching funds. Only current 5311 and 5307 recipients are eligible for this funding and must contribute local matching funds.
- General revenue funds provide the match for the Section 5305 program, and no state funds are provided to administer any FTA grant.

(West Virginia's fiscal year is from July to June.)



## Wisconsin State Transit Funding: Program Structure and Characteristics - Page 1 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
State Transit Operating Assistance	\$102,657,400	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other fees and revenues Other: Other: Other: Other:	\$ \$ \$34,219,133 \$34,219,133 \$ \$ \$34,219,134 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$102,657,400 \$ \$ \$102,657,400 <b>TOTAL</b> Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:" Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
<b>Additional remarks on this program:</b> Based on equalized percentages of combined state and federal operating expenses within 3-tier system based on system size.						
Transportation Employment and Mobility Program	\$336,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other fees and revenues Other: Other: Other: Other:	\$ \$ \$112,000 \$112,000 \$ \$ \$112,000 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> Explain "Other:" *Includes planning	\$ \$ \$ \$336,000 <b>TOTAL</b> Explain "Other:"	Dedicated Non-ded. Other <b>TOTAL</b> Explain "Other:" Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> Explain "Other:"
<b>Additional remarks on this program:</b> Grants emphasizing transportation services that link low-income individuals with jobs & that encourage innovative alternatives to driving alone. Eligible projects include transit, bike, pedestrian, TMA formation, planning, and access-to-jobs initiatives, including private-sector pilot efforts.						
<b>\$102,993,400 SUBTOTAL OF FUNDS</b>						

# Wisconsin State Transit Funding: Program Structure and Characteristics - Page 2 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
County Elderly and Disabled Program	\$12,373,000	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$12,373,000
		Gas tax	\$4,124,333	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$4,124,333	TOTAL	\$12,373,000	TOTAL	\$12,373,000
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$12,373,000
		Interest income	\$				
		Other: Other fees and revenues	\$4,124,334	*Includes planning			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		TOTAL	\$12,373,000	Additional remarks on this program: Provides aid to counties for specialized transit services to the elderly and disabled communities.			
Elderly and Disabled Capital Assistance Program	\$921,900	General sales tax	\$	Capital	\$921,900	Discretionary	\$921,900
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$307,300	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$307,300	TOTAL	\$921,900	TOTAL	\$921,900
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$921,900
		Interest income	\$				
		Other: Other fees and revenues	\$307,300	*Includes planning			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		TOTAL	\$921,900	Additional remarks on this program: Used to acquire vehicles for elderly and disabled transportation services. Grants made primarily to private, non-profit organizations, and local public bodies.			
\$102,993,400		Total from Page 1					
\$116,288,300		SUBTOTAL OF FUNDS					

## Wisconsin State Transit Funding: Program Structure and Characteristics - Page 3 of 3

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount									
Intercity Passenger Rail	\$2,846,147	General sales tax	\$	Capital	\$	Discretionary	\$								
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$								
		Gas tax	\$948,716	Other	\$	Local pass-thru	\$								
		Veh reg/lic/title fees	\$948,716	<b>TOTAL</b>	\$2,846,147	<b>TOTAL</b>	\$2,846,147								
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	<b>TOTAL</b>	\$2,846,147								
		Interest income	\$												
		Other: Other fees and revenue	\$948,715	*Includes planning  <b>Additional remarks on this program:</b> Funding for Wisconsin's share of the cost of AMTRAK service between Milwaukee and Chicago.											
		Other:	\$												
		Other:	\$												
		Other:	\$												
		Other:	\$												
		<b>TOTAL</b>	\$2,846,147												
		General sales tax	\$	Capital	\$	Discretionary	\$								
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$								
		Gas tax	\$	Other	\$	Local pass-thru	\$								
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$								
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	<b>TOTAL</b>	\$								
		Interest income	\$												
		Other:	\$	*Includes planning  <b>Additional remarks on this program:</b>											
		Other:	\$												
		Other:	\$												
		Other:	\$												
		Other:	\$												
		<b>TOTAL</b>	\$												

## ■ **Wisconsin State Transit Funding: Major Features**

- Total state transit funding in FY 2007 was just over \$119.1 million, for a per capita funding level of \$21.27.
- State funding covers about 35 percent of operating costs for public transit systems statewide, and about 40 percent of operating costs for specialized elderly and disabled systems.
- State funding supports the transportation employment and mobility program, which emphasizes transportation services connecting low-income individuals with jobs and encourages innovative alternatives to driving alone.

(Wisconsin's fiscal year is from July to June.)

