



FINAL REPORT
2010

SURVEY OF STATE FUNDING FOR PUBLIC TRANSPORTATION



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION





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Characteristics of State Funding for Public Transportation

The following report provides a summary of state transit funding for 50 states and the District of Columbia (DC). Information includes funding sources, amounts, program, 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 2008. The report was prepared by Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS), Office of Survey Programs.

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

July 30, 2010

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 2008 data. This annual report provides a snapshot of state-by-state investment in public transportation from federal, state and local funding sources. A summary of recent transit-related state and local ballot initiatives as well as the numerous tables and charts enable the reader to understand how different funding and tax mechanisms are used in each state to support transit operations and capital projects.

AASHTO supports a vision of doubling transit ridership to more than 20 billion by 2030 and 50 billion by 2050. Our goals also include: improving public transportation capacity to meet mobility needs, doubling rural transit funding over the next six years, 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. As our senior population continues to grow, more of our citizens are choosing to 'age in place' and we as state departments of transportation must provide public transportation as a mobility option.

The results you see in the *Survey of State Funding for Public Transportation* reflect this commitment. Our States and local governments are committing more than 50% of the funding for the nation's public transportation. Historical funding patterns demonstrate the important role that state departments of transportation fulfill in public transportation finance and administration. States spent approximately \$12.3 Billion on transit in FY 2008 which is an increase of \$4.8 Billion over the FY 2000 level of \$7.5 Billion.

The *Survey of State Funding for Public Transportation* is viewed by the public transportation industry, national associations, 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.




Jeffrey A. Parker
Chair, AASHTO Standing
Committee on Public Transportation
Commissioner, Connecticut
Department of Transportation




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

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1.0 Highlights of State Transit Funding – 2008

This report, the 28th 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, which had continually increased since 1990, declined in 2008 from 2007 levels. Eighteen states and the District of Columbia increased their public transit funding by a total of over \$700 million over 2007 levels. The top four states account for almost 80 percent of the funding increase and include: Pennsylvania up \$284 million, New York up \$127 million, Minnesota up to \$102 million, and Maryland up \$95 million. The remaining 14 states increased transit funding by a total of over \$150 million.

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

State	2007	2008	Increase	% Increase
Pennsylvania	\$860,963,000	\$1,145,567,000	\$284,604,000	33.06%
New York	\$2,887,985,000	\$3,015,441,656	\$127,456,656	4.41%
Minnesota	\$237,023,000	\$339,925,000	\$102,902,000	43.41%
Maryland	\$749,371,455	\$844,417,234	\$95,045,779	12.68%
Virginia	\$184,417,844	\$228,965,893	\$44,548,049	24.16%
New Jersey	\$1,008,129,998	\$1,035,472,354	\$27,342,356	2.71%
DC	\$250,868,928	\$272,724,274	\$21,855,346	8.71%
Illinois	\$498,900,000	\$519,300,000	\$20,400,000	4.09%
Delaware	\$72,962,500	\$86,232,800	\$13,270,300	18.19%
Indiana	\$42,694,683	\$55,733,074	\$13,038,391	30.54%
Wisconsin	\$119,134,447	\$125,179,500	\$6,045,053	5.07%
Tennessee	\$38,310,000	\$41,537,000	\$3,227,000	8.42%
New Hampshire	\$1,530,000	\$4,474,250	\$2,944,250	192.43%
Iowa	\$10,840,785	\$13,280,543	\$2,439,758	22.51%
Arizona	\$10,142,000	\$11,780,000	\$1,638,000	16.15%
West Virginia	\$2,523,342	\$3,023,342	\$500,000	19.81%
Wyoming	\$2,294,200	\$2,495,659	\$201,459	8.78%
Georgia	\$6,024,552	\$6,141,497	\$116,945	1.94%
South Dakota	\$750,000	\$770,000	\$20,000	2.67%

Total funding for public transportation decreased in 2008 by over \$900 million. Twenty-two of the 50 states showed a decline in funding from 2007 levels and 10 showed no change from 2007 funding levels, including the four states that do not fund public transit.

■ Comparing State and Federal Funding of Public Transit

In 2008, states provided \$12.3 billion in transit funding, while federal funds totaled \$13.1 billion. The six states with the largest funding amounts – California, New York, Massachusetts, , Pennsylvania, New Jersey, and Maryland – collectively allotted \$9.5 billion in state funding, while the remaining 39 allotted \$2.7 billion. About \$5.9 billion – close to half of all Federal funds spent on transit – went to these six states. Figure 1-1 shows the percentage of state and Federal funding for each state.

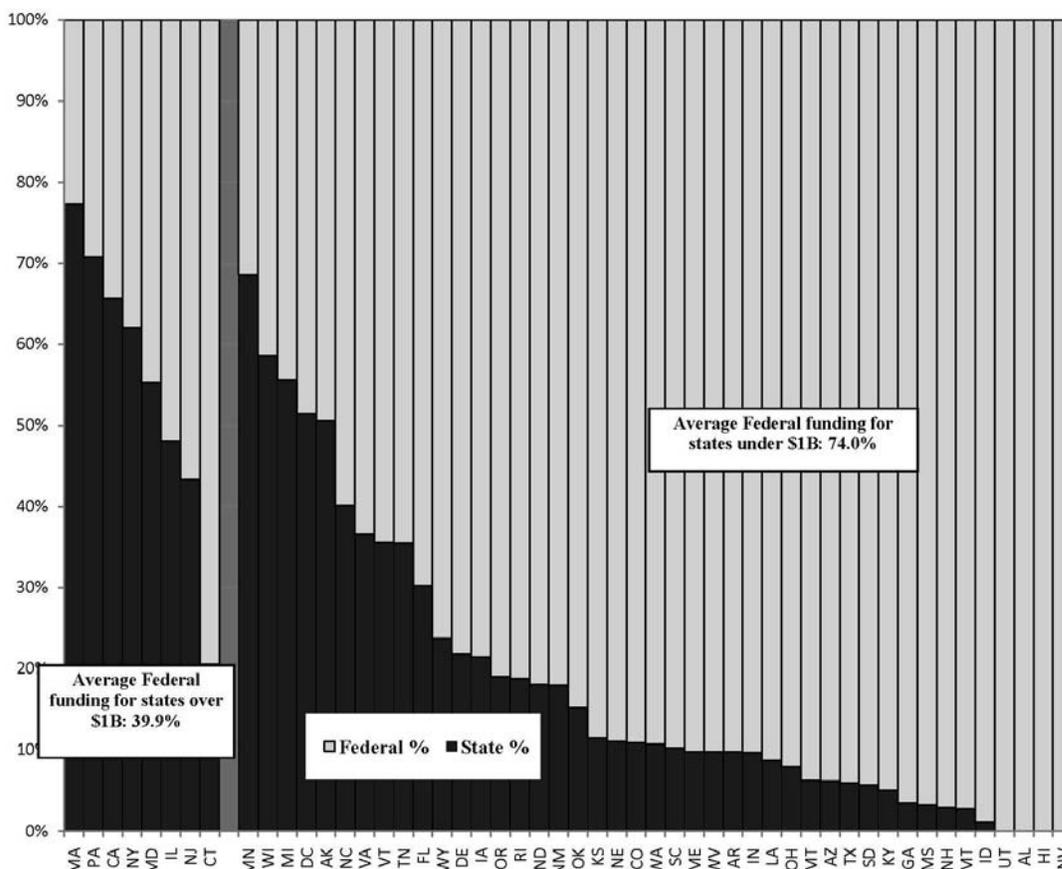


Figure 1-1. State and Federal Funding for Public Transit

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.

Table 1-2. State Funding of Public Transit by Select Years (NOTE: NR = No Response)

State	1990	1995	2000	2005	2007	2008
Alabama	\$453,600	\$0	\$0	\$0	\$0	\$0
Alaska	\$1,128,607	\$0	\$0	\$59,850,000	\$91,359,200	\$86,814,875
Arizona	\$382,961	\$445,000	\$329,096	\$20,068,000	\$10,142,000	\$11,780,000
Arkansas	\$400,000	\$331,900	\$0	\$2,800,000	\$4,251,656	\$4,515,157
California	\$113,579,750	\$340,162,248	\$1,344,778,819	\$1,399,800,143	\$3,110,690,806	\$2,299,578,879
Colorado	\$0	\$0	\$0	\$0	\$0	\$23,048,479
Connecticut	\$87,614,575	\$113,241,041	\$163,266,135	\$206,440,541	\$876,357,467	\$267,499,842
Delaware	\$7,406,200	NR	\$35,685,145	\$72,600,000	\$72,962,500	\$86,232,800
DC	\$115,007,775	\$123,051,000	NR	\$212,050,288	\$250,868,928	\$272,724,274
Florida	\$23,214,100	\$89,510,720	\$92,724,263	\$149,738,231	\$174,806,597	\$146,338,770
Georgia	\$1,295,589	\$1,892,582	\$306,393,067	\$8,222,757	\$6,024,552	\$6,141,497
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	\$498,900,000	\$519,300,000
Indiana	\$16,623,895	NR	\$29,201,270	\$37,046,940	\$42,694,683	\$55,733,074
Iowa	\$5,367,893	\$7,464,513	\$10,411,432	\$10,140,000	\$10,840,785	\$13,280,543
Kansas	\$390,000	\$1,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$5,761,639
Kentucky	\$468,098	\$612,196	NR	\$1,400,000	\$3,709,262	\$3,501,733
Louisiana	\$3,000,000	NR	NR	\$4,962,500	NR	\$5,962,530
Maine	\$1,949,042	\$392,000	\$420,000	\$1,555,000	\$4,502,528	\$1,527,654
Maryland	\$271,066,348	\$349,848,000	\$273,843,580	\$727,433,000	\$749,371,455	\$844,417,234
Massachusetts	\$357,508,623	\$531,895,787	\$771,356,465	\$1,197,137,541	\$1,351,917,492	\$1,182,785,342
Michigan	\$132,816,959	\$124,400,599	\$187,197,690	\$195,149,300	\$200,661,111	\$200,086,889
Minnesota	\$38,071,015	\$47,988,633	\$80,289,455	\$254,527,000	\$237,023,000	\$339,925,000
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	\$7,018,541	\$6,921,541
Montana	\$71,250	\$75,000	\$75,000	\$415,197	\$818,385	\$414,820
Nebraska	\$1,500,000	\$1,529,843	\$1,539,135	\$1,500,000	\$2,900,000	\$2,900,000
Nevada	\$320,000	\$437,748	NR	\$95,000	\$125,403	\$0
New Hampshire	\$1,166,756	\$12,208	\$0	\$225,000	\$1,530,000	\$4,474,250
New Jersey	\$235,225,000	\$458,704,000	\$509,237,000	\$910,584,000	\$1,008,129,998	\$1,035,472,354
New Mexico	\$0	NR	\$0	\$2,830,000	\$56,478,000	\$9,296,786
New York	\$1,422,752,000	\$1,356,600,000	\$1,926,571,085	\$2,169,005,000	\$2,887,985,000	\$3,015,441,656
North Carolina	\$5,934,875	\$22,138,279	\$38,246,921	\$111,724,897	\$75,866,447	\$73,466,447
North Dakota	\$0	\$761,329	\$1,665,933	\$2,203,657	\$2,900,000	\$2,900,000
Ohio	\$32,350,882	\$29,232,523	\$42,348,466	\$18,300,000	\$16,450,000	\$15,816,982
Oklahoma	\$259,042	\$951,497	\$3,530,125	\$3,250,000	\$5,750,000	\$5,750,000
Oregon	\$6,933,258	\$44,689,000	\$15,553,262	\$26,140,529	\$74,092,943	\$39,920,803
Pennsylvania	\$425,666,677	\$628,400,000	\$731,800,000	\$835,223,000	\$860,963,000	\$1,145,567,000
Rhode Island	\$15,253,694	\$19,121,259	\$36,822,442	\$34,847,617	\$49,214,195	\$47,338,005
South Carolina	NR	\$4,140,384	\$4,234,189	\$5,943,000	\$6,400,000	\$6,400,000
South Dakota	\$0	\$300,000	\$397,061	\$1,891,229	\$750,000	\$770,000
Tennessee	\$9,860,000	\$12,458,000	\$22,291,000	\$34,196,000	\$38,310,000	\$41,537,000
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	\$6,166,576	\$5,899,044
Virginia	\$73,555,000	\$78,248,186	\$163,959,344	\$157,600,000	\$184,417,844	\$228,965,893
Washington	\$2,220,900	\$6,434,900	\$84,455,509	\$30,423,000	\$42,438,767	\$39,751,905
West Virginia	\$1,261,903	\$1,537,898	\$1,395,489	\$2,258,342	\$2,523,342	\$3,023,342
Wisconsin	\$53,439,491	\$77,321,415	\$100,448,100	\$109,438,341	\$119,134,447	\$125,179,500
Wyoming	\$0	\$976,736	NR	\$2,955,511	\$2,294,200	\$2,495,659
TOTALS	\$3,742,211,127	\$4,760,994,970	\$7,499,314,371	\$9,517,290,604	\$13,186,394,177	\$12,267,312,265

NOTE: NR = No Response

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

State	1995		2000		2005		2007		2008	
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State
Alabama	\$16,902,560	\$0	\$49,114,988	\$0	\$54,094,510	\$0	\$60,849,340	\$0	\$69,352,996	\$0
Alaska	\$4,841,362	\$0	\$40,378,606	\$0	\$38,432,436	\$59,890,000	\$79,451,284	\$91,359,200	\$84,935,221	\$86,814,875
Arizona	\$4,126,148	\$445,000	\$4,709,692	\$323,096	\$153,665,011	\$20,088,000	\$168,349,884	\$10,142,000	\$160,105,661	\$11,790,000
Arkansas	\$8,488,925	\$331,900	\$48,283,188	\$0	\$26,317,868	\$2,800,000	\$35,341,639	\$4,251,656	\$41,683,309	\$4,515,157
California	\$49,601,617	\$340,162,248	\$903,945,774	\$1,344,778,819	\$1,153,279,693	\$1,399,890,143	\$1,063,506,038	\$3,110,690,806	\$1,201,861,996	\$2,299,578,879
Colorado	\$29,280,982	\$0	\$68,173,455	\$0	\$141,594,783	\$0	\$189,217,007	\$0	\$189,078,381	\$23,048,479
Connecticut	\$72,346,978	\$113,241,041	\$97,120,786	\$183,266,195	\$10,855,120	\$72,600,000	\$49,261,953	\$876,357,467	\$1,034,694,565	\$267,499,842
Delaware	\$11,593,982	NR	\$11,081,672	\$35,695,145	\$10,855,120	\$72,600,000	\$287,195,686	\$72,962,500	\$208,737,045	\$86,232,800
DC	\$70,047,436	\$123,051,000	\$31,882,945	NR	\$133,606,754	\$212,050,288	\$9,597,029	\$250,868,928	\$257,315,920	\$272,724,274
Florida	\$49,531,206	\$89,510,720	\$200,917,016	\$82,724,263	\$259,272,931	\$149,738,231	\$286,699,680	\$174,806,597	\$336,335,663	\$146,338,170
Georgia	\$83,000,868	\$1,892,582	\$142,249,540	\$306,393,067	\$123,128,987	\$82,222,757	\$42,986,061	\$6,024,562	\$174,285,466	\$6,141,497
Hawaii	\$4,025,973	\$0	\$35,239,372	\$0	\$51,633,878	\$0	\$47,789,870	\$0	\$68,472,656	\$0
Idaho	\$0	\$0	\$5,092,659	\$136,000	\$12,117,956	\$312,000	\$22,871,078	\$312,000	\$28,474,716	\$312,000
Illinois	\$294,683,255	\$284,392,700	\$60,527,833	\$467,622,300	\$56,165,912	\$445,600,000	\$516,927,503	\$498,900,000	\$562,019,078	\$919,300,000
Indiana	\$37,208,727	NR	\$62,917,864	\$29,201,270	\$68,718,898	\$37,046,940	\$115,492,682	\$42,694,683	\$16,840,877	\$55,733,074
Iowa	\$21,846,970	\$7,464,513	\$26,916,964	\$10,411,432	\$32,398,921	\$10,140,000	\$39,993,018	\$10,840,785	\$49,790,740	\$13,280,543
Kansas	\$10,962,946	\$1,000,000	\$20,870,702	\$6,000,000	\$23,070,245	\$6,000,000	\$38,227,765	\$6,000,000	\$44,515,933	\$5,761,639
Kentucky	\$19,134,537	\$612,196	\$31,125,153	NR	\$43,005,382	\$14,000,000	\$56,462,744	\$3,709,262	\$65,774,450	\$3,501,733
Louisiana	\$48,047,184	NR	\$42,131,622	\$115,165	\$69,084,959	\$4,962,500	\$55,276,250	\$0	\$62,518,245	\$5,962,530
Maine	\$7,316,204	\$392,000	\$5,557,356	\$420,000	\$11,004,925	\$1,595,000	\$13,033,686	\$4,502,528	\$14,075,953	\$1,527,654
Maryland	\$198,965,485	\$349,848,000	\$123,984,265	\$273,843,580	\$228,507,998	\$727,433,000	\$306,242,073	\$749,371,455	\$684,439,314	\$844,417,234
Massachusetts	\$166,754,794	\$51,895,787	\$245,495,765	\$77,356,465	\$246,684,969	\$191,197,541	\$236,965,222	\$1,351,917,492	\$346,606,356	\$1,182,795,342
Michigan	\$95,840,495	\$124,400,539	\$100,549,339	\$87,197,690	\$124,405,148	\$195,149,300	\$134,323,356	\$208,661,111	\$160,078,533	\$200,066,889
Minnesota	\$39,476,237	\$47,988,633	\$106,819,233	\$80,289,455	\$116,311,774	\$254,527,000	\$80,974,204	\$237,023,000	\$165,980,360	\$339,925,000
Mississippi	\$5,142,041	\$0	\$4,167,609	\$115,165	\$18,616,577	\$900,000	\$33,868,154	\$1,600,000	\$46,728,368	\$1,600,000
Missouri	\$53,018,181	\$1,495,000	\$107,250,001	\$17,029,357	\$75,963,242	\$6,600,000	\$83,027,791	\$7,018,541	\$103,704,999	\$6,321,541
Montana	\$3,221,003	\$75,000	\$4,694,640	\$75,000	\$9,706,192	\$415,197	\$12,795,335	\$18,385	\$4,702,166	\$44,820
Nebraska	\$8,824,208	\$1,523,843	\$11,222,741	\$1,539,135	\$18,687,677	\$1,500,000	\$21,141,937	\$2,900,000	\$23,309,098	\$2,900,000
Nevada	\$18,357,309	\$437,748	\$28,973,132	NR	\$60,710,620	\$95,000	\$39,990,110	\$125,403	\$47,793,427	\$0
New Hampshire	\$4,268,315	\$12,208	\$3,587,773	\$0	\$9,091,892	\$225,000	\$14,232,685	\$150,000	\$152,201,542	\$4,474,250
New Jersey	\$31,862,771	\$458,704,000	\$383,164,150	\$509,237,000	\$453,397,642	\$910,584,000	\$1,061,568,224	\$1,008,129,998	\$1,351,951,239	\$1,035,472,354
New Mexico	\$12,426,863	NR	\$29,447,445	\$0	\$19,137,435	\$2,830,000	\$33,437,897	\$56,478,000	\$42,342,476	\$9,296,786
New York	\$787,777,442	\$1,356,000,000	\$844,551,602	\$1,926,571,095	\$1,105,387,901	\$2,163,005,000	\$1,680,064,469	\$2,887,988,000	\$1,845,266,848	\$3,015,441,656
North Carolina	\$4,670,248	\$22,138,279	\$55,259,602	\$38,246,321	\$119,070,747	\$111,724,897	\$162,579,462	\$75,866,447	\$109,505,009	\$73,466,447
North Dakota	\$2,908,485	\$761,329	\$4,915,183	\$1,663,933	\$8,144,188	\$2,203,857	\$10,259,263	\$2,900,000	\$13,122,497	\$2,900,000
Ohio	\$118,313,658	\$29,232,523	\$132,460,261	\$42,348,466	\$167,400,743	\$18,300,000	\$168,178,365	\$16,450,000	\$183,745,845	\$15,816,982
Oklahoma	\$12,593,429	\$951,497	\$20,282,810	\$3,530,125	\$46,463,304	\$3,250,000	\$29,148,458	\$5,750,000	\$32,101,662	\$5,750,000
Oregon	\$127,700,494	\$44,689,000	\$52,338,618	\$15,553,262	\$93,860,159	\$26,140,529	\$180,711,789	\$74,092,943	\$169,907,018	\$39,920,803
Pennsylvania	\$262,501,789	\$628,400,000	\$297,215,171	\$73,180,000	\$393,376,710	\$935,223,000	\$443,174,698	\$860,963,000	\$473,945,884	\$1,145,567,000
Rhode Island	\$16,335,161	\$18,121,259	\$15,620,075	\$36,822,442	\$24,521,694	\$3,947,617	\$174,405,756	\$49,214,195	\$204,165,257	\$47,338,005
South Carolina	\$13,171,783	\$4,140,364	\$29,062,501	\$4,234,189	\$30,499,933	\$5,943,000	\$50,421,074	\$6,400,000	\$56,320,064	\$6,400,000
South Dakota	\$3,776,343	\$300,000	\$4,746,958	\$397,061	\$5,926,646	\$1,891,229	\$11,691,954	\$750,000	\$12,956,183	\$770,000
Tennessee	\$37,004,538	\$12,458,000	\$38,010,482	\$22,291,000	\$65,696,363	\$34,196,000	\$65,017,289	\$38,310,000	\$75,511,265	\$41,537,000
Texas	\$95,305,908	\$17,200,000	\$296,982,717	\$27,945,051	\$310,692,211	\$29,741,067	\$388,636,795	\$28,741,067	\$457,878,550	\$28,741,067
Utah	\$25,773,288	\$139,929	\$80,950,767	\$0	\$59,018,290	\$0	\$127,147,283	\$0	\$161,498,759	\$0
Vermont	\$3,324,851	\$860,917	\$7,899,831	NR	\$8,062,386	\$8,062,386	\$5,940,230	\$6,166,576	\$10,670,692	\$5,899,044
Virginia	\$45,222,167	\$78,246,196	\$104,760,752	\$163,959,344	\$136,095,292	\$157,600,000	\$211,301,209	\$184,417,844	\$396,211,493	\$228,965,893
Washington	\$76,207,278	\$6,434,900	\$149,744,731	\$84,455,509	\$241,576,943	\$30,423,000	\$271,206,414	\$42,438,767	\$331,581,045	\$39,751,905
West Virginia	\$9,377,226	\$1,537,898	\$29,773,943	\$1,395,469	\$16,825,633	\$2,288,342	\$27,548,570	\$2,523,342	\$27,875,427	\$3,023,342
Wisconsin	\$54,763,914	\$77,321,415	\$65,748,459	\$100,448,100	\$63,407,542	\$108,438,341	\$74,352,656	\$118,134,447	\$88,258,569	\$125,179,500
Wyoming	\$1835,208	\$376,736	\$2,307,708	NR	\$3,105,721	\$2,955,511	\$7,433,638	\$2,294,200	\$8,023,019	\$2,495,659
TOTALS	\$4,470,747,013	\$4,760,994,970	\$5,567,260,670	\$7,499,314,371	\$7,371,965,662	\$9,517,290,604	\$10,693,435,951	\$13,186,394,177	\$13,087,054,955	\$12,267,312,265

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

■ State Transit Programs Across the United States

In 2008, 50 states and the District of Columbia (DC) responded to the transit survey. Information from the 2008 survey is summarized followed by an overview of funding changes and historical comparisons for all programs who responded to the 2007 and 2008 survey (for purposes of this summary, DC will be included with the states).

Sources of State Funds (see Table 1-4)

The most utilized sources for transit funding were **general funds** (19 states), **gas taxes** (used by 16 states), **bond proceeds** (12 states), **registration/license/title fees** (9 states), **general sales taxes** (8 states), **motor vehicle/rental car sales taxes** (8 states), and **interest income** (5 states). Twenty-seven 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. Six of these 29 states relied solely (100 percent of transit dollars) on these miscellaneous revenue sources.

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

Of the 51 states who responded to the survey, four reported no state funding for transit. Of those programs providing state transit funding, 39 out of 47 (83 percent) reported specific funding amounts for capital expenditures; 36 out of 47 (77 percent) reported specific funding amounts for operating expenditures; 11 out of 47 (23 percent) reported funding amounts that could be used for either capital or operating expenditures, and 11 out of 47 (23 percent) reported funding for planning, training, studies, or other miscellaneous activities.

Of the total state funds expended for public transportation, \$6.890 billion (56 percent) were allocated for operating expenditures, \$2.853 billion (23 percent) were allocated for capital expenditures, \$93 million (1 percent) were allocated for either capital or operating, and \$2.431 billion (20 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	\$86,814,875	\$86,814,875								
Arizona	\$11,780,000	\$80,000							\$11,700,000	Lottery
Arkansas	\$4,515,157								\$4,515,157	Rental car tax and Corporate Franchise Fee
California	\$2,299,578,879		\$400,483,224			\$1,453,655	\$1,396,036,000		\$501,606,000	Fuel users tax and weight fees
Colorado	\$23,048,479						\$23,048,479			
Connecticut	\$267,499,842					\$40,108,000			\$40,108,000	Special Transportation Fund
Delaware	\$86,232,800								\$86,232,800	Transportation Trust Fund
DC	\$272,724,274	\$220,324,931				\$52,399,343				
Florida	\$146,338,770		\$79,127,839		\$33,797,639				\$13,413,292	Rental car surcharge and Documentary stamps
Georgia	\$6,141,497						\$6,141,497			Miscellaneous revenues
Idaho	\$312,000								\$312,000	
Illinois	\$519,300,000						\$519,300,000			
Indiana	\$55,733,074						\$50,431,903		\$5,301,171	Situs Tax, Electr Rail Serv Fd
Iowa	\$13,280,543				\$11,080,543				\$2,200,000	Casino Taxes
Kansas	\$5,761,639								\$5,761,639	State Highway Fund
Kentucky	\$3,501,733			\$3,273,395			\$228,338			
Maine	\$1,502,528					\$1,000,000			\$502,528	Misc. fees -off road fuel tax
Maryland	\$131,300,695		\$41,740,491	\$35,937,000	\$30,356,721	\$13,760,313		\$223,211	\$9,282,959	Corporate Income Tax
Massachusetts	\$1,182,785,342	\$64,992,862				\$190,368,143	\$755,982,210		\$171,442,127	Local Assessments, State Infrastructure Fund and Capital
Michigan	\$200,086,889		\$62,729,150	\$67,523,362	\$68,775,616			\$301,506	\$757,254	Motor carrier and limo fees and misc.
Minnesota	\$339,925,000	\$117,563,000		\$130,690,000		\$91,672,000				
Mississippi	\$1,600,000	\$1,600,000								
Missouri	\$6,921,541	\$6,071,541							\$850,000	State Transportation Fund
Montana	\$414,820		\$75,000							

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

State	Transit Funding 2008	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		\$1,915,000	\$691,000	\$290,000			\$4,000		
Nevada	\$0									
New Hampshire	\$4,474,250	\$1,499,000				\$859,250			\$2,116,000	Highway Fund
New Jersey	\$1,035,472,354	\$298,000,000	\$123,591,816	\$51,161,263		\$287,370,569		\$6,218,785	\$269,129,921	Tolls, Casino Fund, Petroleum Gross Receipts Tax
New Mexico	\$9,296,786								\$9,296,786	No description of sources given
New York	\$3,015,441,656	\$104,201,656							\$2,911,240,000	Mortgage Recording Tax, State Trust Fund, Petroleum Business Tax,
North Carolina	\$73,466,447		\$72,266,447	\$1,200,000					\$50,000	Net Unobligated Balance
North Dakota	\$2,900,000	\$500,000			\$2,350,000					
Ohio	\$15,816,982	\$15,816,982								
Oklahoma	\$5,750,000	\$3,001,500	\$2,748,500							
Oregon	\$39,920,803		\$3,130,047		\$1,405,044	\$8,410,020		\$130,545	\$22,562,981	Lottery, Mass Transit Tax, Cigarette Tax, Custom Plate fees
Pennsylvania	\$1,145,567,000	\$360,896,000				\$143,025,000	\$76,000,000		\$565,646,000	Trust fund, lottery, and P.T.A.F
Rhode Island	\$47,338,005	\$9,074,161	\$5,878,547			\$627,280			\$	RI Capital Fund Program
South Carolina	\$6,400,000		\$6,400,000							
South Dakota	\$770,000	\$770,000								
Tennessee	\$41,537,000		\$41,537,000							
Texas	\$28,741,067								\$28,741,067	State Highway Fund
Vermont	\$5,899,044								\$5,899,044	Transportation Fund
Virginia	\$228,965,893		\$41,537,000						\$164,970,250	Transportation Trust Fund
Washington	\$39,751,905	\$39,751,905								
West Virginia	\$3,023,342	\$3,023,342								
Wisconsin	\$125,179,500		\$37,512,894	\$72,608,976	\$3,791,475				\$11,266,155	Other fees and revenues
Wyoming	\$2,495,659	\$1,500,000	\$995,659							
			<i>States that do not fund public transit</i>							
Hawaii										
Nevada										
Utah										
Alabama										

Table 1-5. Eligible Uses for State Transit Funding

State	Total Reported	Capital		Operating		Either/Both		Other	Comments on "Other"
	FY 2008	Amt	%	Amt	%	Amt	%		
Alabama*	\$0								
Alaska	\$86,814,875	\$13,444,500	15.5%	\$73,370,375	84.5%				
Arizona	\$11,780,000					\$11,780,000	100.0%		
Arkansas	\$4,515,157	\$725,477	16.1%			\$3,789,680	83.9%		
California	\$2,299,578,879	\$583,773,000	25.4%	\$2,996,000	0.1%	\$1,453,655	0.1%	\$1,711,356,224	Returned to counties or transit operators
Colorado	\$23,048,479	\$23,048,479	100.0%						
Connecticut	\$267,499,842	\$40,108,000	15.0%	\$227,391,842	85.0%				
Delaware	\$86,232,800	\$15,079,000	17.5%	\$71,153,800	82.5%				
DC	\$273,090,431	\$52,399,343	19.2%	\$220,324,931	80.7%				
Florida	\$146,338,770	\$16,885,100	11.5%	\$129,453,670	88.5%				
Georgia	\$6,141,497	\$5,848,687	95.2%	\$292,810	4.8%				
Hawaii*	\$0								
Idaho	\$312,000	\$312,000	100.0%						
Illinois	\$519,300,000	\$519,300,000	100.0%						
Indiana	\$55,733,074	\$13,233,074	23.7%	\$42,500,000	76.3%				
Iowa	\$13,280,543	\$2,200,000	16.6%			\$10,780,543	81.2%	\$300,000	Statewide marketing, training, etc
Kansas**	\$5,761,639	\$180,000	3.1%	\$5,863,458	101.8%				
Kentucky	\$3,501,733	\$3,501,733	100.0%						
Louisiana	\$5,962,530	\$149,477	2.5%			\$5,813,053	97.5%		
Maine	\$1,527,654	\$1,000,000	65.5%	\$527,654	34.5%				
Maryland	\$844,417,234	\$149,966,655	17.8%	\$694,450,579	82.2%				
Massachusetts	\$1,182,785,342	\$218,897,041	18.5%	\$963,888,301	81.5%				
Michigan	\$200,086,889	\$24,576,094	12.3%	\$175,310,795	87.6%			\$200,000	Marketing
Minnesota	\$339,925,000	\$91,672,000	27.0%	\$248,253,000	73.0%				
Mississippi	\$1,600,000	\$640,000	40.0%	\$960,000	60.0%				
Missouri	\$6,921,541	\$6,921,541	100.0%						
Montana	\$414,820			\$339,920	81.9%	\$75,000	18.1%		
Nebraska	\$2,900,000			\$2,900,000	100.0%				
Nevada*	\$0								
New Hampshire	\$4,474,250	\$4,266,250	95.4%	\$208,000	4.6%				
New Jersey	\$1,035,472,354	\$634,272,354	61.3%	\$401,200,000	38.7%				
New Mexico	\$9,296,786	\$4,800,236	51.6%	\$4,496,550	48.4%				
New York	\$3,015,441,656	\$51,000,000	1.7%	\$2,345,669,656	77.8%			\$618,772,000	Operating, capital, debt service
North Carolina	\$73,466,447	\$8,635,000	11.8%	\$51,661,272	70.3%	\$6,400,000	8.7%	\$6,770,175	Rural admin cost, new starts
North Dakota	\$2,900,000			\$2,900,000	100.0%				
Ohio	\$15,816,982	\$1,074,318	6.8%	\$14,624,000	92.5%			\$118,664	Admin costs, net of unspecified budget cut
Oklahoma	\$5,750,000					\$5,750,000	100.0%		
Oregon	\$39,920,803	\$8,410,020	21.1%	\$4,568,993	11.4%	\$16,978,147	42.5%	\$9,963,643	Debt service, bond repayment
Pennsylvania	\$1,145,567,000	\$273,942,000	23.9%	\$871,625,000	76.1%				
Rhode Island	\$47,338,005	\$1,025,456	2.2%	\$46,312,550	97.8%				
South Carolina	\$6,400,000			\$4,800,000	75.0%	\$1,600,000	25.0%		
South Dakota	\$770,000			\$770,000	100.0%				
Tennessee	\$41,537,000	\$13,550,000	32.6%	\$27,484,000	66.2%			\$503,000	Training, technical assistance, other rural
Texas	\$28,741,067					\$28,741,067	100.0%		
Utah*	\$0								
Vermont	\$5,899,044	\$265,000	4.5%	\$5,453,322	92.4%			\$180,722	Job Access
Virginia	\$228,965,893	\$56,589,607	24.7%	\$108,380,643	47.3%			\$63,995,643	WMATA, Commuter rail, Formula funds for special needs, trip reduction
Washington	\$39,751,905	\$7,900,207	19.9%	\$12,710,990	32.0%			\$19,140,709	
West Virginia	\$3,023,342	\$1,765,000	58.4%	\$1,258,342	41.6%				
Wisconsin	\$125,179,500	\$921,900	0.7%	\$124,257,600	99.3%				
Wyoming	\$2,495,659	\$995,659	39.9%	\$1,500,000	60.1%				
TOTALS	\$12,267,678,422	\$2,853,274,207	23.3%	\$6,889,858,052	56.2%	\$93,161,145	0.8%	\$2,431,300,780	

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

** Kansas' total expenditures did not agree with the total derived from eligible uses

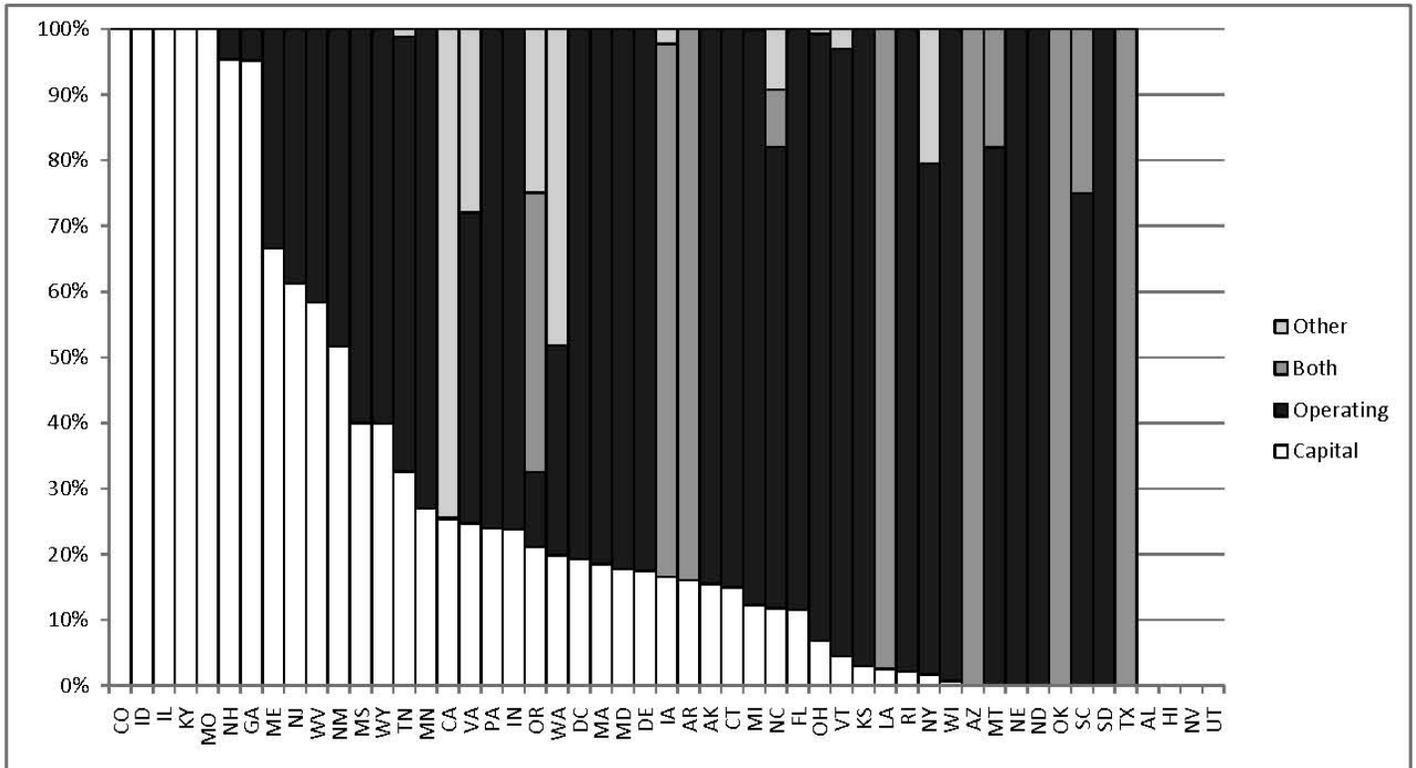


Figure 1-2. Eligible Uses for State Transit Funding

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). Thirty-six states described the funding types for all of their transit dollars. For those 36 states, \$6.421 billion (74 percent) were dedicated funds compared to \$1.997 (20 percent) of non-dedicated funding. Three states indicated that some portion of their transit funding fell into the Other category, and described how those funds were allocated. An additional four states provided information on some of their funding but not all of it. Four 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
	FY 2008	Amt	%	Amt	%	Amt	%	Description
Alabama*	\$0							
Alaska	\$86,814,875					\$86,814,875	100.0%	Alaska Marine Highway System
Arizona	\$11,780,000	\$80,000	0.7%	\$11,700,000	99.3%			
Arkansas	\$4,515,157	\$4,515,157	100.0%					
California	\$2,299,578,879	\$1,984,258,655	86.3%			\$315,320,224	13.7%	No description given
Colorado	\$23,048,479	\$23,048,479	100.0%					
Connecticut	\$267,499,842					\$267,499,842	100.0%	No information given
Delaware	\$86,232,800			\$86,232,800	100.0%			
DC	\$272,724,274			\$272,724,274	100.0%			
Florida	\$146,338,770	\$27,788,517	19.0%	\$118,550,253	81.0%			
Georgia	\$6,141,497	\$5,848,687	95.2%	\$292,810	4.8%			
Hawaii*	\$0							
Idaho	\$312,000			\$312,000	100.0%			
Illinois	\$519,300,000	\$519,300,000	100.0%					
Indiana	\$55,733,074	\$55,733,074	100.0%					
Iowa	\$13,280,543	\$11,080,543	83.4%	\$2,200,000	16.6%			
Kansas	\$5,761,639	\$5,761,639	100.0%					
Kentucky	\$3,501,733					\$3,501,733	100.0%	No information given
Louisiana	\$5,962,530			\$5,962,530	100.0%			
Maine	\$1,527,654	\$1,527,654	100.0%					
Maryland	\$844,417,234			\$844,417,234	100.0%			
Massachusetts	\$1,182,785,342	\$1,172,435,537	99.1%	\$10,349,805	0.9%			
Michigan	\$200,086,889	\$200,086,889	100.0%					
Minnesota	\$339,925,000	\$130,690,000	38.4%	\$209,235,000	61.6%			
Mississippi	\$1,600,000	\$1,600,000	100.0%					
Missouri	\$6,921,541					\$6,921,541	100.0%	Dedicated in appropriation, but not in statute
Montana	\$414,820					\$414,820	100.0%	No description given
Nebraska	\$2,900,000			\$2,900,000	100.0%			
Nevada*	\$0							
New Hampshire	\$4,474,250			\$400,250	8.9%	\$4,074,000	91.1%	No description given
New Jersey	\$1,035,472,354	\$634,272,354	61.3%	\$401,200,000	38.7%			
New Mexico	\$9,296,786			\$9,296,786	100.0%			
New York	\$3,015,441,656	\$2,911,240,000	96.5%	\$104,201,656	3.5%			
North Carolina	\$73,466,447	\$67,066,447	91.3%			\$6,400,000	8.7%	No description given
North Dakota	\$2,900,000	\$2,900,000	100.0%					
Ohio	\$15,816,982			\$15,816,982	100.0%			
Oklahoma	\$5,750,000	\$5,750,000	100.0%					
Oregon	\$39,920,803	\$39,920,803	100.0%					
Pennsylvania	\$1,145,567,000	\$1,002,542,000	87.5%	\$143,025,000	12.5%			
Rhode Island	\$47,338,005	\$47,338,005	100.0%					
South Carolina	\$6,400,000			\$6,400,000	100.0%			
South Dakota	\$770,000			\$770,000	100.0%			
Tennessee	\$41,537,000	\$23,657,000	57.0%	\$17,880,000	43.0%			
Texas	\$28,741,067					\$28,741,067	100.0%	From the non-constitutional and non-statutory portion of the State Highway Fund.
Utah*	\$0							
Vermont	\$5,899,044	\$5,899,044	100.0%					
Virginia	\$228,965,893	\$219,550,567	95.9%	\$9,415,326	4.1%			
Washington	\$39,751,905	\$26,550,000	66.8%			\$13,201,905	33.2%	No description given
West Virginia	\$3,023,342					\$3,023,342	100.0%	No description given
Wisconsin	\$125,179,500			\$125,179,500	100.0%			
Wyoming	\$2,495,659	\$2,495,659	100.0%					
TOTALS	\$12,267,312,265	\$9,132,936,710	74.4%	\$2,398,462,206	19.6%	\$735,913,349	6.0%	

Methods of Distribution of Transit Funds

Twenty-five states described the distribution method for at least some of their funds as discretionary, 29 used formulas for some funds, 4 used a local pass-thru and 18 used some other method, usually legislated (see Table 1-7).