## Wyoming State Transit Funding: Program Structure and Characteristics

State Programs	FY 2007 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Operating and Capital Assistance	\$1,500,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Statutory funds Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$1,500,000 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> Operating and admin <b>*Includes planning</b>	\$ \$1,500,000 \$ \$ \$1,500,000 <b>Explain "Other:"</b> Legislated	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b> Legislated
<b>Additional remarks on this program:</b> Allocated to local transit providers to supplement and help match 5307, 5309, and 5311 funding.						
Transportation Enterprise Fund	\$794,200	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$794,200 \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b> <b>*Includes planning</b>	\$794,200 \$ \$ \$794,200 <b>Explain "Other:"</b>	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b> Interest from Trust Fund
<b>Additional remarks on this program:</b> Purchase of public transit vehicles						
<b>\$2,294,200 TOTAL FUNDS</b>						

## ■ Wyoming State Transit Funding: Major Features

- Total state transit funding in FY 2007 was just under \$2.3 million or \$4.39 per capita.
- Gas tax revenues are restricted to highway use only. Transit funds can only come from other portions of the state highway fund, or State General Funds.
- During FY 2007, Wyoming DOT did not flex any dollars of congestion mitigation air quality (CMAQ) funds to the public transit program.
- During FY 2007, Wyoming received an FTA Section 5309 capital discretionary funding appropriation of \$714,000.
- Other funding sources for Wyoming public transit are local match funds and FTA Sections 5311, 5311i, the Rural Transit Assistance Program (RTAP), 5304, 5310, 5303, 5307, and 5311(f), Intercity Bus.

(WyDOT's fiscal year is from October to September.)

## 3.0 Overview of State and Local Ballot Initiatives

### ■ Overview

The trend of voter-approved investment in public transportation remained stable in 2007 with 12 of 18 ballot measures being passed by voters (67 percent approval rate in 2006 as well). The number of transit-related referenda was down about 30 percent from 2006 levels (62 ballot measures in 2006 compared to 18 in 2007). The approval rate has remained well above 50 percent since 2003 (67 percent in 2006, 82 percent in 2005, 80% in 2004, 64 percent in 2003, and 46 percent in 2002).

The Center for Transportation Excellence (CFTE)<sup>i</sup> maintains on their web site a section dedicated to monitoring transit-related ballot initiatives which was a major source of material for this section of the report.

Table 3.1 shows the ballot results by funding type. A total of 15 ballot issues dealt with funding initiatives. Eight of these initiatives relied on increased or renewed sales taxes and six relied on increased or renewed property taxes. While most of the property tax ballot initiatives were passed (83 percent), only three out of eight (37 percent) sales tax initiatives were passed.

**Table 3-1. 2007 Ballot Results, by Type of Initiative**

Initiative Type	Total	Approved by Voters	
		Number	Percent
All Initiatives	18	12	67%
■ Funding Initiatives Only	15	9	60%
● Sales Tax, New			
● Sales Tax, Increase	7	2	29%
● Sales Tax, Renewal	1	1	100%
● Property Tax, New			
● Property Tax, Increase	2	1	50%
● Property Tax, Renewal	4	4	100%
● Bond Issue	1	1	100%
● Parking revenue increase	1	1	100%

Note: Kent County, MI approved a renewal and an increase of property taxes in one bill.

### ■ Ballot Initiatives Approved by Voters

Table 3–2 summarizes the 12 ballot issues approved by voters in 2007.