Of total funds reported, 19.2 percent was allocated by discretionary methods, 59.3 percent by formula, 2.5 percent by local pass through, and 19 percent by other methods.

Table 1-7. Methods of Distribution for State Transit

State	Total Reported	Discretionary		Formula-based		Local pass-thru		Other		Other
	FY 2008	Amt	%	Amt	%	Amt	%	Amt	%	Description
Alabama*	\$0									
Alaska	\$86,814,875							\$86,814,875	100.0%	Alaska Marine Highway is state owned
Arizona	\$11,780,000			\$11,700,000	99.3%			\$80,000	0.7%	Legislated
Arkansas	\$4,515,157	\$4,515,157	100.0%							
California	\$2,299,578,879	\$86,616,655	3.8%	\$816,926,224	35.5%			\$1,396,036,000	60.7%	No description given
Colorado	\$23,048,479	\$23,048,479	100.0%							
Connecticut	\$267,499,842							\$267,499,842	100.0%	No information given
Delaware	\$86,232,800							\$86,232,800	100.0%	Legislated
DC	\$272,724,274					\$272,724,274	100.0%			
Florida	\$146,338,770	\$41,180,850	28.1%	\$105,157,920	71.9%					
Georgia	\$6,141,497			\$6,141,497	100.0%					
Hawaii*	\$0									
Idaho	\$312,000	\$312,000	100.0%							
Illinois	\$519,300,000			\$519,300,000	100.0%					
Indiana	\$55,733,074			\$42,501,122	76.3%	\$13,231,952	23.7%			
Iowa	\$13,280,543	\$2,500,000	18.8%	\$10,780,543	81.2%					
Kansas	\$5,761,639	\$5,761,639	100.0%							
Kentucky	\$3,501,733			\$3,501,733	100.0%					
Louisiana	\$5,962,530			\$5,962,530	100.0%					
Maine	\$1,527,654	\$1,000,000	65.5%	\$527,654	34.5%					
Maryland	\$844,417,234	\$547,357,803	64.8%	\$297,059,431	35.2%					
Massachusetts	\$1,182,785,342	\$218,897,041	18.5%	\$963,888,301	81.5%					
Michigan	\$200,086,889	\$20,629,289	10.3%	\$176,957,600	88.4%	\$2,000,000	1.0%	\$500,000	0.2%	Legislated
Minnesota	\$339,925,000							\$339,925,000	100.0%	Legislated
Mississippi	\$1,600,000							\$1,600,000	100.0%	Legislated
Missouri	\$6,921,541			\$2,873,420	41.5%			\$4,048,121	58.5%	Historical
Montana	\$414,820	\$339,820	81.9%	\$75,000	18.1%					
Nebraska	\$2,900,000	\$2,900,000	100.0%							
Nevada*	\$0									
New Hampshire	\$4,474,250			\$208,000	4.6%			\$4,266,250	95.4%	Project selection process, veh./facil. match
New Jersey	\$1,035,472,354	\$1,035,472,354	100.0%							
New Mexico	\$9,296,786							\$9,296,786	100.0%	Legislated
New York	\$3,015,441,656			\$3,015,441,656	100.0%					
North Carolina	\$73,466,447	\$8,000,000	10.9%	\$50,911,272	69.3%			\$14,555,175	19.8%	No information given
North Dakota	\$2,900,000			\$2,900,000	100.0%					
Ohio	\$15,816,982	\$15,816,982	100.0%							
Oklahoma	\$5,750,000			\$5,750,000	100.0%					
Oregon	\$39,920,803	\$10,311,837	25.8%	\$6,700,000	16.8%	\$18,339,973	45.9%	\$4,568,993	11.4%	Legislated
Pennsylvania	\$1,145,567,000	\$223,640,000	19.5%	\$921,927,000	80.5%					
Rhode Island	\$47,338,005			\$6,383,110	13.5%			\$40,954,895	86.5%	Legislated
South Carolina	\$6,400,000	\$3,456,000	54.0%	\$2,944,000	46.0%					
South Dakota	\$770,000			\$770,000	100.0%					
Tennessee	\$41,537,000	\$10,455,000	25.2%	\$31,082,000	74.8%					
Texas	\$28,741,067			\$28,741,067	100.0%					
Utah*	\$0									
Vermont	\$5,899,044	\$5,899,044	100.0%							
Virginia	\$228,965,893	\$71,679,381	31.3%	\$102,293,030	44.7%			\$54,993,482	24.0%	WMATA allocation
Washington	\$39,751,905	\$12,550,000	31.6%	\$14,000,000	35.2%			\$13,201,905	33.2%	No information given
West Virginia	\$3,023,342	\$3,023,342	100.0%							
Wisconsin	\$125,179,500	\$1,257,900	1.0%	\$122,652,500	98.0%			\$1,269,100	1.0%	Amtrak funding
Wyoming	\$2,495,659							\$2,495,659	100.0%	Legislated
TOTALS	\$12,267,312,265	\$2,356,620,573	19.2%	\$7,276,056,610	59.3%	\$306,296,199	2.5%	\$2,328,338,883	19.0%	

*States who do not fund transit.

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

Because 50 state programs provided information for both the 2007 and 2008 studies, comparisons can be made relative to funding amounts for these two time periods. Changes in funding levels between FY 2007 and FY 2008 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 17-percent decrease in reported *total* funding and a related 19-percent decrease 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 192 percent for New Hampshire (corresponding to 191 percent in *per capita* funding) to no change in funding for seven states, to a 100 percent decrease in *total* funding (and related 100 percent *per capita* decrease) in Nevada.

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

- A total of 20 states reported increased *total* funding for transit by a range of 1.9 percent (Georgia) to 192 percent (New Hampshire).
- One state – New Hampshire – reported an increase greater than 43 percent.
- Nine states – Minnesota, Pennsylvania, Indiana, Virginia, Iowa, West Virginia, Delaware, Arizona, and Maryland – reported increases between 12 and 43 percent.
- Ten states – Wyoming, DC, Tennessee, Arkansas, Wisconsin, New York, Illinois, South Dakota, New Jersey, and Georgia – reported increases between 1.9 and 8.8 percent.
- Idaho, Mississippi, Nebraska, North Dakota, Oklahoma, South Carolina, and Texas, reported no change in funding levels in FY 2008.
- Twelve states – Michigan, Missouri, North Carolina, Rhode Island, Ohio, Kansas, Vermont, Alaska, Kentucky, Washington State, Massachusetts, and Florida – reported decreases of less than 20 percent.
- Seven states – California, Oregon, Montana, Maine, Connecticut, New Mexico, and Nevada – reported decreases from 26 percent to 100 percent.

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

- Between FY 2007 and FY 2008, 21 states reported increases in *per capita* funding ranging from a 0.3 percent increase (Georgia) to a 191 percent increase (New Hampshire).
- One state – New Hampshire – reported an increase greater than 43 percent.
- Nine states – Minnesota, Pennsylvania, Indiana, Virginia, Iowa, West Virginia, Delaware, Arizona, and Maryland – reported increases between 11 and 43 percent.
- Eleven states – DC, Tennessee, Wyoming, Wisconsin, Arkansas, Illinois, New York, South Dakota, Michigan, New Jersey, and Georgia – reported increases between 0.3 and 8.4 percent.
- Sixteen states – North Dakota, Nebraska, Mississippi, Oklahoma, Texas, Idaho, South Carolina, Missouri, Rhode Island, Vermont, Ohio, Kansas, North Carolina, Alaska, Kentucky, and Washington State – reported decreases of less than 8 percent.
- Three states – Massachusetts, Florida, and California – reported decreases from 13 to 26 percent.
- Five states – Oregon, Montana, Maine, Connecticut, and New Mexico – reported decreases of 46 percent to 100 percent.

Table 1-8. Changes in State Transit Funding Levels, 2007–2008

State	Population	FY 2008 Transit Funding	FY 2008 Per Capita Costs	Population	FY 2007 Transit Funding	FY 2007 Per Capita Costs	Change-Total Funding	Change-Per Cap. Funding
<i>Alabama*</i>		\$0			\$0			
Alaska	688,125	\$86,814,875	\$126.16	683,478	\$91,359,200	\$133.67	-5.0%	-5.6%
Arizona	6,499,377	\$11,780,000	\$1.81	6,338,755	\$10,142,000	\$1.60	16.2%	13.3%
Arkansas	2,867,764	\$4,515,157	\$1.57	2,834,797	\$4,251,656	\$1.50	6.2%	5.0%
California	36,580,371	\$2,299,578,879	\$62.86	36,553,215	\$3,110,690,806	\$85.10	-26.1%	-26.1%
Arkansas	4,935,213	\$24,106,877	\$4.88	4,861,515	\$0	\$0.00		
Connecticut	3,502,932	\$267,499,842	\$76.36	3,502,309	\$876,357,467	\$250.22	-69.5%	-69.5%
Delaware	876,211	\$86,232,800	\$98.42	864,764	\$72,962,500	\$84.37	18.2%	16.6%
DC	590,074	\$272,724,274	\$462.19	588,292	\$250,868,928	\$426.44	8.7%	8.4%
Florida	18,423,878	\$146,338,770	\$7.94	18,251,243	\$174,806,597	\$9.58	-16.3%	-17.1%
Georgia	9,697,838	\$6,141,497	\$0.63	9,544,750	\$6,024,552	\$0.63	1.9%	0.3%
<i>Hawaii*</i>		\$0			\$0			
Idaho	1,527,506	\$312,000	\$0.20	1,499,402	\$312,000	\$0.21	0.0%	-1.8%
Illinois	12,842,954	\$519,300,000	\$40.43	12,852,548	\$498,900,000	\$38.82	4.1%	4.2%
Indiana	6,388,309	\$55,733,074	\$8.72	6,345,289	\$42,694,683	\$6.73	30.5%	29.7%
Iowa	2,993,987	\$13,280,543	\$4.44	2,988,046	\$10,840,785	\$3.63	22.5%	22.3%
Kansas	2,797,375	\$5,761,639	\$2.06	2,775,997	\$6,000,000	\$2.16	-4.0%	-4.7%
Kentucky	4,287,931	\$3,501,733	\$0.82	4,241,474	\$3,709,262	\$0.87	-5.6%	-6.6%
<i>Louisiana</i>	4,451,513	\$5,962,530	\$1.34					
Maine	1,319,691	\$1,527,654	\$1.16	1,317,207	\$4,502,528	\$3.42	-66.1%	-66.1%
Maryland	5,658,655	\$844,417,234	\$149.23	5,618,344	\$749,371,455	\$133.38	12.7%	11.9%
Massachusetts	6,543,595	\$1,182,785,342	\$180.75	6,449,755	\$1,351,917,492	\$209.61	-12.5%	-13.8%
Michigan	10,002,486	\$200,086,889	\$20.00	10,071,822	\$200,661,111	\$19.92	-0.3%	0.4%
Minnesota	5,230,567	\$339,925,000	\$64.99	5,197,621	\$237,023,000	\$45.60	43.4%	42.5%
Mississippi	2,940,212	\$1,600,000	\$0.54	2,918,785	\$1,600,000	\$0.55	0.0%	-0.7%
Missouri+A27	5,956,335	\$6,921,541	\$1.16	5,878,415	\$7,018,541	\$1.19	-1.4%	-2.7%
Montana	968,035	\$414,820	\$0.43	957,861	\$818,385	\$0.85	-49.3%	-49.8%
Nebraska	1,781,949	\$2,900,000	\$1.63	1,774,571	\$2,900,000	\$1.63	0.0%	-0.4%
<i>Nevada*</i>	2,615,772	\$0	\$0.00	2,565,382	\$125,403	\$0.05		
New Hampshire	1,321,872	\$4,474,250	\$3.38	1,315,828	\$1,530,000	\$1.16	192.4%	191.1%
New Jersey	8,663,398	\$1,035,472,354	\$119.52	8,685,920	\$1,008,129,998	\$116.06	2.7%	3.0%
New Mexico	1,986,763	\$9,296,786	\$4.68	1,969,915	\$56,478,000	\$28.67	-83.5%	-83.7%
New York	19,467,789	\$3,015,441,656	\$154.89	19,297,729	\$2,887,985,000	\$149.65	4.4%	3.5%
North Carolina	9,247,134	\$73,466,447	\$7.94	9,061,032	\$75,866,447	\$8.37	-3.2%	-5.1%
North Dakota	641,421	\$2,900,000	\$4.52	639,715	\$2,900,000	\$4.53	0.0%	-0.3%
Ohio	11,528,072	\$15,816,982	\$1.37	11,466,917	\$16,450,000	\$1.43	-3.8%	-4.4%
Oklahoma	3,644,025	\$5,750,000	\$1.58	3,617,316	\$5,750,000	\$1.59	0.0%	-0.7%
Oregon	3,782,991	\$39,920,803	\$10.55	3,747,455	\$74,092,943	\$19.77	-46.1%	-46.6%
Pennsylvania	12,566,368	\$1,145,567,000	\$91.16	12,432,792	\$860,963,000	\$69.25	33.1%	31.6%
Rhode Island	1,053,502	\$47,338,005	\$44.93	1,057,832	\$49,214,195	\$46.52	-3.8%	-3.4%
South Carolina	4,503,280	\$6,400,000	\$1.42	4,407,709	\$6,400,000	\$1.45	0.0%	-2.1%
South Dakota	804,532	\$770,000	\$0.96	796,214	\$750,000	\$0.94	2.7%	1.6%
Tennessee	6,240,456	\$41,537,000	\$6.66	6,156,719	\$38,310,000	\$6.22	8.4%	7.0%
Texas	24,304,290	\$28,741,067	\$1.18	23,904,380	\$28,741,067	\$1.20	0.0%	-1.6%
<i>Utah*</i>		\$0			\$0			
Vermont	621,049	\$5,899,044	\$9.50	621,254	\$6,166,576	\$9.93	-4.3%	-4.3%
Virginia	7,795,424	\$228,965,893	\$29.37	7,712,091	\$184,417,844	\$23.91	24.2%	22.8%
Washington	6,566,073	\$39,751,905	\$6.05	6,468,424	\$42,438,767	\$6.56	-6.3%	-7.7%
West Virginia	1,814,873	\$3,023,342	\$1.67	1,812,035	\$2,523,342	\$1.39	19.8%	19.6%
Wisconsin	5,627,610	\$125,179,500	\$22.24	5,601,640	\$119,134,447	\$21.27	5.1%	4.6%
Wyoming	532,981	\$2,495,659	\$4.68	522,830	\$2,294,200	\$4.39	8.8%	6.7%
Totals	295,682,558	\$12,268,370,663	\$41.49	288,771,384	\$13,186,394,177	\$45.66	-7.0%	-9.1%

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

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2008, published in December 2008."

State and Per Capita Funding

A snapshot of all states surveyed in the FY 2008 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 \$3.015 billion. Four states – Alabama, Hawaii, Nevada, and Utah – do not fund transit at the state level. On the other hand, states such as California, New York, Minnesota, Massachusetts, Connecticut, Pennsylvania, Maryland, and New Jersey, among others, have made large state investments in transit ranging from \$844 million to \$3.015 billion.

Table 1-10 shows state funding ranked by *per capita* funding levels. Sixteen states reported per capita funding between \$20 and \$462, whereas the remaining 31 states reported from \$0.20 per capita to slightly less than \$11 per capita.