**Table 3-2. Approved Ballot Initiatives**

DATE	STATE	CITY/COUNTY	BALLOT ISSUE
3/13/2007	FL	Winter Park City	Winter Park city commissioners voted to put two questions related to commuter rail on the March 13 ballot. The first of the two questions asked voters whether they wanted a commuter rail stop built on city-owned property.
3/13/2007	FL	Winter Park City	Winter Park city commissioners voted to put two questions related to commuter rail on the March 13 ballot. The second question asked whether a rail stop should be built with city funds.
5/8/2007	CO	Aspen	Voters were asked to authorize two lanes of traffic plus bus lanes between Buttermilk and the Maroon Creek Roundabout.
5/8/2007	MI	Kent County	The ballot requested voters to approve a total of 1.12 mills. This includes a renewal of the current millage (0.95 mills) and a millage enhancement (0.17 mills) that is needed to improve/expand services and meet demands.
11/6/2007	CA	San Francisco	Proposition A--MUNI Reform. This measure directs a larger percentage of future parking revenues to public transportation, and would grant MUNI management some additional rights. However, it also blocks any additional parking spaces being built in the city.
11/6/2007	MI	Kalamazoo	Kalamazoo voters were asked to renew Kalamazoo Metro Transit's millage for one more year (2008). First approved by voters in 1986, the Metro Transit millage has been successfully renewed in three-year increments ever since. The 2007 request was limited to one year, at the end of which Kalamazoo Metro Transit will merge with the Kalamazoo County Transportation Authority to create one county-wide transportation service.
11/6/2007	MI	Saginaw	3-mill three-year tax renewal for Saginaw Transit Authority Regional Services.
11/6/2007	NC	Charlotte	The citizens of Mecklenburg County were asked to repeal the existing half-cent sales tax used for the public transportation system. The repeal was defeated 70% to 30%--a positive result for public transportation.
11/6/2007	OH	Toledo	Voters were asked to continue the 10-year 1.5-mill operating levy for the TARTA bus system. The existing 1.5-mill levy was last approved in 1997.
11/6/2007	UT	Box Elder County	Voters in 3 Northern Utah counties were asked to approve a sales tax increase to support the development of transportation infrastructure. The tax increase would raise as much as \$12 million in Davis County during its first year of authorization, \$8.7 million in Weber County, and \$800,000 in Box Elder County. The money would go to a mix of about 35 road and transit projects in Weber and Davis, and in Box Elder, it would fund expansion of commuter rail. (Note: Davis County defeated the measure.)
11/6/2007	UT	Weber County	Voters in 3 Northern Utah counties were asked to approve a sales tax increase to support the development of transportation infrastructure. The tax increase would raise as much as \$12 million in Davis County during its first year of authorization, \$8.7 million in Weber County, and \$800,000 in Box Elder County. The money would go to a mix of about 35 road and transit projects in Weber and Davis, and in Box Elder, it would fund expansion of commuter rail. (Note: Davis County defeated the measure.)
11/6/2007	VA	Fairfax County	Fairfax County voters were asked to authorize the county to borrow up to \$110 million to fund the cost of transportation improvements. The measure allows the county to issue bonds to fund transportation projects, including roadway, pedestrian, bicycle, and transit improvements.



## ■ Ballot Initiatives Defeated by Voters

Voters defeated six initiatives (33 percent of the total) during 2007. Table 3-3 summarizes the defeated funding initiatives.

**Table 3-3.** Defeated Ballot Initiatives

DATE	STATE	CITY/COUNTY	BALLOT ISSUE
Feb-07	WA	Kitsap County	Voters were asked to approve a three-tenths of 1-percent sales tax increase to fund passenger-only ferries between Seattle and up to four Kitsap locations.
11/6/2007	CO	Greeley	Ballot question 2B asked residents to raise the sales tax by .25 of a percent to pay for improvements to the city's bus system. Members of the city's transit services asked Greeley City Council to place the tax proposal on the ballot because city staff is concerned that Greeley will lose federal funding for bus operating costs when the U.S. Census compiles the next census in 2010.
11/6/2007	MI	Lansing	CATA asked property owners in Lansing, East Lansing, and the townships of Delhi, Lansing, and Meridian to pay staggered increases each year, amounting to 1 mill by 2010. The extra money was needed to maintain existing service levels without boosting rider fees.
11/6/2007	OH	Lorraine	Voters in Lorraine county were asked to approve a 0.25 percent sales tax increase for transit and other programs.
11/6/2007	UT	Davis County	Voters in 3 Northern Utah counties were asked to approve a sales tax increase to support the development of transportation infrastructure. The tax increase would raise as much as \$12 million in Davis County during its first year of authorization, \$8.7 million in Weber County, and \$800,000 in Box Elder County. The money would go to a mix of about 35 road and transit projects in Weber and Davis, and in Box Elder, it would fund expansion of commuter rail. (Note: Weber and Box Elder Counties approved the measure.)
11/6/2007	WA	King, Snohomish, Pierce Counties	Voters were asked to approve Proposition 1, the ballot measure also known as "Roads and Transit." The measure called for a boost in sales and car-tab taxes to build 50 miles of new tracks to Lynnwood, Overlake, and Tacoma by 2027, along with 186 miles of road lanes and partial funding for a new Highway 520 floating bridge.

### End Notes

<sup>i</sup> The Center for Transportation Excellence, headquartered in Washington, DC, is a non-partisan center for policy research, created to serve the needs of communities and transportation organizations nationwide by providing research materials, strategies, and other forms of support on the benefits of public transportation. Additional information is available online at <http://www.cfte.org>.

## 2007 State Transit Program Contacts

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<b>Alaska</b>	Debbie Howard Statewide Planning 3132 Channel Dr PO Box 112500 Juneau, AK 99811-2500	907-465-2883	907-465-6984	<a href="mailto:Debbi_Howard@dot.state.ak.us">Debbi_Howard@dot.state.ak.us</a>
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## 2007 State Transit Program Contacts

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<b>Delaware</b>	Stephanie Burris Delaware Transit 900 Public Safety Blvd Dover, DE 19901	302-760-2860	302-760-2913	<a href="mailto:sburris@mail.dot.state.de.us">sburris@mail.dot.state.de.us</a>
<b>DC</b>	Freddie Fuller Interim Director Mass Transit Administration	202-673-1735		<a href="mailto:freddie.fuller@dc.gov">freddie.fuller@dc.gov</a>
<b>Florida</b>	Ed Coven Florida Dept of Transportation 605 Suwannee Street Mail station #26 Tallahassee, FL 32399	850-414-4500	850-414-4508	<a href="mailto:ed.coven@dot.state.fl.us">ed.coven@dot.state.fl.us</a>
<b>Georgia</b>	Steven Kish 276 Memorial Drive SW Atlanta, GA 30303	404-651-9210	404-657-4221	<a href="mailto:steve.kish@dot.state.ga.us">steve.kish@dot.state.ga.us</a>
<b>Hawaii</b>	Glenn Soma Statewide Transportation Office 869 Punchbowl Street Room 404	808-587-1845	808-587-2362	<a href="mailto:glenn.soma@hawaii.gov">glenn.soma@hawaii.gov</a>
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## 2007 State Transit Program Contacts

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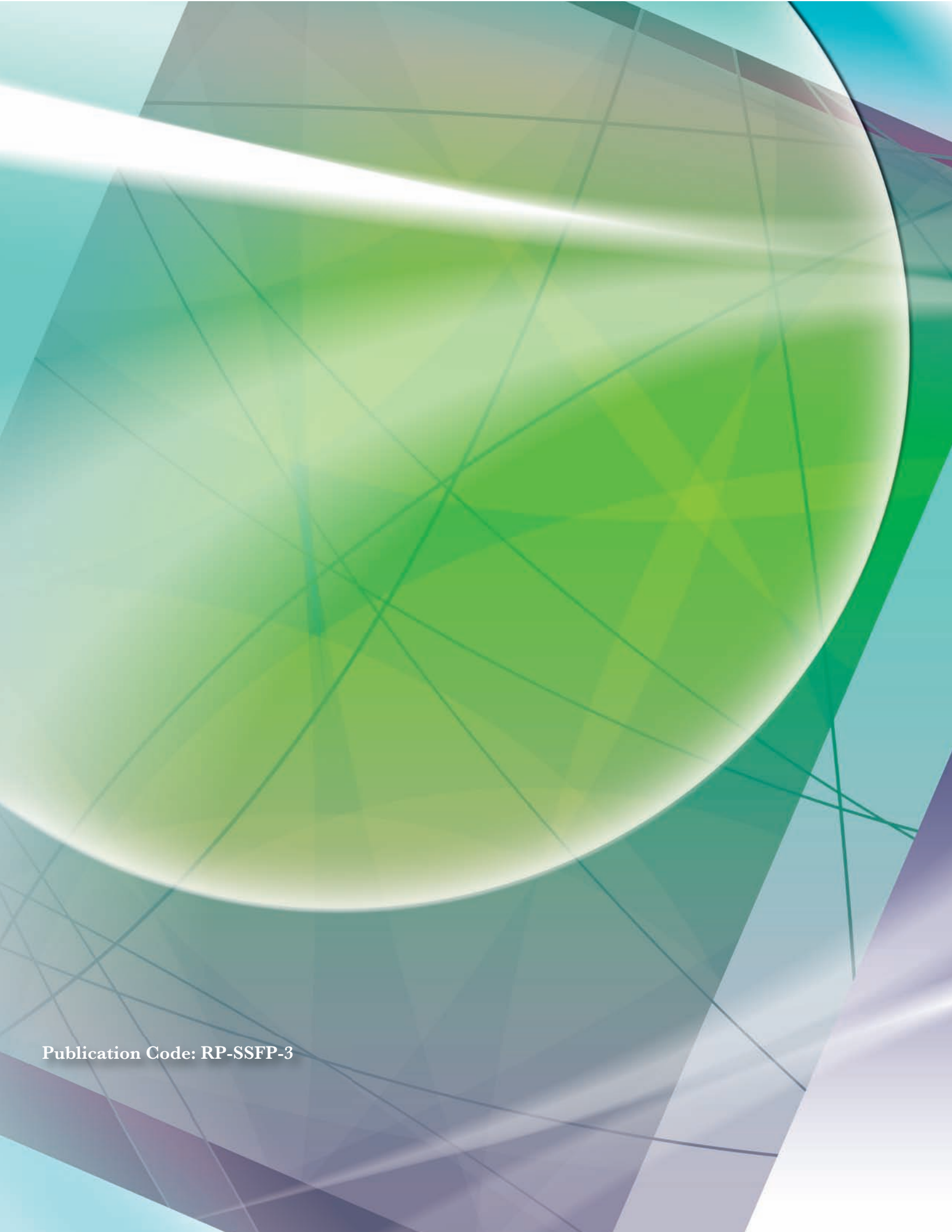
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