Table 1-9. Reported Total Investment for 50 States and DC

State	Population	FY 2008 Transit Funding	FY 2008 Per Capita Costs
New York	19,467,789	\$3,015,441,656	\$154.89
California	36,580,371	\$2,299,578,879	\$62.86
Massachusetts	6,543,595	\$1,182,785,342	\$180.75
Pennsylvania	12,566,368	\$1,145,567,000	\$91.16
New Jersey	8,663,398	\$1,035,472,354	\$119.52
Maryland	5,658,655	\$844,417,234	\$149.23
Illinois	12,842,954	\$519,300,000	\$40.43
Minnesota	5,230,567	\$339,925,000	\$64.99
DC	590,074	\$272,724,274	\$462.19
Connecticut	3,502,932	\$267,499,842	\$76.36
Virginia	7,795,424	\$228,965,893	\$29.37
Michigan	10,002,486	\$200,086,889	\$20.00
Florida	18,423,878	\$146,338,770	\$7.94
Wisconsin	5,627,610	\$125,179,500	\$22.24
Alaska	688,125	\$86,814,875	\$126.16
Delaware	876,211	\$86,232,800	\$98.42
North Carolina	9,247,134	\$73,466,447	\$7.94
Indiana	6,388,309	\$55,733,074	\$8.72
Rhode Island	1,053,502	\$47,338,005	\$44.93
Tennessee	6,240,456	\$41,537,000	\$6.66
Oregon	3,782,991	\$39,920,803	\$10.55
Washington	6,566,073	\$39,751,905	\$6.05
Texas	24,304,290	\$28,741,067	\$1.18
Ohio	11,528,072	\$15,816,982	\$1.37
Iowa	2,993,987	\$13,280,543	\$4.44
Arizona	6,499,377	\$11,780,000	\$1.81
New Mexico	1,986,763	\$9,296,786	\$4.68
Missouri	5,956,335	\$6,921,541	\$1.16
South Carolina	4,503,280	\$6,400,000	\$1.42
Georgia	9,697,838	\$6,141,497	\$0.63
Louisiana	4,451,513	\$5,962,530	\$1.34
Vermont	621,049	\$5,899,044	\$9.50
Kansas	2,797,375	\$5,761,639	\$2.06
Oklahoma	3,644,025	\$5,750,000	\$1.58
Arkansas	2,867,764	\$4,515,157	\$1.57
New Hampshire	1,321,872	\$4,474,250	\$3.38
Kentucky	4,287,931	\$3,501,733	\$0.82
West Virginia	1,814,873	\$3,023,342	\$1.67
Nebraska	1,781,949	\$2,900,000	\$1.63
North Dakota	641,421	\$2,900,000	\$4.52
Wyoming	532,981	\$2,495,659	\$4.68
Mississippi	2,940,212	\$1,600,000	\$0.54
Maine	1,319,691	\$1,527,654	\$1.16
South Dakota	804,532	\$770,000	\$0.96
Montana	968,035	\$414,820	\$0.43
Idaho	1,527,506	\$312,000	\$0.20
Total	288,131,573	\$12,244,263,786	\$42.50

Table 1-10. Reported Per Capita Investment for 50 States and DC

State	Population	FY 2008 Transit Funding	FY 2008 Per Capita Costs
DC	590,074	\$272,724,274	\$462.19
Massachusetts	6,543,595	\$1,182,785,342	\$180.75
New York	19,467,789	\$3,015,441,656	\$154.89
Maryland	5,658,655	\$844,417,234	\$149.23
Alaska	688,125	\$86,814,875	\$126.16
New Jersey	8,663,398	\$1,035,472,354	\$119.52
Delaware	876,211	\$86,232,800	\$98.42
Pennsylvania	12,566,368	\$1,145,567,000	\$91.16
Connecticut	3,502,932	\$267,499,842	\$76.36
Minnesota	5,230,567	\$339,925,000	\$64.99
California	36,580,371	\$2,299,578,879	\$62.86
Rhode Island	1,053,502	\$47,338,005	\$44.93
Illinois	12,842,954	\$519,300,000	\$40.43
Virginia	7,795,424	\$228,965,893	\$29.37
Wisconsin	5,627,610	\$125,179,500	\$22.24
Michigan	10,002,486	\$200,086,889	\$20.00
Oregon	3,782,991	\$39,920,803	\$10.55
Vermont	621,049	\$5,899,044	\$9.50
Indiana	6,388,309	\$55,733,074	\$8.72
North Carolina	9,247,134	\$73,466,447	\$7.94
Florida	18,423,878	\$146,338,770	\$7.94
Tennessee	6,240,456	\$41,537,000	\$6.66
Washington	6,566,073	\$39,751,905	\$6.05
Wyoming	532,981	\$2,495,659	\$4.68
New Mexico	1,986,763	\$9,296,786	\$4.68
North Dakota	641,421	\$2,900,000	\$4.52
Iowa	2,993,987	\$13,280,543	\$4.44
New Hampshire	1,321,872	\$4,474,250	\$3.38
Kansas	2,797,375	\$5,761,639	\$2.06
Arizona	6,499,377	\$11,780,000	\$1.81
West Virginia	1,814,873	\$3,023,342	\$1.67
Nebraska	1,781,949	\$2,900,000	\$1.63
Oklahoma	3,644,025	\$5,750,000	\$1.58
Arkansas	2,867,764	\$4,515,157	\$1.57
South Carolina	4,503,280	\$6,400,000	\$1.42
Ohio	11,528,072	\$15,816,982	\$1.37
Louisiana	4,451,513	\$5,962,530	\$1.34
Texas	24,304,290	\$28,741,067	\$1.18
Missouri	5,956,335	\$6,921,541	\$1.16
Maine	1,319,691	\$1,527,654	\$1.16
South Dakota	804,532	\$770,000	\$0.96
Kentucky	4,287,931	\$3,501,733	\$0.82
Georgia	9,697,838	\$6,141,497	\$0.63
Mississippi	2,940,212	\$1,600,000	\$0.54
Montana	968,035	\$414,820	\$0.43
Idaho	1,527,506	\$312,000	\$0.20
Total	288,131,573	\$12,244,263,786	\$42.50

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

- Alabama, Hawaii, Nevada, and Utah did not fund transit.
- The DC 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 DC. Per capita figure is calculated only for District investment per resident population.

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, 2008," published in December 2008.

2.0 State Transit Programs

■ Methodology

This section presents major details of FY 2008 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 August 24, 2009. Packets included the survey form with data from 2007 entered into the appropriate boxes and a cover letter from AASHTO and APTA. Through e-mail and telephone follow-ups, eventually 49 of 50 states (New Jersey did not respond) and the District of Columbia submitted their updated information and data collection was terminated in December 2009. A report of results was submitted to AASHTO in April 2010.

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 capital expenditures, operating expenditures, planning or other miscellaneous 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-EST2009-01) for July 1, 2009, which was released in December 2009.

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

The state does not provide funding for transit.

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

- State transit funding for FY 2008 totaled \$86,814,875 or about \$126 per capita.
- The State of Alaska currently has 12 public transit systems and two additional systems starting in FY 2011.
- 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.)

Alaska State Transit Funding: Program Structure and Characteristics

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding			Dedicated	Non-ded.	Discretionary	Formula-based	Local pass-thru
Alaska Marine Highway (Ferry Program)	\$86,814,875	General sales tax	\$	Capital	\$13,444,500	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$73,370,375	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other		Other	\$86,814,875	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$86,814,875	TOTAL	\$86,814,875	Other	\$86,814,875
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$86,814,875
		Interest income	\$			Legislated		Explain "Other:"	
		Other: General Funds	\$86,814,875					Alaska Marine Highway is state-owned	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
Other:	\$								
TOTAL	\$86,814,875			Additional remarks on this program: 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	\$0	General sales tax	\$	Capital	\$0	Dedicated	\$	Discretionary	\$0
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$0	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$0	TOTAL	\$0	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$0
		Interest income	\$			AMHTA authorized receipts legislated		Explain "Other:"	
		Other:	\$	*Includes planning					
		Other: AL Mental Health Trust Authority	\$0						
		Other:	\$						
		Other:	\$						
TOTAL	\$0			Additional remarks on this program: 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 along with any additional discretionary capital appropriations of general funds from the Legislature. In FY2008, no discretionary general funds were appropriated. All FY2008 trust-funded coordinated transportation capital funds were returned to the Trust for more critical service needs, due to the international economic collapse and losses to the Trust in investments.					
	\$86,814,875	TOTAL FUNDS							

Alaska State Transit Funding for Ferry Systems (see definition below)				
Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.	Capital	\$9,400,000		
	Operating*	\$81,559,200		
	Other			
	TOTAL	\$90,959,200		
	Explain "Other:"			
<input type="checkbox"/>	This state does not expend state funds on any ferry system.			
		*Includes planning		
Definition of Ferry System				
The geographic scope for ferry operations will include the 50 states and the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, and the remaining territories, commonwealths and other political units of the U. S. ^[1] In addition to ferry operators providing domestic service within the U.S. and its possessions, operators providing services from locations in the U.S. and its possessions to and from a foreign country will also be included. ^[2]				
The specific types of ferry operations to be included are those providing itinerant ^[3] , fixed route, common carrier ^[4] passenger and/or vehicle roll-on, roll-off (RoRo) ferry service. Railroad car float operations are also be included within the scope of this study. ^[5] Ferry operations that are exclusively non-itinerant (e.g., "cruise-to-nowhere" services), excursion services (e.g., whale watches, casino boats, day cruises, dinner cruises, etc.), passenger only water taxi services not operating on a fixed route, LoLo (Lift-on/Lift-off) freight/auto carrier services, or long distance passenger only cruise ship services will <i>not</i> be included within the scope of this inventory.				
[1] These include political units that are an unincorporated territory of the U.S., maintain a Compact of Free Association with the U.S., or are a commonwealth associated with or in political union with the U.S. This currently includes the Marshall Islands, Northern Mariana Islands, the Republic of Palau, the Federated States of Micronesia, American Samoa, and the US Minor Outlying Islands of Baker Island, Howland Island, Jarvis Island, Johnston Atoll, Kingman Reef, Midway Islands, Navassa Island, Palmyra Atoll, and Wake Island.				
[2] Some examples of this latter type of "international" ferry service include existing ferry operations between Seattle, Washington and Victoria, British Columbia (see http://www.victoriaclipper.com/victoria_clipper_ferry_service), service between Bar Harbor, Maine and Yarmouth, Nova Scotia (see http://www.cafferry.com), and other services.				
[3] Service between two different ferry terminal locations or ports of call. Such service need not necessarily operate on a regular schedule, but instead might be characterized as "demand-responsive." Examples might include various inland river RoRo ferry crossings that operate "on-demand" during a defined period of service each day.				
[4] Common carrier can be generally defined as "a for-hire carrier that holds itself out to serve the general public at reasonable rates and without discrimination."				
[5] Railroad car float operations typically use a tug and barge combination having two to three parallel tracks, onto which rail cars are rolled for transit across a body of water.				

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

- State transit funding for FY 2008 totaled \$11.7 million or about \$1.80 per capita.

(Arizona's fiscal year is 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		General sales tax	\$	Capital	\$	Dedicated	\$80,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$80,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$80,000	TOTAL	\$80,000	Other	\$80,000
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$80,000
		Interest income	\$	Planning Administration only				Explain "Other:"	
		Other: General Fund	\$80,000					Legislated	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program:					
	Other:	\$							
		TOTAL	\$80,000						
<hr/>									
Operating, Capital, and Planning	\$10,100,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$11,700,000	Formula-based	\$11,700,000
		Gas tax	\$	Other	\$11,700,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$11,700,000	TOTAL	\$11,700,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$11,700,000
		Interest income	\$	Both capital and operating		Legislated		Explain "Other:"	
		Other: Lottery	\$11,700,000						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$	Additional remarks on this program: 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)					
	Other:	\$							
		TOTAL	\$11,700,000						
	\$11,780,000	TOTAL FUNDS							

Arizona State Transit Funding for Ferry Systems (see definition below)

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2007. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding in FY 2008 was just approximately \$4.89 million or about \$1.71 per capita (based on Arkansas 2008 Estimated Population from U.S. Bureau of Census).
- 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.)

Arkansas 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			
Urban Systems	\$2,228,093	General sales tax	\$	Capital	\$	Dedicated	\$2,228,093	Discretionary	\$2,228,093
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$2,228,093	TOTAL	\$2,220,540	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,220,540
		Interest income	\$					Explain "Other:"	
		Other: Rental car tax	\$2,041,711						
		Other: Corporate Franchise Fee	\$186,382						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		TOTAL	\$2,228,093						
				*Includes planning					
				Additional remarks on this program: Capital match and operating assistance for urban systems. Funds cannot be broken out.					
<hr/>									
Rural Systems	\$1,561,587	General sales tax	\$	Capital	\$	Dedicated	\$1,561,587	Discretionary	\$1,561,587
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,561,587	TOTAL	\$1,561,587	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,561,587
		Interest income	\$					Explain "Other:"	
		Other: Rental car tax	\$1,397,969						
		Other: Corporate Franchise Fee	\$163,618						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		TOTAL	\$1,561,587						
				*Includes planning					
				Additional remarks on this program: Capital match and operating assistance for rural systems. Funds cannot be broken out.					
	\$3,789,680	TOTAL PAGE 1							

Arkansas 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	
5310 Capital Grants	\$725,477	General sales tax	\$	Capital	\$725,477	Dedicated	\$725,477	Discretionary	\$725,477
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$725,477	TOTAL	\$725,477	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$725,477
		Interest income	\$					Explain "Other:"	
	Other:	Rental car tax	\$725,477						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$725,477						
				*Includes planning					
				Additional remarks on this program: Capital grants for 5310 elderly and disabled.					
		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	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$						
				*Includes planning					
				Additional remarks on this program:					
	\$3,789,680	Total from page 1							
	\$4,515,157	TOTAL FUNDS							

Arkansas State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$376,539
Other	
TOTAL	\$376,539
Explain "Other:"	

*Includes planning

■ California State Transit Funding: Major Features

- Total state transit funding for FY 2008 was \$2.3 billion, translating to approximately \$60.53 in per capita funding.
- Funding for transit projects programmed in the Traffic Congestion Relief Program began in 2001. Transit projects programmed in the 2008 State Transportation Improvement Program Augmentation were adopted in April 2008.
- 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 (STA) Fund/Public Transportation Account.” However, the STA fund was swept until state FY 2013 due to budget constraints. This funding source historically accounts for 15 percent to 40 percent of a transit agencies operation budget.

(California’s 2007 fiscal year is July 1, 2007 to June 30, 2008.)

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

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
Local Transportation Fund	\$1,396,036,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$1,396,036,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ TOTAL \$1,396,036,000 Explain "Other:" *Includes planning	Dedicated \$1,396,036,000 Non-ded. \$ Other \$ TOTAL \$1,396,036,000 Explain "Other:" Additional remarks on this program: Collected by state - returned to county of origin. Apportioned by population within counties. Supports local transit.	Discretionary \$ Formula-based \$ Local pass-thru \$1,396,036,000 Other \$ TOTAL \$1,396,036,000 Explain "Other:"
State Transit Assistance Fund	\$315,320,224	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$315,320,224 \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ TOTAL \$315,320,224 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$315,320,224 Explain "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.	Discretionary \$ Formula-based \$315,320,224 Local pass-thru \$ Other \$ TOTAL \$315,320,224 Explain "Other:"
	\$1,711,356,224	TOTAL PAGE 1				

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

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	
Ferry Services in Bay area	\$2,996,000	General sales tax		Capital	\$	Dedicated	\$2,996,000	Discretionary	\$2,996,000
		Vehicle sales tax	\$	Operating*	\$2,996,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$2,996,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$2,996,000	TOTAL	\$2,996,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,996,000
		Interest income	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$2,996,000						
				*Includes planning					
				Additional remarks on this program: Allocated to support operation of waterborne ferry services in the Bay area.					
Traffic Congestion Relief Program	\$82,167,000	General sales tax	\$	Capital	\$82,167,000	Dedicated	\$82,167,000	Discretionary	\$82,167,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$82,167,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$82,167,000	TOTAL	\$82,167,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$82,167,000
		Interest income	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$82,167,000						
				*Includes planning					
				Additional remarks on this program: Eligible capital projects identified in the Governor's budget to ease congestion and enhance connectivity between modes.					
	\$85,163,000	TOTAL PAGE 2							

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

- A transportation funding bill passed during the 2002 legislative session provided, for the first time in Colorado, state funding for transit-related purposes. The bill set aside at least 10 percent of general fund transportation funds generated from auto-related sales taxes. These so-called “Senate Bill 1” funds are generated only when tax revenues exceed certain thresholds. Those thresholds were exceeded for the first time in FY 2006.
- The Senate Bill 1 funds are dedicated to “strategic” projects selected by the Colorado Transportation Commission. The Commission conducted a competitive application process, limiting strategic funding to capital and planning projects and prioritizing projects that increased mobility and made strategic regional connections. A 20 percent local match is required.

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

Colorado State Transit Funding: Program Structure and Characteristics

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			
Senate Bill 1 Strategic Transit Program		General sales tax	\$24,106,877	Capital	\$24,106,877	Dedicated	\$24,106,877	Discretionary	\$24,106,877
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$24,106,877	TOTAL	\$24,106,877	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$24,106,877
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	Other:	\$							
		TOTAL	\$24,106,877						
*Includes planning									
Additional remarks on this program:									
STATE FUNDING PROVIDED IN FY 08 WAS \$23,048,479									

Colorado State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	\$0
Explain "Other:"	

This state does not expend state funds on any ferry system

***Includes planning**

Connecticut 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			
Bus Operations		General sales tax	\$	Capital	\$	Dedicated	Discretionary		
		Vehicle sales tax	\$	Operating*	\$111,889,785	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$111,889,785	TOTAL		Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	TOTAL		\$111,889,785						
				*Includes planning					
				Additional remarks on this program: Support for urban, rural, and commuter express bus operations. All funding provided through the State's Special Transportation Fund. State sources for the Special Transportation Fund are combined and cannot be assigned by mode or service.					
ADA Non-ADA Dialysis		General sales tax	\$	Capital	\$	Dedicated	Discretionary		
		Vehicle sales tax	\$	Operating*	\$21,137,832	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$21,137,832	TOTAL		Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	TOTAL		\$21,137,832						
				*Includes planning					
				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. State sources for the Special Transportation Fund are combined and cannot be assigned by mode or service.					
	\$134,472,225	TOTAL-PAGE 1							
	\$267,499,842	TOTAL FUNDS							

Connecticut State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$598,283
Other	
TOTAL	\$598,283
Explain "Other:"	

This state does not expend state funds on any ferry system.

*Includes planning

Delaware State Transit Funding for Ferry Systems							
Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.				Capital	\$1,820,793	DRBA does not receive any state funding for the Ferry System.	
				Operating*	\$29,226,668		
				Other			
				TOTAL	\$31,047,461		
				Explain "Other:"			
<input checked="" type="checkbox"/> This state does not expend state funds on any ferry system.				*Includes planning			

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

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			
Operating Subsidy to WMATA	\$214,904,931	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$214,904,931	Non-ded.	\$214,904,931	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$214,904,931
		Veh reg/lic/title fees	\$	TOTAL	\$214,904,931	TOTAL	\$214,904,931	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$214,904,931
		Interest income	\$					Explain "Other:"	
		Other: General Funds	\$214,904,931						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$214,904,931						
				*Includes planning					
				Additional remarks on this program: Includes allocations for Metrobus, Metrorail, Metro Access, and debt service.					
<hr/>									
School Transit Subsidy to WMATA	\$5,420,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$5,420,000	Non-ded.	\$5,420,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$5,420,000
		Veh reg/lic/title fees	\$	TOTAL	\$5,420,000	TOTAL	\$5,420,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$5,420,000
		Interest income	\$					Explain "Other:"	
		Other: General funds	\$5,420,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$5,420,000						
				*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.					
	\$220,324,931	TOTAL PAGE 1							

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

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
Capital Subsidy to WMATA	\$52,399,343	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other:	\$ \$ \$ \$ \$52,399,343 \$ \$ \$ \$ \$	Capital \$52,399,343 Operating* \$ Other \$ TOTAL \$52,399,343 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$52,399,343 Other \$ TOTAL \$52,399,343 Explain "Other:" Additional remarks on this program: WMATA Capital Program (MetroMatters).	Discretionary \$ Formula-based \$ Local pass-thru \$52,399,343 Other \$ TOTAL \$52,399,343 Explain "Other:"
Section 5310 Transportation for the Elderly & Disabled Program	\$366,157	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Federal grant Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$366,157 \$ \$ \$ \$	Capital \$ Operating* \$366,157 Other \$ TOTAL \$366,157 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$366,157 Explain "Other:" Additional remarks on this program: Private non-profit organizations provide the matching funds associated with this grant.	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$366,157 Explain "Other:"
	\$220,324,931	Total from page 1				
	\$273,090,431	TOTAL PAGE 2				

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

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	
Section 5303 Metropolitan Transit Planning Program	\$0	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	\$ \$0 \$ \$0 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$ \$0 \$ \$0 \$0 Explain "Other:"
Other:			\$0				
Other:			\$				
Other:			\$				
Other:			\$				
Other:			\$				
		TOTAL	\$0				
				*Includes planning			
				Additional remarks on this program: DC matching financial assistance to the Metropolitan Planning Organization.			
Section 5304 Statewide Transit Planning Program	\$0	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	\$ \$0 \$ \$0 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$ \$ \$ \$0 \$0 Explain "Other:"
Other:			\$0				
Other:			\$				
Other:			\$				
Other:			\$				
Other:			\$				
		TOTAL	\$0				
				*Includes planning			
				Additional remarks on this program: DC matching financial assistance for transit planning activities.			
	\$273,090,431	Total from page 2					
	\$273,090,431	TOTAL FUNDS					

DC Transit Funding for Ferry Systems							
<p>Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.</p>				Capital			
				Operating*			
				Other			
				TOTAL			
				Explain "Other:"			
<input checked="" type="checkbox"/> This state does not expend state funds on any ferry system.				*Includes planning			

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

- Total state transit funding decreased from \$174.8 million in FY 2007 to \$146.3 million in FY 2008 for a per capita cost of \$7.78.
- 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 ½ of the nonfederal share of transit new starts projects.
- By state law, a minimum of 15% of state transportation trust fund dollars must be spent for public transportation, which includes transit, rail, aviation, seaports and intermodal facilities. Transit makes up 5% of state transportation expenditures.
- Florida law allows 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.)

Florida State Transit Funding: Program Structure and Characteristics - Page 1 of 4									
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 Transit Block Grant	\$76,810,099	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Aviation fuel tax Other: Rental car surchge Other: Other: Other:	\$ \$ \$50,694,665 \$23,043,030 \$ \$ \$ \$3,072,404 \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	 \$76,810,099 \$ \$76,810,099 TOTAL \$76,810,099 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$ \$76,810,099 \$ \$76,810,099 Explain "Other:" TOTAL \$76,810,099 Explain "Other:"		
				*Includes planning					
				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				\$76,810,099					
Public Transit Service Development Program	\$10,438,253	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Aviation fuel tax Other: Rental car surchge Other: Other: Other:	\$ \$ \$6,889,247 \$3,131,476 \$ \$ \$ \$417,530 \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	 \$10,438,253 \$ \$10,438,253 TOTAL \$10,438,253 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$10,438,253 \$ \$ \$10,438,253 Explain "Other:" TOTAL \$10,438,253 Explain "Other:"		
				*Includes planning					
				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				\$10,438,253					
\$87,248,352 TOTAL-PAGE 1									

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

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			
Transit Corridor Program	\$10,597,572	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$10,597,572
		Vehicle sales tax	\$	Operating*	\$10,597,572	Non-ded.	\$10,597,572	Formula-based	\$
		Gas tax	\$6,994,398	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$3,179,272	TOTAL	\$10,597,572	TOTAL	\$10,597,572	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$10,597,572
		Interest income	\$					Explain "Other:"	
		Other: Aviation fuel tax	\$						
		Other: Rental car surchge	\$423,903						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		TOTAL	\$10,597,572						
				*Includes planning					
				Additional remarks on this program: Grants for capital or operating in state-designated corridors.					
<hr/>									
Commuter Assistance Program	\$5,786,511	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$5,786,511
		Vehicle sales tax	\$	Operating*	\$5,786,511	Non-ded.	\$5,786,511	Formula-based	\$
		Gas tax	\$3,819,097	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$1,735,953	TOTAL	\$5,786,511	TOTAL	\$5,786,511	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$5,786,511
		Interest income	\$					Explain "Other:"	
		Other: Aviation fuel tax	\$						
		Other: Rental car surchge	\$231,460						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		TOTAL	\$5,786,511						
				*Includes planning					
				Additional remarks on this program: Grants for TMA and ride-sharing, support for up to 1/2 TMA operating costs.					
	\$87,248,352	Total from page 1							
	\$103,632,435	SUB TOTAL							

Florida State Transit Funding: Program Structure and Characteristics - Page 3 of 4									
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			
Park and Ride Program	\$3,991,232	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Aviation fuel tax Rental car surchge	\$ \$ \$2,634,213 \$1,197,370 \$ \$ \$ \$159,649	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$3,991,232 \$ \$ \$3,991,232 \$3,991,232 \$3,991,232	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:"	\$ \$3,991,232 \$ \$3,991,232 \$3,991,232	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"	\$3,991,232 \$ \$ \$ \$3,991,232
TOTAL				\$3,991,232	Additional remarks on this program: Project grants.				
Match Section 5303 Section 5311 Section 5310 Section 5311(f)	\$3,526,586	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Aviation fuel tax Rental car surchge	\$ \$ \$2,327,547 \$1,057,976 \$ \$ \$ \$141,063	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$2,526,586 \$1,000,000 \$ \$3,526,586 \$3,526,586	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:"	\$ \$3,526,586 \$ \$3,526,586 \$3,526,586	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"	\$ \$3,526,586 \$ \$ \$3,526,586
TOTAL				\$3,526,586	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.				
	\$103,632,435	Total from Page 2							
	\$111,150,253	SUBTOTAL							

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

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 New Starts	\$8,967,282	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Aviation fuel tax Rental car surchge Documentary stamps	\$ \$ \$ \$ \$ \$ \$ \$ \$8,967,282	Capital \$8,967,282 Operating* Other TOTAL \$8,967,282 Explain "Other:" *Includes planning	Dedicated \$8,967,282 Non-ded. Other TOTAL \$8,967,282 Explain "Other:" Additional remarks on this program: Grants for up to 1/2 non-Federal share of capital, reserved as match to Transit New Starts Projects.	Discretionary \$8,967,282 Formula-based Local pass-thru Other TOTAL \$8,967,282 Explain "Other:"
Transportation Disadvantaged Trust Fund (Coor. Trnsp.)	\$26,221,235	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Aviation fuel tax Rental car surchge	\$ \$ \$5,768,672 \$20,452,563 \$ \$ \$ \$0	Capital \$1,400,000 Operating* \$24,821,235 Other TOTAL \$26,221,235 Explain "Other:" *Includes planning	Dedicated \$18,821,235 Non-ded. \$7,400,000 Other TOTAL \$26,221,235 Explain "Other:" Legislated	Discretionary \$1,400,000 Formula-based \$24,821,235 Local pass-thru Other TOTAL \$26,221,235 Explain "Other:"
	\$111,150,253	Total from page 3		NOTE: TMA= Transportation Management Agency NOTE: Block Grant Fomula based on 1/3 population, 1/3 ridership 1/3 revenue miles		
	\$146,338,770	TOTAL FUNDS				

Florida State Transit Funding for Ferry Systems																
<p>Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.</p>																
				<table border="1"> <tr> <td>Capital</td> <td></td> </tr> <tr> <td>Operating*</td> <td></td> </tr> <tr> <td>Other</td> <td></td> </tr> <tr> <td>TOTAL</td> <td></td> </tr> <tr> <td>Explain "Other:"</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>	Capital		Operating*		Other		TOTAL		Explain "Other:"			
Capital																
Operating*																
Other																
TOTAL																
Explain "Other:"																
	<input checked="" type="checkbox"/>	This state does not expend state funds on any ferry system.		*Includes planning												

■ Georgia State Transit Funding: Major Features

- Total state transit funding increased from \$6.0 million in FY 2007 to \$6.3 million in FY 2008 for a per capita cost of \$0.65.
- 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 15 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.)

Georgia 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				
Urban Capital Program	\$5,310,761	General sales tax	\$5,310,761	Capital	\$5,310,761	Dedicated	\$5,310,761	Discretionary		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$5,310,761	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$5,310,761	TOTAL	\$5,310,761	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$5,310,761	
		Interest income	\$					Explain "Other:"		
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
Other:	\$									
		TOTAL	\$5,310,761	Additional remarks on this program: Under the Governor's Apportionment, Georgia DOT supports 1/2 of 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						
Rural Capital Program	\$537,926	General sales tax	\$537,926	Capital	\$537,926	Dedicated	\$537,926	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$537,926	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$537,926	TOTAL	\$537,926	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$537,926	
		Interest income	\$					Explain "Other:"		
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
Other:	\$									
		TOTAL	\$537,926	Additional remarks on this program: Supported 15% of non-Federal share of capital (vans & minibuses) and 10% of non Federal share of all other capital projects in 104 small urban and rural areas based on the State's Rural Transportation Improvement Program (RTIP).						
	\$5,848,687	TOTAL PAGE 1								

Georgia State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$0
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ **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.)

Hawaii State Transit Funding: Program Structure and Characteristics									
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			
		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	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$						
*Includes planning									
Additional remarks on this program:									
NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2008.									

Hawaii State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$4,800,000
Operating*	\$0
Other	\$0
TOTAL	\$4,800,000
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding in FY 2008 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.)

Idaho State Transit Funding for Ferry Systems																		
<p>Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.</p>																		
				<table border="1"> <tr> <td>Capital</td> <td>\$0</td> </tr> <tr> <td>Operating*</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> </tr> <tr> <td>TOTAL</td> <td>\$0</td> </tr> <tr> <td colspan="2">Explain "Other:"</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td colspan="2"> </td> </tr> </table>	Capital	\$0	Operating*	\$0	Other	\$0	TOTAL	\$0	Explain "Other:"					
Capital	\$0																	
Operating*	\$0																	
Other	\$0																	
TOTAL	\$0																	
Explain "Other:"																		
<input checked="" type="checkbox"/>	This state does not expend state funds on any ferry system.			*Includes planning														

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

- Total state transit operating assistance funding in FY 2008 is \$519.3 million or \$40.25 per capita. This number does not include FY 2008 expenses for state water taxi and ferry services, which total \$794,307.50.
- IDOT provides operating assistance, including debt service on capital bonds, general operating assistance, and a fare reimbursement program from its general revenue funds. IDOT also provides operating assistance to transit systems that provide reduced fares to the elderly and people with disabilities. The amount available each year is determined through the legislative process.
- The Downstate Operating Assistance Fund provides up to 65 percent of eligible expenses for downstate transit operators outside the Metro East Area.
- The Public Transportation Fund is a \$193 million discretionary fund, which is given to Northeastern Illinois' Regional Transportation Authority (RTA), and is generally used for the Chicago Transit Authority's (CTA) operating costs. The RTA area has a minimum fare box recovery rate of 50 percent.
- Until March 2008, the State Reduced Fare Program reimbursed transit systems for revenue losses incurred by providing reduced fares to students, the elderly, and people with disabilities. After March 2008, this program excluded the elderly and some people with disabilities. (These people were then allowed to ride free.) In FY 2008, the Statewide Reduced Fare program received \$37.6 million.

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

Illinois State Transit Funding: Program Structure and Characteristics									
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	
Operating Assistance Program	\$519,300,000	General sales tax	\$519,300,000	Capital	\$	Dedicated	\$519,300,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$519,300,000	Non-ded.	\$	Formula-based	\$519,300,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$519,300,000	TOTAL	\$519,300,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$519,300,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$519,300,000	Additional remarks on this program: The Regional Transportation Authority (RTA) receives General Revenue Funds (GRF) equal to 25% of the RTA sales taxes collected in Northeastern Illinois. The Metro East System in Southwestern Illinois receives GRF equal to 80% of 2/32 of the sales taxes collected in the region. Other eligible downstate areas receive GRF equal to 80% of 3/32 of the sales taxes collected in those areas, up to 65% of their FY08 operating budgets. These numbers do not include ferry or water					
		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	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$	Additional remarks on this program:					
	\$519,300,000	TOTAL FUNDS							

Illinois State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$2,935,383
Other	
TOTAL	\$2,935,383
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- State transit funding from the Public Mass Transportation Fund, Commuter Rail Service Fund, and Electric Rail Service Fund was \$55.5 million. This translates into a per capita of state funding of \$9.12.
- Operating and capital funds for transit are administered through the public mass transportation fund, commuter rail service funds, and electric rail service fund.
- The Indiana Department of Transportation administers the section 5303, 5310, 5311, 5313, 5316, and 5317 grant programs. Indiana has received over \$19 million in grant awards from these programs in FY 2008.
- 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.)

Indiana State Transit Funding: Program Structure and Characteristics

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
Public Mass Transportation Fund (.635%)	\$42,501,122	General sales tax Vehicle sales tax Gas tax	\$50,431,903 \$ \$	Capital \$13,233,074 Operating* \$42,500,000 Other \$	Dedicated \$55,733,074 Non-ded. \$ Other \$	Discretionary \$ Formula-based \$42,501,122 Local pass-thru \$
Commuter Rail Service Fund (.123%)	\$7,930,781	Veh reg/lic/title fees Bond proceeds Interest income Situs Tax Electr Rail Serv Fd	\$ \$ \$ \$5,113,582 \$187,589	TOTAL \$55,733,074 Explain "Other:" *Includes planning	TOTAL \$55,733,074 Explain "Other:" Additional remarks on this program: Allotted based on total boardings total vehicle miles of travel, and amount of local derived income.	Other \$ TOTAL \$42,501,122 Explain "Other:"
Commuter Rail Service Fund (.123%)		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$7,930,781 \$ \$ \$ \$ \$	Capital \$13,231,952 Operating* \$ Other \$	Dedicated \$13,231,952 Non-ded. \$ Other \$	Discretionary \$ Formula-based \$ Local pass-thru \$13,231,952
Situs Tax Electr Rail Serv Fd	Other: Other:		\$5,113,582 \$187,589	TOTAL \$13,231,952 Explain "Other:" *Includes planning	TOTAL \$13,231,952 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.	Other \$ TOTAL \$13,231,952 Explain "Other:"
		TOTAL	\$13,231,952			
		TOTAL FUNDS	\$55,733,074			

Indiana State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system

***Includes planning**

■ Iowa State Transit Funding: Major Features

- Total state transit funding in FY 2008 was \$13.3 million or about \$4.54 per capita.
- The Iowa Code allocates an amount equal to four percent of the “registration fee” charged on the sale of motor vehicles and accessory equipment to the State Transit Assistance fund.
- Of the total amount the State Transit Assistance fund 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.
- An additional \$2.2 million in capital assistance for transit was appropriated, to come from proceeds of the state’s tax on gambling casinos. Eligible projects may involve constructing new facilities for support of public transit or improving existing transit facilities, but must each involve a significant vertical infrastructure aspect. Projects are selected through a competitive application process.

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

Iowa State Transit Funding: Program Structure and Characteristics									
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 Transit Assistance (formula projects)	\$10,780,543	General sales tax	\$	Capital	\$	Dedicated	\$10,780,543	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$10,780,543
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$10,780,543	TOTAL	\$10,780,543	TOTAL	\$10,780,543	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$10,780,543
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$10,780,543	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	\$300,000	Discretionary	\$300,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$300,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$300,000	TOTAL	\$300,000	TOTAL	\$300,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$300,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$300,000	Additional remarks on this program: Includes statewide projects for marketing, training, advanced technologies, and individual projects involving coordination with human services agencies, etc.					
Public Transit Infrastructure Grants (fixed)	\$2,200,000	General sales tax	\$	Capital	\$2,200,000	Dedicated	\$	Discretionary	\$2,200,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$2,200,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$2,200,000	TOTAL	\$2,200,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,200,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$2,200,000	Additional remarks on this program: Projects must involve vertical infrastructure in support of public transit.					
	\$13,280,543	TOTAL FUNDS							

Iowa State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding in FY 2008 was \$6.0 million or \$2.17 per capita. The state has programmed \$6.0 million per fiscal year through FY 2010.
- 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 July to June.)

Kansas 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			
Rural Operating Assistance	\$2,221,639	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Highway Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$2,503,458 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$2,503,458 \$ \$2,503,458 \$2,503,458 \$2,503,458 \$2,503,458	Dedicated Non-ded. Other TOTAL Explain "Other:" *Includes planning	\$2,503,458 \$0 \$0 \$2,503,458 \$2,503,458 \$2,503,458	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" *Includes planning	\$2,503,458 \$ \$ \$ \$2,503,458 \$2,503,458 \$2,503,458
TOTAL				\$2,503,458	<p>Additional remarks on this program: Six million dollars is dedicated to transit each year. Approx. 3.6 million goes to the urban providers and 2.4 to the rural providers. It is not specific to capital or operating but is programmed based on identified needs.</p>				
Urban Operating Assistance	\$3,360,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Highway Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$3,360,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$3,360,000 \$ \$3,360,000 \$3,360,000 \$3,360,000	Dedicated Non-ded. Other TOTAL Explain "Other:" *Includes planning	\$3,360,000 \$0 \$0 \$3,360,000 \$3,360,000	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" *Includes planning	\$3,360,000 \$ \$ \$ \$3,360,000 \$3,360,000
TOTAL				\$3,360,000	<p>Additional remarks on this program: Six million dollars is dedicated to transit each year. Approx. 3.6 million goes to the urban providers and 2.4 to the rural providers. It is not specific to capital or operating but is programmed based on identified needs.</p>				
	\$5,581,639	Subtotal-Page 1							

Kansas 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			
Rural Capital Assistance	\$0	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Highway Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$0 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:"	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"	\$0 \$ \$ \$ \$0 \$ \$ \$ \$ \$0 \$	
TOTAL				\$0	Additional remarks on this program: Discretionary allocation based on identified needs.				
Urban Capital Assistance	\$180,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: State Highway Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$180,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$180,000 \$ \$ \$180,000 \$180,000 \$180,000 \$180,000 \$180,000 \$180,000 \$180,000 \$180,000	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:"	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"	\$180,000 \$ \$ \$ \$180,000 \$ \$ \$ \$ \$180,000 \$	
TOTAL				\$180,000	Additional remarks on this program: Six million dollars is dedicated to transit each year. Approx. 3.6 million goes to the urban providers and 2.4 to the rural providers. It is not specific to capital or operating but is programmed based on identified needs.				
	\$5,581,639	Total from page 1							
	\$5,761,639	TOTAL FUNDS							

Kansas State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$0
Operating*	\$0
Other	0
TOTAL	\$0
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

Kentucky 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			
Elderly and Disabled Care	\$228,338	General sales tax	\$	Capital	\$228,338	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$228,338
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$228,338	TOTAL	\$228,338	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$228,338
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$228,338	Additional remarks on this program: Formula match of up to 10% of capital projects.					
<hr/>									
Rural Capital and Discretionary	\$197,558	General sales tax	\$	Capital	\$197,558	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$197,558
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$197,558	TOTAL	\$197,558	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$197,558
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$197,558	Additional remarks on this program: Formula match of up to 10% of capital projects.					
	\$425,896	TOTAL-PAGE 1							

Kentucky 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			
Small		General sales tax	\$	Capital	\$3,075,837	Dedicated	\$	Discretionary	\$
Urban	\$3,075,837	Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$3,075,837
Capital		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$3,075,837	TOTAL	\$3,075,837	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$3,075,837
		Interest income	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$3,075,837						
				*Includes planning					
				Additional remarks on this program: Formula match of up to 10% of capital projects.					
		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	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$						
	\$425,896	Total from page 1							
	\$3,501,733	TOTAL FUNDS							

Kentucky State Transit Funding for Ferry Systems								
<p>Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.</p>					Capital			
					Operating*			
					Other			
					TOTAL			
					Explain "Other:"			
<input checked="" type="checkbox"/>	This state does not expend state funds on any ferry system.				*Includes planning			

Louisiana State Transit Funding: Program Structure and Characteristics

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			
All eligible 5311 (non-urban) programs		General sales tax	\$	Capital	\$149,477	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$149,477	Formula-based	\$149,477
		Gas tax	\$149,477	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$149,477	TOTAL	\$149,477	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$149,477
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$149,477						
*Includes planning									
Additional remarks on this program:									
All 5307 Programs (Urban)		General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$5,813,053	Formula-based	\$5,813,053
		Gas tax	\$5,813,053	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$5,813,053	TOTAL	\$5,813,053	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$5,813,053
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$5,813,053						
*Includes planning									
Additional remarks on this program: Funds may be spent on any transit-related activity.									
		\$5,962,530 TOTAL FUNDS							

Louisiana State Transit Funding for Ferry Systems							
Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.				Capital	\$2,767,000		
				Operating*	\$6,672,233		
				Other	\$2,066,771		
				TOTAL	\$11,506,004		
				Explain "Other:"			
<input type="checkbox"/> This state does not expend state funds on any ferry system.				*Includes planning			

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

- Total state transit operating funding in FY 2008 was \$527,654 or \$0.41 per capita.
- The constitutional barrier to using state highway tax dollars for nonhighway purposes limits funding for transit. However, the Transit Bonus Program (which is capped at 1 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.)

Maine State Transit Funding: Program Structure and Characteristics									
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			
Public Transportation Fund		General sales tax	\$	Capital	\$1,000,000	Dedicated	\$1,502,528	Discretionary	\$1,000,000
	\$502,528	Vehicle sales tax	\$	Operating*	\$502,528	Non-ded.	\$	Formula-based	\$502,528
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,502,528	TOTAL	\$1,502,528	Other	\$
	\$1,000,000	Bond proceeds	\$1,000,000	Explain "Other:"	Explain "Other:"			TOTAL	\$1,502,528
		Interest income	\$			dedicated to transit, air, rail		Explain "Other:"	
		Other: Misc. fees -off road fuel tax	\$502,528						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	Other:	\$							
		TOTAL	\$1,502,528						
*Includes planning									
Additional remarks on this program: Supports local transit operations, matching Federal transit grants. Bond supports \$1m capital buses.									
Passenger Related Improvements		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	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$						
		TOTAL FUNDS	\$1,502,528						
Additional remarks on this program:									

Maine State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$6,700,894
Operating*	\$7,888,249
Other	
TOTAL	\$14,589,143
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit spending was \$844.4 million in State Fiscal Year 2008. This equates to \$151 in per citizen expenditures.
- Funding to support all state-operated transit expenditures flows through the Transportation Trust Fund. The state legislature allocates funding to the 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 2008 began on July 1, 2007 and ended on June 30, 2008.)

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

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			
Large Urban Area Program (Baltimore)	\$535,081,128	General sales tax	\$0	Capital	\$80,613,624	Dedicated	\$	Discretionary	\$535,081,128
		Vehicle sales tax	\$146,451,705	Operating*	\$454,467,504	Non-ded.	\$535,081,128	Formula-based	\$
		Gas tax	\$170,102,291	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$123,710,757	TOTAL	\$535,081,128	TOTAL	\$535,081,128	Other	\$
		Bond proceeds	\$56,076,502	Explain "Other:"		Explain "Other:"		TOTAL	\$535,081,128
		Interest income	\$909,638					Explain "Other:"	
		Other: Corporate Income Tax	\$37,830,236						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				TOTAL	\$535,081,128				
				*Includes planning					
				Additional remarks on this program: Funds Maryland Transit Administration (MTA) services in Baltimore Metro Area and Baltimore/Washington commuter operating expenses.					
Large Urban Program (DC/MD Suburban Area)	\$292,422,000	General sales tax	\$0	Capital	\$68,742,000	Dedicated	\$	Discretionary	\$0
		Vehicle sales tax	\$80,035,901	Operating*	\$223,680,000	Non-ded.	\$292,422,000	Formula-based	\$292,422,000
		Gas tax	\$92,960,954	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$67,607,966	TOTAL	\$292,422,000	TOTAL	\$292,422,000	Other	\$
		Bond proceeds	\$30,645,826	Explain "Other:"		Explain "Other:"		TOTAL	\$292,422,000
		Interest income	\$497,117					Explain "Other:"	
		Other: Corporate Income Tax	\$20,674,235						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				TOTAL	\$292,422,000				
				*Includes planning					
				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.					
	\$827,503,128	SUBTOTAL OF FUNDS							

Maryland State Transit Funding: Program Structure and Characteristics - Page 2 of 4									
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			
Small Urban Program	\$4,709,029	General sales tax	\$0	Capital	\$80,661	Dedicated	\$	Discretionary	\$4,709,029
		Vehicle sales tax	\$1,288,861	Operating*	\$4,628,368	Non-ded.	\$4,709,029	Formula-based	\$
		Gas tax	\$1,497,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$1,088,728	TOTAL	\$4,709,029	TOTAL	\$4,709,029	Other	\$
		Bond proceeds	\$493,506	Explain "Other:"		Explain "Other:"		TOTAL	\$4,709,029
		Interest income	\$8,005					Explain "Other:"	
		Other: Corporate Income Tax	\$332,928						
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Up to 25% operating assistance match for 5307 programs. Up to 10% capital assistance match for 5307.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$4,709,029						
<hr/>									
Statewide Special Transportation Assistance Program	\$4,637,431	General sales tax	\$0	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$1,269,265	Operating*	\$4,637,431	Non-ded.	\$4,637,431	Formula-based	\$4,637,431
		Gas tax	\$1,474,239	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$1,072,174	TOTAL	\$4,637,431	TOTAL	\$4,637,431	Other	\$
		Bond proceeds	\$486,003	Explain "Other:"		Explain "Other:"		TOTAL	\$4,182,207
		Interest income	\$7,884					Explain "Other:"	
		Other: Corporate Income Tax	\$327,866						
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Allocates 60% of funds evenly to providers; 40% of distribution based on elderly/disabled population to local jurisdiction.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$4,637,431						
	\$827,503,128	Total from page 1							
	\$836,849,588	SUBTOTAL OF FUNDS							

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding			Capital	Dedicated	Discretionary		
ADA Services	\$2,494,648	General sales tax	\$0	Capital	\$	Dedicated	\$	Discretionary	\$2,494,648
		Vehicle sales tax	\$682,785	Operating*	\$2,494,648	Non-ded.	\$2,494,648	Formula-based	\$
		Gas tax	\$793,049	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$576,763	TOTAL	\$2,494,648	TOTAL	\$2,494,648	Other	\$
		Bond proceeds	\$261,439	Explain "Other:"		Explain "Other:"		TOTAL	\$2,494,648
		Interest income	\$4,241					Explain "Other:"	
		Other: Corporate Income Tax	\$176,372						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$2,494,648	Additional remarks on this program: Discretionary distribution based on need to counties or human services organizations.					
<hr/>									
Job Access	\$2,357,946	General sales tax	\$0	Capital	\$	Dedicated	\$	Discretionary	\$2,357,946
		Vehicle sales tax	\$645,370	Operating*	\$2,357,946	Non-ded.	\$2,357,946	Formula-based	\$
		Gas tax	\$749,591	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$545,157	TOTAL	\$2,357,946	TOTAL	\$2,357,946	Other	\$
		Bond proceeds	\$247,113	Explain "Other:"		Explain "Other:"		TOTAL	\$2,357,946
		Interest income	\$4,009					Explain "Other:"	
		Other: Corporate Income Tax	\$166,707						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$2,357,946	Additional remarks on this program: Matches FTA grant for low income access to jobs.					
	\$836,849,588	Total from page 2							
	\$841,702,182	SUBTOTAL OF FUNDS							

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

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			
Rural Transit Program	\$2,426,090	General sales tax	\$0	Capital	\$241,408	Dedicated	\$	Discretionary	\$2,426,090
		Vehicle sales tax	\$664,021	Operating*	\$2,184,682	Non-ded.	\$2,426,090	Formula-based	\$
		Gas tax	\$771,254	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$560,912	TOTAL	\$2,426,090	TOTAL	\$2,426,090	Other	\$
		Bond proceeds	\$254,254	Explain "Other:"		Explain "Other:"		TOTAL	\$2,426,090
		Interest income	\$4,124					Explain "Other:"	
		Other: Corporate Income Tax	\$171,525						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$2,426,090	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.					
<hr/>									
State Discretionary Capital Program	\$288,962	General sales tax	\$0	Capital	\$288,962	Dedicated	\$	Discretionary	\$288,962
		Vehicle sales tax	\$79,089	Operating*	\$	Non-ded.	\$118,000	Formula-based	\$
		Gas tax	\$91,861	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$66,808	TOTAL	\$288,962	TOTAL	\$118,000	Other	\$
		Bond proceeds	\$30,283	Explain "Other:"		Explain "Other:"		TOTAL	\$288,962
		Interest income	\$491					Explain "Other:"	
		Other: Corporate Income Tax	\$20,430						
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$288,962	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.					
	\$841,702,182	Total from page 3							
	\$844,417,234	TOTAL FUNDS							

Maryland State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

Massachusetts State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	1,876,629**
Operating*	3,809,347***
Other	
TOTAL	\$5,685,976

Explain "Other:"

**This number applies to state transportation bond funds expended for water transportation as well as MBTA capital expenditures.

***This number applies to ferry services to Boston provided by the MBTA.

This state does not expend state funds on any ferry system.

***Includes planning**

■ Michigan State Transit Funding: Major Features

- Total state transit funding in FY 2008 was \$191.89 million or \$19.18 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 FY 2008, the Comprehensive Transportation Fund appropriation supported operating assistance levels of 31.5 percent and 37.2 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 54 of 78 public transit agencies are locally supported by property tax millages, with the remainder supported by local general funds.
- 78 regular service transit agencies provided approximately 100.4 million rides in FY 2008, a 7.3 percent increase over 2007.
- The Rideshare Program provides limited staff support for nine local Rideshare Offices that organize, demonstrate, and promote ridesharing activities. Seven of the offices receive Federal funds to support the program while two of the offices operate on local funding only. In addition, the MichiVan Program provides fleet management to 300 commuter vanpool groups.
- Two public passenger ferry services receive state assistance – one in eastern Upper Peninsula, which carry 479,758 vehicles and 778,326 passengers and the other providing service from Charlevoix to Beaver Island, carry 5,634 vehicles and 36,868 passengers.
- The state provides operating assistance for five intercity bus routes that carry 75,067 passengers in FY 2008. This is an 11.0 percent decrease from the previous year.
- The state's three passenger rail corridors carry 720,647 passengers in FY 2008.

- This is a 5.7 percent increase from the previous year. Two of the three corridors receive state operating assistance.
- Michigan provides safety oversight for 225 motor bus (charter and intercity) and about 743 limousine carriers. A total of 2,470 motor buses and 3,140 limousines either received an annual safety inspection or were safety certified by the State.

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

Michigan State Transit Funding: Program Structure and Characteristics - Page 2 of 2									
State Programs	FY 2008 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	\$14,080,389	General sales tax	\$0	Capital	\$5,193,594	Dedicated	\$14,080,389	Discretionary	\$13,580,389
		Vehicle sales tax	\$4,751,712	Operating*	\$8,686,795	Non-ded.	\$0	Formula-based	\$0
		Gas tax (3)	\$4,414,336	Other	200,000	Other	\$0	Local pass-thru	\$0
		Veh reg/lic/title fees (3)	\$4,839,835	TOTAL	\$14,080,389	TOTAL	\$14,080,389	Other	\$500,000
		Bond proceeds (4)	\$0	Explain "Other:"		Explain "Other:"		TOTAL	\$14,080,389
		Interest income	\$21,217	passenger rail marketing				Explain "Other:"	
		Other: Motor carrier and limo fees	\$18,076					Legislated	
		Other: Miscellaneous	\$35,213						
		Other:	\$0						
		Other:	\$0						
Other:	\$0								
		TOTAL	\$14,080,389	*Includes planning					
				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 supposed to receive 10% of total program distributions each fiscal year.					
See notes 1 - 4 on Page 2									
<p>(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.</p> <p>(2) All revenue to the CTF is dedicated to public transportation by statute.</p> <p>(3) The CTF receives up to 10% of the Michigan Transportation Fund (MTF) revenue after certain deductions. This is effectively, slightly over 8% of the MTF. MTF revenue sources include various fuel taxes, vehicle registration fees and other miscellaneous revenues. The vehicle registration fees comprised 52.30% of the overall MTF revenues in FY2008. The numbers lists 52.30% of the MTF revenues that went unto the CTF in FY2008 as vehicle registration fees; the remaining 47.70% was fuel tax.</p> <p>(4) Some of the programs shown are also supported by CTF bond proceeds 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 proceeds are not a revenue source, but a funding tool and are not reported here as a revenue source.</p>									
	\$186,006,500	Total from Page 1							
	\$200,086,889	TOTAL FUNDS							

Michigan State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$400,000
Operating*	\$1,459,382
Other	\$0
TOTAL	\$1,859,382

Explain "Other:"

This state does not expend state funds on any ferry system.

***Includes planning**

■ Minnesota State Transit Funding: Major Features

- Total state transit funding in FY 2008 was \$339.9 million or \$65.28 per capita.
- The Minnesota Department of Transportation receives and distributes funding for public transit systems outside the seven-county metropolitan area. The Metropolitan Council (the Metropolitan Planning Organization) receives and distributes funding for the Minneapolis–St. Paul metro area.
- Minnesota’s 2007 Legislature statutorily dedicated 40 percent of annual Motor Vehicle Sales Tax (MVST) collections for transit with a five-year phase in from 2008 to 2012 to reach the full amount. In FY 2012, 36 percent of this funding is dedicated for Twin Cities Metropolitan Area transit operations and 4 percent for Greater Minnesota transit operations.
- A ferry service was operated across the Mississippi River for a two-week period at Winona, Minnesota, to mitigate the emergency closing of a bridge for closer inspection. Alternate routes for motor vehicles entailed an extra 35-mile trip.

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

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

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
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 Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$18,810,000 \$ \$ \$ \$	Capital \$ Operating* \$18,810,000 Other \$ TOTAL \$18,810,000 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$18,810,000 Other \$ TOTAL \$18,810,000 Explain "Other:" Additional remarks on this program:	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$18,810,000 TOTAL \$18,810,000 Explain "Other:" Legislated
GM Transit Fund	\$7,690,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$7,690,000 \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$7,690,000 Other \$ TOTAL \$7,690,000 Explain "Other:" *Includes planning	Dedicated \$7,690,000 Non-ded. Other \$ TOTAL \$7,690,000 Explain "Other:" Additional remarks on this program:	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$7,690,000 TOTAL \$7,690,000 Explain "Other:" Legislated
	\$26,500,000	SUBTOTAL OF FUNDS				

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

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
Metro Area Transit Operating Assistance	\$93,453,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$93,453,000 \$ \$ \$ \$ \$93,453,000	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$93,453,000 \$ \$93,453,000 Explain "Other:" Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Legislated
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 Explain "Other:" Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Legislated
	\$150,500,000	Total from page 2				
	\$249,253,000	SUBTOTAL				

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

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
Transitways (State Bonds)	\$90,672,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$90,672,000 \$ \$ \$ \$ \$	Capital \$90,672,000 Operating* \$ Other \$ TOTAL \$90,672,000 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$90,672,000 Other \$ TOTAL \$90,672,000 Explain "Other:" Additional remarks on this program: 2008, 2nd Appropriation \$70,000,000 for Central Corridor. 1st Appropriation \$4,000,000 Cedar Avenue, \$16,672,000 for UPA.	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$90,672,000 TOTAL \$90,672,000 Explain "Other:" Legislated
			TOTAL \$90,672,000			
		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 \$ TOTAL \$ Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$ Explain "Other:" Additional remarks on this program:	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$ Explain "Other:"
	\$249,253,000	Total from page 3				
	\$339,925,000	TOTAL FUNDS				

Minnesota State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$55,000
Operating*	\$88,000
Other	
TOTAL	\$143,000
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding for FY 2008 was \$1,600,000 or \$0.55 per capita.

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

Mississippi State Transit Funding for Ferry Systems (see definition below)

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	N/A
Operating*	N/A
Other	
TOTAL	N/A
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding was \$6.9 million in FY 2008, 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 2008, some State Transportation Fund moneys (derived primarily from a portion of registration fees) were 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; 212 nonprofit organizations receive Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) funds.
- For FY 2008, 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 2008, MEHTAP offset nine percent of the total cost of trips provided.

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

Missouri State Transit Funding: Program Structure and Characteristics										
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				
Transit Operating Assistance	\$4,048,121	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$4,048,121	Non-ded.	\$	Formula-based	\$	
		Gas tax	\$	Other	\$	Other	\$4,048,121	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$4,048,121	TOTAL	\$4,145,121	Other	\$4,048,121	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$4,145,121	
		Interest income	\$			Dedicated in appropriation but not in statute		Explain "Other:"		
		Other: General revenue (includes state sales and income taxes)	\$3,798,121	*Includes planning				Historical		
		Other: State Transportation Fund (includes vehicle registration fees)	\$250,000	Additional remarks on this program: Operating assistance for urban and rural public transit providers to partially offset operating deficits.						
		Other:	\$							
				TOTAL	\$4,048,121					
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:"		Explain "Other:"		TOTAL	\$2,873,420	
		Interest income	\$					Explain "Other:"		
		Other: General revenue (includes state sales and income taxes)	\$2,273,420	*Includes planning						
		Other: State Transportation Fund (includes vehicle registration fees)	\$600,000	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.						
		Other:	\$							
				TOTAL	\$2,873,420					
	\$6,921,541	TOTAL FUNDS								

Missouri State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$160,000
Other	
TOTAL	\$160,000
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding was \$414,820 in FY 2008, or approximately \$0.43 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.)

Montana State Transit Funding: Program Structure and Characteristics

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			
Transit Capital and Operations	\$75,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$75,000
		Gas tax	\$75,000	Other	\$75,000	Other	\$75,000	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$75,000	TOTAL	\$75,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$75,000
		Interest income	\$	Can be used for both				Explain "Other:"	
		Other: Corporate Income Tax	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Allocated to six general public providers. The local provider can decide to use the funding for capital, operating or match.					
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$75,000						
<hr/>									
TransADE Elderly and Disabled Services	\$339,820	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$339,820
		Vehicle sales tax	\$	Operating*	\$339,920	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$339,820	Local pass-thru	\$
		Veh reg/lic/title fees	\$339,820	TOTAL	\$339,820	TOTAL		Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$339,820
		Interest income	\$					Explain "Other:"	
		Other:	\$	*Includes planning					
		Other:	\$	Additional remarks on this program: Allocation for operating expenses for agencies providing services to elderly and disabled persons.					
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$339,820						
	\$414,820	TOTAL FUNDS							

Montana State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital

Operating*

Other

TOTAL

Explain "Other:"

This state does not expend state funds on any ferry system.

*Includes planning

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

- Total state transit funding was \$2.9 million for FY 2008 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.)

Nebraska State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ Nevada State Transit Funding: Major Features

- Total state transit funding in FY 2008 was \$0 for 5309 and 5310 funds. 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 and do not include the state match.

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

Nevada State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	\$0
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding in FY 2008 was \$4,474,250 or approximately \$3.40 per capita.
- These funds consisted of general funds (transit operating assistance), capital budget (bond) funds (match for transit capital grants), and highway and general funds (match for commuter bus acquisition and bus terminal/park and ride construction).

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

New Hampshire 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	
Commuter Bus Program	\$4,074,000	General sales tax	\$	Capital	\$4,074,000	Dedicated		Discretionary	\$
		Vehicle sales tax	\$	Operating*		Non-ded.		Formula-based	
		Gas tax		Other	\$	Other	\$4,074,000	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$4,074,000	TOTAL	\$4,074,000	Other	\$4,074,000
		Bond proceeds	\$667,000	Explain "Other:"		Explain "Other:"		TOTAL	
		Interest income	\$					Explain "Other:"	
		Other: General Fund	\$1,291,000					State project selection process	
		Other:	\$						
		Other:	\$						
		Other: Highway Fund	\$2,116,000						
Other: Funds	\$								
		TOTAL	\$4,074,000	Additional remarks on this program: Matching funds for construction of commuter bus terminals and acquisition of commuter coaches using flexible Federal funds					
<hr/>									
Operating Assistance	\$208,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$208,000	Non-ded.	\$208,000	Formula-based	\$208,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$208,000	TOTAL	\$208,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$208,000
		Interest income	\$					Explain "Other:"	
		Other: General Fund	\$208,000						
		Other:	\$						
		Other:	\$						
		Other: Funds	\$						
		TOTAL	\$208,000	Additional remarks on this program: Match for local transit systems. Formula based on ridership.					
	\$4,282,000	TOTAL PAGE 1							

New Jersey State Transit Funding: Program Structure and Characteristics

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			
NJ TRANSIT		General sales tax	\$0	Capital	\$634,272,354	Dedicated	\$634,272,354	Discretionary	\$1,035,472,354
		Vehicle sales tax*	\$51,161,263	Operating*	\$401,200,000	Non-ded.	\$401,200,000	Formula-based	\$0
		Motor Fuels Tax*	\$123,591,816	Other	\$0	Other	\$0	Local pass-thru	\$0
		Veh reg/lic/title fees	\$0	TOTAL	\$1,035,472,354	TOTAL	\$1,035,472,354	Other	\$0
		Bond proceeds*	\$287,370,569	Explain "Other:"		Explain "Other:"		TOTAL	\$1,035,472,354
		Interest income*	\$6,218,785					Explain "Other:"	
		Other: Petroleum Gross Receipts Tax*	\$51,161,263						
		Other: General Fund Appropriation	\$298,000,000						
		Other: Toll Authority	\$3,083,263						
		Other: Transportation Trust Fund (Cap)	\$0						
	Other: Casino Fund (Cap)	\$3,497,506							
	Other: Toll Authority (PANYNJ) (Cap)	\$211,387,889							
	TOTAL		\$1,035,472,354						
<p>*Includes funds received by NJ Transit from the State Transportation Trust Fund (TTF). In 2008, this funding was supported from the following: Bond Proceeds (54.99%); Motor Fuel Tax (23.65%); Vehicle Sales Tax (9.79%); Petroleum Gross Receipts Tax (9.79%); Toll Road Contributions (0.59%); Interest Income (1.19%)</p>				<p>*Includes planning</p> <p>Additional remarks on this program: General Fund Appropriation includes general support for NJ Transit's operating budget including rail, bus and light rail operations and administrative/operations support costs. TTF funding is restricted to certain eligible operating costs including capital maintenance, vehicle parts, Amtrak access fees and facility lease costs.</p>					

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

- Total state transit funding for FY 2008 is \$9,296,786.
- The 2008 legislature provided \$2.7 million for the Park-and-Ride Program and \$6.6 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. Two of the districts passed regional transit gross receipts tax ballot measures in seven counties in November 2008. The funds started to be generated in July 2009.

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

New Mexico 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
New Mexico Rail Runner Express Commuter Rail	\$6,600,236	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$6,600,236	Capital \$4,800,236 Operating* \$1,800,000 Other \$ TOTAL \$6,600,236 Explain "Other:" *Includes planning	Dedicated Non-ded. \$6,600,236 Other \$ TOTAL \$6,600,236 Explain "Other:" Additional remarks on this program: Provided capital and portion of operating funds for commuter rail service. www.nmrailrunner.com	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$6,600,236 TOTAL \$6,600,236 Explain "Other:" Legislatively approved NMDOT budget
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ TOTAL \$ Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$ Explain "Other:" Additional remarks on this program:	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$ Explain "Other:"
	\$2,696,550	Total from Page 1				
	\$9,296,786	TOTAL FUNDS				

New Mexico State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ New York State Transit Funding: Major Features

- Provides record level funding of \$3.015 billion in FY 2008; 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 nonfederal 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.
- In addition, pursuant to the 2005 Rebuild and Renew New York Transportation Bond Act, the state provides \$ 10.0 million annually (for systems other than the MTA) through state FY 2009–2010 to address the incremental cost associated with mainstreaming hybrid-electric buses into public fleets as well as continuing to support the implementation of Compressed Natural Gas (CNG) for those systems that have previously committed to and invested in facility/infrastructure modifications required to support CNG.
- 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.)

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

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	
Section 18b STOA Operating Assistance Program	\$29,239,130	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income General Fund	\$ \$ \$ \$ \$ \$ \$29,239,130	Capital Operating* Other TOTAL Explain "Other:"	\$ \$29,239,130 \$ \$29,239,130 Legislated	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$ \$29,239,130 \$ \$29,239,130 \$29,239,130 Explain "Other:"
	Other:		\$	*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:		\$				
	TOTAL		\$29,239,130				
Additional Upstate Operating Assistance	\$31,908,706	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income General Fund	\$ \$ \$ \$ \$ \$ \$31,908,706	Capital Operating* Other TOTAL Explain "Other:"	\$ \$31,908,706 \$ \$31,908,706 Legislated	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$ \$31,908,706 \$ \$31,908,706 \$31,908,706 Explain "Other:"
	Other:		\$	*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:		\$				
	TOTAL		\$31,908,706				
	\$61,147,836	SUBTOTAL OF FUNDS					

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

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	
MTA Student Reduced Fare Program	\$43,053,820	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income General Fund	\$ \$ \$ \$ \$ \$ \$43,053,820	Capital Operating* Other TOTAL	\$ \$43,053,820 \$ \$43,053,820	Dedicated Non-ded. Other TOTAL	\$ \$43,053,820 \$ \$43,053,820
				Explain "Other:"	Explain "Other:"	TOTAL \$43,053,820	
	Other:		\$		Legislated	Explain "Other:"	
	Other:		\$	*Includes planning			
	Other:		\$	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.			
	Other:		\$				
	Other:		\$				
	TOTAL		\$43,053,820				
Metropolitan MTOA Downstate Account	\$189,540,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL	\$ \$189,540,000 \$ \$189,540,000	Dedicated Non-ded. Other TOTAL	\$189,540,000 \$ \$ \$189,540,000
				Explain "Other:"	Explain "Other:"	TOTAL \$189,540,000	
	Other: Portion of Petroleum Business Tax		N/A		Legislated	Explain "Other:"	
	Other: Portion of corporate surcharge		N/A	*Includes planning			
	Other: 3/8% sales tax		N/A	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: Portion of long lines tax		N/A				
	Other:		\$				
	TOTAL		\$189,540,000				
	\$61,147,836	Total from Page 1					
	\$293,741,656	SUBTOTAL OF FUNDS					

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

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
Metropolitan MTOA Downstate Account	\$1,899,521,000	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 TOTAL Explain "Other:" *Includes planning	\$ \$1,899,521,000 \$ \$1,899,521,000 Explain "Other:" Legislated	Dedicated Non-ded. Other \$1,899,521,000 Explain "Other:" Legislated Explain "Other:"
<p>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.</p>						
Public Transportation System Operating Fund-Upstate Account	\$4,896,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Portion of Petroleum Business Tax Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$4,896,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$4,896,000 \$ \$4,896,000 Explain "Other:" Legislated	Dedicated Non-ded. Other \$4,896,000 Explain "Other:" Legislated Explain "Other:"
<p>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.</p>						
	\$293,741,656	Total from Page 2				
	\$2,198,158,656	SUBTOTAL OF FUNDS				

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

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	
Public Transportation System Operating Fund-Upstate Account	\$98,440,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Portion of Petroleum Business Tax Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$98,440,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$98,440,000 \$ \$98,440,000 \$98,440,000 \$98,440,000 \$98,440,000	Dedicated Non-ded. Other TOTAL Explain "Other:" Legislated 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.	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" \$ \$98,440,000 \$ \$ \$98,440,000
MTA Capital and Operating Assistance	\$618,772,000	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:	\$ \$ \$ \$ \$ \$ \$618,772,000 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$ \$618,772,000 \$618,772,000 \$618,772,000 \$618,772,000	Dedicated Non-ded. Other TOTAL Explain "Other:" Additional remarks on this program: Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service. Appropriation provided pursuant to a legislative line item in state budget.	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" \$ \$618,772,000 \$ \$ \$618,772,000
	\$2,198,158,656	Total from Page 3					
	\$2,915,370,656	SUBTOTAL OF FUNDS					

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

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
Non-MTA Capital and Operating Assistance	\$51,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income	\$ \$ \$ \$ \$ \$	Capital \$51,000,000 Operating* Other TOTAL \$51,000,000 Explain "Other:"	Dedicated \$51,000,000 Non-ded. \$ Other \$ TOTAL \$51,000,000 Explain "Other:" Legislated	Discretionary \$ Formula-based \$51,000,000 Local pass-thru \$ Other \$ TOTAL \$51,000,000 Explain "Other:"
Other: State Trust Fund			\$51,000,000			
Other:			\$			
Other:			\$			
Other:			\$			
Other:			\$			
		TOTAL	\$51,000,000	Additional remarks on this program: Dedicated share of transit allocation of trust fund for non-MTA systems. \$21.0 million is available for the state share of federally-funded capital projects (10%) for non-MTA systems. Local sponsors match the remaining non-Federal share (10%). An additional \$21.0 million funds a 100% state-supported non-MTA capital program to address needs that exceed available Federal funds. Lastly, \$10.0 million is available to address the incremental cost associated with		
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	\$ \$ \$ \$ \$ \$	Capital \$ Operating* \$29,471,000 Other \$ TOTAL \$29,471,000 Explain "Other:"	Dedicated \$29,471,000 Non-ded. \$ Other \$ TOTAL \$29,471,000 Explain "Other:" Legislated	Discretionary \$ Formula-based \$29,471,000 Local pass-thru \$ Other \$ TOTAL \$29,471,000 Explain "Other:"
Other: State Trust Fund			\$29,471,000			
Other:			\$			
Other:			\$			
Other:			\$			
Other:			\$			
		TOTAL	\$29,471,000	Additional remarks on this program: 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 legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.		
	\$2,915,370,656	Total from Page 4				
	\$2,995,841,656	TOTAL FUNDS				

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

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
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:" *Includes planning	\$ \$19,600,000 \$ \$19,600,000 \$19,600,000 Legislated	Dedicated Non-ded. Other TOTAL Explain "Other:" Legislated Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"
<p>Additional remarks on this program: Provides additional operating assistance to the MTA Commuter Railroads. Appropriation provided pursuant to a legislative line item in state budget.</p>						
			TOTAL \$19,600,000			
		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 TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"
<p>Additional remarks on this program:</p>						
		TOTAL				
	\$2,995,841,656	Total from Page 5				
	\$3,015,441,656	TOTAL FUNDS				

New York State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$4,000,000
Operating*	\$28,485,280
Other	
TOTAL	

Explain "Other:"

Operating assistance for the Staten Island Ferry

Estimated capital expenditures for ferry-related activities.

This state does not expend state funds on any ferry system.

***Includes planning**

■ North Carolina State Transit Funding: Major Features

- Total state transit funding in FY 2008 was \$73.4 million or about \$8.37 per capita.
- Reduced potential 485 tons of nitrogen oxide (NOx) emissions for work trips through transportation demand activities.
- The first light rail system began operations in Charlotte. An additional \$8.9 million in state funds were authorized to purchase additional rail cars due to service demand, resulting in NCDOT funding for construction of the project to 25 percent or \$115.6 million.
- Funding to match New Start projects reduced until an eligible project is ready to move through the federal process.
- Maintained second year increase by \$5 million for state operating assistance to counties for elderly, disabled, employment, and rural general public transportation needs.
- A fund for transportation for international trade shows became a separate transit program in FY08 and was created by reducing the Statewide Transit Development Program by \$1.2 million.

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

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

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	
Urban and Regional Maintenance Assistance	\$33,911,272	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$33,911,272 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$33,911,272 \$ \$33,911,272 \$33,911,272 \$33,911,272 \$33,911,272	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:"	\$ \$33,911,272 \$ \$ \$ \$33,911,272 \$ \$ \$ \$ \$ \$
<p>Additional remarks on this program: Formula allocation to fixed route systems to match Section 5307 eligible operating costs only. State share cannot exceed local.</p>							
Urban Bus Facilities	\$2,585,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$2,585,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$2,585,000 \$ \$ \$2,585,000 \$2,585,000 \$2,585,000 \$2,585,000	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:"	\$ \$ \$ \$2,585,000 \$ \$ \$ \$ \$ \$ \$
<p>Additional remarks on this program: 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).</p>							
\$36,496,272		SUBTOTAL OF FUNDS					

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

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
Statewide Transit Development Program	\$6,400,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$6,400,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL \$6,400,000 Explain "Other:" *Includes planning	\$ \$ \$ \$6,400,000 \$6,400,000 Explain "Other:" Additional remarks on this program: Discretionary funds used to match FTA funding apportionments, local and statewide Transportation Demand Management programs, regional transit planning activities, and demonstration projects.	Discretionary \$6,400,000 Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$6,400,000 Explain "Other:" Legislated
Elderly and Disabled Program	\$9,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$9,000,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL \$9,000,000 Explain "Other:" *Includes planning	\$9,000,000 \$ \$ \$9,000,000 \$9,000,000 Explain "Other:" Additional remarks on this program: Formula allocation to 100 counties for operation assistance only. A special budget provision provides flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.	Discretionary \$ Formula-based \$9,000,000 Local pass-thru \$ Other \$ TOTAL \$9,000,000 Explain "Other:"
	\$36,496,272	Total from Page 1				
	\$51,896,272	SUBTOTAL OF FUNDS				

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

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
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 \$ TOTAL \$3,250,000 Explain "Other:" *Includes planning	Dedicated \$3,250,000 Non-ded. \$ Other \$ TOTAL \$3,250,000 Explain "Other:" Additional remarks on this program: Capital grants to non-urbanized area transportation systems; matches FTA Section 5311 capital projects.	Discretionary Formula-based \$ Local pass-thru \$ Other \$3,250,000 TOTAL \$3,250,000 Explain "Other:"
Trade Show Transportation Facilities Program	\$1,200,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$1,200,000 \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$1,200,000 Operating* \$ Other \$ TOTAL \$1,200,000 Explain "Other:" *Includes planning	Dedicated \$1,200,000 Non-ded. \$ Other \$ TOTAL \$1,200,000 Explain "Other:" Additional remarks on this program: Provides funds for international trade show special transportation services.	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$1,200,000 Explain "Other:"
	\$51,896,272	Total from Page 2				
	\$56,346,272	SUBTOTAL OF FUNDS				

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Urban and Rural Technology Program	\$1,600,000	General sales tax	\$	Capital	\$1,600,000	Dedicated	\$1,600,000	Discretionary	\$1,600,000
		Vehicle sales tax	\$	Operating*		Non-ded.	\$	Formula-based	\$
		Gas tax	\$1,600,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,600,000	TOTAL	\$1,600,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,600,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$1,600,000						
<p>*Includes planning</p> <p>Additional remarks on this program: Project grants to urban systems to improve customer convenience and system effectiveness.</p>									
Intercity Bus Service Program	\$750,000	General sales tax	\$	Capital	\$	Dedicated	\$750,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$750,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$750,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$750,000	TOTAL	\$750,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$750,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$750,000						
	\$56,346,272	Total from Page 3							
	\$58,696,272	SUBTOTAL OF FUNDS							

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

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	
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 TOTAL Explain "Other:" *Includes planning	\$ \$ \$2,700,000 \$2,700,000 \$2,700,000 \$2,700,000 \$2,700,000 \$2,700,000 \$2,700,000 \$2,700,000 \$2,700,000	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:" Explain "Other:" Additional remarks on this program: Funding for rural transportation system administrative costs (urban area counties and human service only rural systems).	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:" Explain "Other:"
		TOTAL	\$2,700,000				
Employment Transportation First Program	\$1,500,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$1,500,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$1,500,000 \$ \$ \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	Dedicated Non-ded. Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:" 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.	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:" Explain "Other:" Explain "Other:"
		TOTAL	\$1,500,000				
	\$69,266,447	Total from Page 5					
	\$73,466,447	TOTAL FUNDS					

North Carolina State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$13,653,000
Operating*	\$34,631,000
Other	
TOTAL	\$48,284,000
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total State Transit Funding in FY 2008 was 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.)

North Dakota State Transit Funding: Program Structure and Characteristics

State Programs	FY2008	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds								
State Transit Operating/Capital/ and Planning Assistance		General sales tax	\$	Capital	\$	Dedicated	\$2,900,000	Discretionary	\$
	\$2,900,000	Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$2,900,000
		Gas tax	\$	Other	2,900,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$2,350,000	TOTAL	\$2,900,000	TOTAL	\$2,900,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,900,000
		Interest income	\$	see below		see below		Explain "Other:"	
	Other:	est. unobligated bal.	\$75,000						
	Other:	one time gen.fund dis	\$500,000						
	Other:	unbudgeted (cash flo	-\$25,000						
	Other:		\$						
Other:		\$							
		TOTAL	\$2,900,000						
<p>*Includes planning</p> <p>Additional remarks on this program: State statutory fomula 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	\$	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	\$					Explain "Other:"	
Other:			\$						
Other:			\$						
Other:			\$						
Other:			\$						
Other:			\$						
		TOTAL	\$						
	\$2,900,000	TOTAL FUNDS							

North Dakota State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ Ohio State Transit Funding: Major Features

- Although the FY 2008 state transit budget began at \$16.45 million (approximately the same as FY 2007), funds were cut six months before the end of the fiscal year.
- The final FY 2008 transit budget was \$15.8 million.
- In FY 2008, ODOT flexed \$22.9 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.
- A Bus Replacement Program was included in the FY 2008 budget bill. The Program was funded with \$5 million of CMAQ (a portion of the \$22.9 million transferred highway funds listed above).
- 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). A 0.5 percent allocation reduction is imposed for non-compliance with requirements and timeliness of.
- 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 Committee (TRAC). Appointed by the governor and the Ohio General Assembly, this program annually funds major new construction projects, including transit. Examples of projects funded are \$75M for a BRT project and several downtown transit centers.

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

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding				Discretionary	Formula-based		
Ohio Coordination Program	\$ 844,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$ 844,000
		Vehicle sales tax	\$	Operating	\$ 844,000	Non-ded.	\$ 844,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$ 844,000	TOTAL	\$ 844,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$ 844,000
		Interest income	\$					Explain "Other:"	
	Other:	General Revenue Fund	\$ 844,000						
	Other:		\$						
	Other:		\$						
	Other:		\$						
Other:		\$							
		TOTAL	\$ 844,000	Additional remarks on this program: This program provides financial assistance to assist in the coordination of transportation services among transportation providers including human service agencies, private operators, public transit, etc..					
<hr/>									
Elderly and Disabled Transit Fare Assistance Program	\$7,000,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$7,000,000
		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	\$					Explain "Other:"	
	Other:	General Revenue Fund	\$ 7,000,000						
	Other:		\$						
	Other:		\$						
	Other:		\$						
Other:		\$							
		TOTAL	\$ 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.					
	\$7,854,318	Total from Page 1							
	\$768,664	Administration costs							
	\$16,466,982	TOTAL FUNDS							
	\$650,000	FY 08 Budget Cut							
	\$15,816,982	Budget After Cut							

Ohio State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding in FY 2008 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.)

Oklahoma 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
New Starts	\$287,500	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Revenue	\$ \$ \$137,425 \$ \$ \$ \$150,075	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$287,500 \$287,500 \$287,500 \$287,500 \$287,500	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"
				Additional remarks on this program: Urban and rural new starts, including expansion of service mode by existing operators.		
		TOTAL	\$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: General Revenue	\$ \$ \$522,215 \$ \$ \$ \$570,285	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$1,092,500 \$1,092,500 \$1,092,500 \$1,092,500	Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"
				Additional remarks on this program: For all purposes		
		TOTAL	\$1,092,500			
	\$1,380,000	SUB-TOTAL				

Oklahoma 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				
Tulsa Transit	\$1,092,500	General sales tax	\$	Capital	\$	Dedicated	\$1,092,500	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:"		
		Other:	General Revenue	\$570,285						
		Other:		\$						
		Other:		\$						
		Other:		\$						
		TOTAL	\$1,092,500							
*Includes planning										
Additional remarks on this program: For all purposes.										
All other public transportation providers	\$3,277,500	General sales tax	\$	Capital	\$	Dedicated	\$3,277,500	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:"		
		Other:	Lottery	\$						
		Other:	General Revenue	\$1,710,855						
		Other:		\$						
		Other:		\$						
		TOTAL	\$3,277,500							
	\$1,380,000	Total from Page 1								
	\$5,750,000	TOTAL FUNDS								

Oklahoma State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ Oregon State Transit Funding: Major Features

- Total state transit funding decreased in FY 2008 from \$74.1 to \$35.8 million.
- The major change was the exclusion of a capital construction commuter rail project that was completed in 2007.
- 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 decreased from \$10.60 to \$9.13 per person.
- Most state revenues used for public transit programs or projects in Oregon come from sources other than the state general fund.
- 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. Cigarette tax revenue has been gradually declining.
- Of the revenues allocated from sales of Identification Cards, these revenues have decreased partly as a result of reduced sales related to implementation of Federal Real ID legislation.
- 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 legislature did not add new transit program resources during 2008. Oregon did initiate an annual legislative session starting in 2008.

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

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

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			
Oregon Passenger Rail Program	\$4,568,993	General sales tax	\$	Capital	\$	Dedicated	\$4,568,993	Discretionary	
		Vehicle sales tax	\$	Operating*	\$4,568,993	Non-ded.		Formula-based	\$
		Gas tax		Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$4,568,993	TOTAL	\$4,568,993	Other	\$4,568,993
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$4,568,993
		Interest income	\$					Explain "Other:"	
		Other: Gen. property & income tax	\$4,282,166					Legislated	
		Other: Custom Plate fees	\$120,000						
		Other: Non Hwy. use gax ta	\$166,827						
		Other:	\$						
Other:	\$								
		TOTAL	\$4,568,993						
				*Includes planning					
				Additional remarks on this program: Legislated allocation for operation, equipment, and track improvements for Oregon High Speed Rail Program through ODOT Rail Division.					
<hr/>									
Commuter Rail Program	\$0	General sales tax	\$	Capital	\$0	Dedicated	\$0	Discretionary	\$0
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$0	TOTAL	\$0	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$0
		Interest income	\$					Explain "Other:"	
		Other: Lottery	\$0					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$0						
	\$18,565,460	Total from Page 1							
	\$23,134,453	SUBTOTAL OF FUNDS							
				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.					

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

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	
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:	\$ \$ \$ \$ \$ \$ \$8,396,370 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" not restricted in use. *Includes planning	\$ \$ \$8,396,370 \$8,396,370 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$8,396,370 \$ \$ \$8,396,370 Explain "Other:" TOTAL \$8,396,370 Explain "Other:"
TOTAL \$8,396,370				Additional remarks on this program: To transit and transportation districts for transit operations and capital expenditures. Allocated eligible districts 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:	\$ \$ \$ \$ \$8,410,020 \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$8,410,020 \$ \$ \$8,410,020 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$8,410,020 \$ \$ \$8,410,020 Explain "Other:" TOTAL \$8,410,020 Explain "Other:"
TOTAL \$8,410,020				Additional remarks on this program: New legislative program to support improvements to multimodal infrastructure targeted to maximize economic benefit. \$13 million in transit projects for first biennial effort.-- \$8,410,020 reimbursed in 2008.			
	\$23,134,453	Total from Page 2					
	\$35,802,345	TOTAL FUNDS					

Oregon State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ Pennsylvania State Transit Funding: Major Features

- New state public transportation authorizing legislation, Act 44, was enacted on July 18, 2007, which significantly changed the state's methodology for determining state grants to public transportation systems. This new legislation increased state operating assistance by approximately 45 percent and overall state funding by over 35 percent compared to state funding in FY 2006–2007.
- This new state funding established the following new state programs: Section 1513 formula operating assistance, Section 1514 discretionary trust funded asset improvement assistance, Section 1517 formula capital improvement assistance, and Section 1516 discretionary programs of statewide significance. Programs of statewide significance include the following state programs: Persons With Disabilities Program, Welfare to Work Program, Community Transportation Capital and Service Stabilization Programs, Intercity Rail and Bus Programs, and Rail Safety Oversight Program.
- To fund these new programs Act 44 authorized a new state trust fund using tolls realized on the existing Pennsylvania Turnpike and anticipated new tolling on Interstate 80. The tolling of Interstate 80 has not yet been approved by FHWA. In FY 2007–2008, this new trust fund generated \$250 million for Section 1513 state operating assistance and \$50 million for Section 1514 state capital asset improvement assistance.
- In addition to the forenamed new trust fund, Act 44 authorized the transfer of 4.4 percent of state sales tax revenue to be used for public transportation. This annual hold harmless transfer provision was established to provide the previous level of annual state funding obtained from a variety of prior state funding sources such as the general fund.
- Act 44 adequately addressed the gap in operating assistance but did not fully address capital needs.

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

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

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			
Operating Assistance (Section 1513)	\$774,650,000	General sales tax	\$	Capital	\$	Dedicated	\$774,650,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$774,650,000	Non-ded.		Formula-based	\$774,650,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$774,650,000	TOTAL	\$774,650,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$774,650,000
		Interest income	\$					Explain "Other:"	
		Other: General Fund	\$330,281,000						
		Other: Trust Fund	\$250,000,000						
		Other: Lottery Fund	\$80,000,000						
		Other: PTAF	\$114,369,000						
Other:	\$								
		TOTAL	\$774,650,000	Additional remarks on this program: Allocated by legislative formula: \$759.3 million for urban \$15.3 million for rural. Eligible uses include all standard categories of operating assistance.					
<hr/>									
Capital Asset Improvement Program (Section 1514)	\$50,000,000	General sales tax		Capital	\$50,000,000	Dedicated	\$50,000,000	Discretionary	\$50,000,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$50,000,000	TOTAL	\$50,000,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$50,000,000
		Interest income	\$					Explain "Other:"	
		Other: Trust Fund	\$50,000,000						
		Other:							
		Other:							
		Other:	\$						
Other:	\$								
		TOTAL	\$50,000,000	Additional remarks on this program: Act 44 Section 1514 Capital Asset Improvement Program with discretionary funding distribution. Total funding of \$50 m includes \$28.8 m for PTAF debt service.					
		TOTAL	\$824,650,000	SUBTOTAL OF FUNDS					

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

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
Capital Improvement Program (Section 1517)	\$76,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$76,000,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$76,000,000 Operating* Other \$ TOTAL \$76,000,000 Explain "Other:" *Includes planning	Dedicated \$76,000,000 Non-ded. \$ Other TOTAL \$76,000,000 Explain "Other:" Additional remarks on this program: Act 44 Section 1517 capital assistance program with formula based distribution of funds to urban and rural transit systems. Total funding of \$76 m includes \$44.9 m for PTAF debt service.	Discretionary \$ Formula-based \$76,000,000 Local pass-thru \$ Other \$ TOTAL \$76,000,000 Explain "Other:"
Senior Citizen Shared Ride Program	\$71,277,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Lottery General Fund Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$71,277,000 \$ \$ \$ \$	Capital \$ Operating* \$71,277,000 Other TOTAL \$71,277,000 Explain "Other:" *Includes planning	Dedicated \$71,277,000 Non-ded. \$ Other TOTAL \$71,277,000 Explain "Other:" Additional remarks on this program: Total funding consists of \$71.3 m for the Shared Ride Program for Senior Citizens. The Shared Ride allocation is based on reimbursement of 85% of eligible fares for demand responsive service for seniors citizens.	Discretionary \$ Formula-based \$71,277,000 Local pass-thru \$ Other \$ TOTAL \$71,277,000 Explain "Other:"
	\$824,650,000	Total from Page 1				
	\$971,927,000	SUBTOTAL OF FUNDS				

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

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			
Discretionary Capital Assistance Program	\$143,025,000	General sales tax	\$	Capital	\$143,025,000	Dedicated	\$	Discretionary	\$143,025,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$143,025,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$143,025,000	TOTAL	\$143,025,000	Other	\$
		Bond proceeds	\$143,025,000	Explain "Other:"		Explain "Other:"		TOTAL	\$143,025,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$143,025,000	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.					
Intercity Transportation Program	\$8,543,000	General sales tax	\$	Capital	\$	Dedicated	\$8,543,000	Discretionary	\$8,543,000
		Vehicle sales tax	\$	Operating*	\$8,543,000	Non-ded.		Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$8,543,000	TOTAL	\$8,543,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$8,543,000
		Interest income	\$					Explain "Other:"	
		Other:	General Fund	\$8,543,000					
		Other:		\$					
		Other:		\$					
		Other:		\$					
		TOTAL	\$8,543,000	Additional remarks on this program: Allocated for specific projects as determined by the Department. Funds are used for operating assistance only and include \$7.1 m for the Intercity Rail Program and \$1.4 m for the Intercity Bus Program.					
	\$971,927,000	Total from Page 2							
	\$1,123,495,000	SUBTOTAL OF FUNDS							

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding						
Miscellaneous Other Programs	\$22,072,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Fund	\$ \$ \$ \$ \$ \$ \$22,072,000	Capital \$4,917,000 Operating* \$17,155,000 Other \$ TOTAL \$22,072,000 Explain "Other:" *Includes planning	Dedicated \$22,072,000 Non-ded. Other \$ TOTAL \$22,072,000 Explain "Other:"	Discretionary \$22,072,000 Formula-based Local pass-thru \$ Other \$ TOTAL \$22,072,000 Explain "Other:"		
		TOTAL	\$22,072,000	<p>Additional remarks on this program: Eligible uses include operating assistance for Persons with Disabilities (PwD) Program (\$5.4 m); consultant oversight for State Rail Transit Safety Oversight Program (\$0.4 m), operating assistance for Job Access Program (\$9.5 m), and service stabilization for Community Transportation systems (\$1.8 m). Also included is capital assistance for PwD (\$1.2 m) and Community Transportation systems (\$3.7 m).</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:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$ Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$ Explain "Other:"		
	\$1,123,495,000	Total from Page 3						
	\$1,145,567,000	TOTAL OF FUNDS						

Pennsylvania State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

Rhode Island 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			
Operating Assistance	\$32,724,644	General sales tax	\$	Capital	\$	Dedicated	\$32,724,644	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$32,724,644	Non-ded.	\$	Formula-based	\$
		Gas tax	\$32,724,644	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$32,724,644	TOTAL	\$32,724,644	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$32,724,644
		Interest income	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$32,724,644						
				*Includes planning					
				Additional remarks on this program: Allocated to RI Public Transit Authority (RIPTA) operations. Uses 7.25 cents per gallon from Motor Fuel Tax.					
Department of Elderly Affairs Program	\$7,204,796	General sales tax	\$	Capital	\$	Dedicated	\$7,204,796	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$7,204,796	Non-ded.	\$	Formula-based	\$
		Gas tax	\$4,513,744	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$7,204,796	TOTAL	\$7,204,796	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$7,204,796
		Interest income	\$					Explain "Other:"	
	Other:	General Fund Revenue	\$2,691,051						
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$7,204,796						
				*Includes planning					
				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.					
	\$39,929,440	SUBTOTAL							

Rhode Island 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			
Capital Program	\$1,025,456	General sales tax	\$	Capital	\$1,025,456	Dedicated	\$1,025,456	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,025,456	TOTAL	\$1,025,456	Other	\$
		Bond proceeds	\$ 627,280	Explain "Other:"		Explain "Other:"		TOTAL	\$1,025,456
		Interest income	\$			Legislated		Explain "Other:"	
		Other: RI Capital Fund Program	\$ 398,176					Legislated	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		TOTAL	\$1,025,456	Additional remarks on this program: Funds the 20% match of Federal funding for commuter rail projects (\$0.651 m). In addition, \$0.374 m was used for acquisition/design/construction of transit facilities. Bond proceeds include \$0.611 m from RIDOT and \$0.016 m from the RI Dept. of Administration.					
Department of Human Services	\$ 6,383,110	General sales tax	\$	Capital	\$	Dedicated	\$6,383,110	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$6,383,110	Non-ded.	\$	Formula-based	\$6,383,110
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$6,383,110	TOTAL	\$6,383,110	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$6,383,110
		Interest income	\$					Explain "Other:"	
		Other: Lottery	\$						
		Other: General Fund	\$ 6,383,110	*Includes planning					
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		TOTAL	\$ 6,383,110	Additional remarks on this program: Funds are used to purchase RIPTA bus passes for clients eligible for the State's Rite Care Program (managed care).					
	\$39,929,440	Total from Page 1							
	\$47,338,005	TOTAL FUNDS							

Rhode Island State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$114,141
Other	
TOTAL	\$114,141
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- The majority of the state transit funding budget—\$6.4 million in FY 2008—is used for matching FTA funds that are awarded in South Carolina.

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

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 TOTAL Explain "Other:" *Includes planning	\$ \$ \$ \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000	Discretionary \$1,600,000 Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$1,600,000 Explain "Other:" Additional remarks on this program: 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 TOTAL Explain "Other:" *Includes planning	\$ \$1,216,000 \$ \$1,216,000 \$1,216,000 \$1,216,000	Discretionary \$1,479,733 Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$1,479,733 Explain "Other:" Additional remarks on this program: Match for FTA 5307 funds. Can be used for capital, operating and administration expenses.
	\$2,816,000	SUBTOTAL OF FUNDS				

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 Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$2,944,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$2,944,000 \$ \$2,944,000 TOTAL \$2,944,000 Explain "Other:" Additional remarks on this program: Match for FTA 5311 funds. Can be used for capital, operating, administrative, and technical assistance/planning expenses.	Dedicated Non-ded. Other TOTAL \$2,944,000 Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL \$2,944,000 Explain "Other:"
State Mass Transit Programs	\$640,000	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:	\$ \$ \$640,000 \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$640,000 \$ \$640,000 TOTAL \$640,000 Explain "Other:" Additional remarks on this program: Funds special programs and special projects of the Mass Transit Office.	Dedicated Non-ded. Other TOTAL \$640,000 Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL \$640,000 Explain "Other:"
	\$2,816,000	Total from Page 1				
	\$6,400,000	TOTAL FUNDS				

South Carolina State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$50,000
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

South Dakota State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ **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 operated a total which exceeded 1,400 buses, trolleys, and vans to serve the mobility needs of Tennesseans and alternative means of transportation.
- TDOT transit sub-recipients received a one-time award of \$5,000,000 state funding to supplement vehicle and other capital items replacement.
- TDOT is currently developing an update of its Long-Range, Multi-Modal Transportation Plan which will include Multimodalism as a significant element.
- TDOT's Division of Multimodal Transportation Resources is currently managing a demonstration pilot project which begin in FY 2008 utilizing 5311 (f) Intercity Bus Funding. Seven sub-recipients have been chosen to participate in this effort. Both private and public contracts for services have been awarded. The program is in its early stages but indications are that ridership is increasing steadily.
- TDOT's Division of Multimodal Transportation Resources is currently designing and developing a Project Assignment Management System (PAMS) to track the progress of project spending and contract management.

(Tennessee's fiscal year is from July to June and the data included in the representative tables and comments are for the period of July 1, 2007 through June, 30, 2008)

Tennessee State Transit Funding: Program Structure and Characteristics - Page 1 of 4									
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			
Urban Capital Assistance	\$10,678,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$10,678,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital \$10,678,000 Operating* \$ Other \$ TOTAL \$10,678,000 Explain "Other:" *Includes planning	Dedicated \$10,678,000 Non-ded. \$ Other \$ TOTAL \$10,678,000 Explain "Other:" Additional remarks on this program: Match for 5307,5309 (bus, rail, rail modernization new starts), and STP/Flex Funds. Approx 10% state match.	Discretionary \$6,378,000 Formula-based \$4,300,000 Local pass-thru \$ Other \$ TOTAL \$10,678,000 Explain "Other:"			
Urban Operating Assistance	\$17,880,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$17,880,000 \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$17,880,000 Other \$ TOTAL \$17,880,000 Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$17,880,000 Other \$ TOTAL \$17,880,000 Explain "Other:" Additional remarks on this program: Match of up to 50% of non-Federal share.	Discretionary \$ Formula-based \$17,880,000 Local pass-thru \$ Other \$ TOTAL \$17,880,000 Explain "Other:"			
	\$28,558,000	SUBTOTAL OF FUNDS							

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Rural Transportation	\$8,823,000	General sales tax	\$	Capital	\$2,537,000	Dedicated	\$8,823,000	Discretionary	\$2,185,000
		Vehicle sales tax	\$	Operating*	\$6,106,000	Non-ded.	\$	Formula-based	\$6,638,000
		Gas tax	\$8,823,000	Other	180,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$8,823,000	TOTAL	\$6,638,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$8,823,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	Other:	\$							
	TOTAL	\$8,823,000							
*Includes planning									
Additional remarks on this program: Discretionary match of 5311 funds, operating assistance. Also Includes Discretionary Capital Funds									
Job Access (Rural/Urban)	\$2,264,000	General sales tax	\$	Capital	\$	Dedicated	\$2,264,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$2,264,000	Non-ded.	\$	Formula-based	\$2,264,000
		Gas tax	\$2,264,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$2,264,000	TOTAL	\$2,264,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,264,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	TOTAL	\$2,264,000							
*Includes planning									
Additional remarks on this program: Match of Federal funds for the Jobs Access Program.									
	\$28,558,000	Total from Page 1							
	\$39,645,000	SUBTOTAL OF FUNDS							

Tennessee State Transit Funding: Program Structure and Characteristics - Page 3 of 4										
State Programs	FY 2008		State Sources of Funding	Dollar Amounts	Eligible Uses by Amount		Type of Funding by Amount		Method of Distribution by Amount	
	Total Prog. Funds									
Elderly and Disabled (5310)	\$335,000		General sales tax	\$	Capital	\$335,000	Dedicated	\$335,000	Discretionary	\$335,000
			Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
			Gas tax	\$335,000	Other	\$	Other	\$	Local pass-thru	\$
			Veh reg/lic/title fees	\$	TOTAL	\$335,000	TOTAL	\$335,000	Other	\$
			Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL \$335,000	
		TN3	Interest income	\$					Explain "Other:"	
		Other:		\$						
		Other:		\$						
		Other:		\$						
		Other:		\$						
			TOTAL	\$335,000	Additional remarks on this program: State match of 10% of capital (half of non-Federal match).					
<hr/>										
MPO Statewide Planning (5303 and 5313b)	\$193,000		General sales tax	\$	Capital	\$	Dedicated	\$193,000	Discretionary	\$193,000
			Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
			Gas tax	\$193,000	Other	\$193,000	Other	\$	Local pass-thru	\$
			Veh reg/lic/title fees	\$	TOTAL	\$193,000	TOTAL	\$193,000	Other	\$
			Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL \$193,000	
			Interest income	\$	Planning				Explain "Other:"	
		Other:		\$						
		Other:		\$						
		Other:		\$						
		Other:		\$						
			TOTAL	\$193,000	Additional remarks on this program: Match of Federal funds for planning. Statewide planning 5313b used for technical assistance program.					
	\$39,645,000	Total from Page 2								
	\$40,173,000	SUBTOTAL OF FUNDS								

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Urban/Rural Training Assistance and Student Intern Program		General sales tax	\$	Capital	\$	Dedicated	\$130,000	Discretionary	\$130,000
	\$130,000	Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$130,000	Other	\$130,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$130,000	TOTAL	\$130,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$130,000
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	Other:	\$							
		TOTAL	\$130,000	*Includes planning Additional remarks on this program: Allocated for training assistance and student intern program.					
Special Projects (New Freedoms) (Program)		General sales tax	\$	Capital	\$	Dedicated	\$1,234,000	Discretionary	\$1,234,000
	\$1,234,000	Vehicle sales tax	\$	Operating*	\$1,234,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$1,234,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,234,000	TOTAL	\$1,234,000	Other	\$1,234,000
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$
		Interest income	\$					Explain "Other:"	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$	*Includes planning 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					
	\$40,173,000	Total from Page 3							
	\$41,537,000	TOTAL FUNDS							

Tennessee State Transit Funding for Ferry Systems							
Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.				Capital	\$1,104,034		
				Operating*	\$701,488		
				Other			
				TOTAL	\$1,805,522		
				Explain "Other:"			
<input type="checkbox"/> This state does not expend state funds on any ferry system.				*Includes planning			

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

- Total state transit funding levels remained at \$57.5 million for the FY 2008–2009 biennium; the same level of funding provided in the FY 2006–2007 biennium.
- Of the state funds appropriated for transit, 100 percent was allocated by formula. Of the total, 65 percent was allocated to rural and 35 percent rural to small urban. Of the 65 percent allocated to rural; 80 percent is distributed based on need and 20 percent based on performance. The rural distribution changes to 65/35 percent in FY 2010. Of the 35 percent allocated to small urban; 65 percent is distributed based on need and 35 percent based on performance. The small urban distribution changes to 50/50 percent in FY 2010.
- 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.)

Texas State Transit Funding: Program Structure and Characteristics										
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				
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 transit related expense.		From the non-constitutional and non-statutory portion of the State Highway Fund.		Explain "Other:"		
		Other: State Highway Fund	\$18,681,694	*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:	\$							
		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 transit related expense.		From the non-constitutional and non-statutory portion of the State Highway Fund.		Explain "Other:"		
		Other: State Highway Fund	\$10,059,373	*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 65% needs (population) and 35% 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:	\$							
		TOTAL	\$10,059,373							
	\$28,741,067	TOTAL FUNDS								

Texas State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	\$27,517,015
Other	
TOTAL	\$27,517,015
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Utah currently does not provide any state transit funding. All Federal matches are provided with local dollars or a percent of local option sales tax revenues.

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

Utah State Transit Funding: Program Structure and Characteristics

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	
		General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$	Other	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	TOTAL	\$
		Interest income	\$			Explain "Other:"	
	Other:		\$	*Includes planning			
	Other:		\$				
	Other:		\$	Additional remarks on this program:			
	Other:		\$				
	Other:		\$				
	Other:		\$				
		TOTAL	\$				
		NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2008.					

Utah State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$0
Operating*	\$0
Other	0
TOTAL	\$0
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- State funds in the transit operating budget in FY 2008 totaled \$5,899,044 or \$8.64 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 10 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: Major Features**

- Total state transit funding for FY 2008 was \$229 million for a per capita figure of \$29.47.
- The Commonwealth Transportation Trust Fund provides most state funding for transit in Virginia. Various taxes and fees, including general sales tax, gasoline, and motor vehicle taxes are used to support the fund. About 14.7 percent of the fund was allocated to transit in FY 2008.
- Nine localities in the Washington, D.C., metropolitan area are supported by the regional motor fuels tax. Two transportation commissions administer the programs supported by this tax.

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

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

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	
Transit Operating Assistance	\$102,293,030	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Transportation Trust Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$102,293,030 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	\$ \$102,293,030 \$ \$102,293,030 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$102,293,030 \$ \$ \$102,293,030 \$102,293,030 Explain "Other:"
TOTAL				\$102,293,030	<p>*Includes planning</p> <p>Additional remarks on this program: Allocated based on each system's operating expenses as a percentage of the statewide total. The source of fundings is Virginia's Transportation Trust Fund which is a combination of all the funding sources listed except bond proceeds.</p>		
Transit Capital Assistance	\$56,589,607	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Transportation Trust Prior FY carryover Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$53,693,548 \$2,896,059 \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:"	\$56,589,607 \$ \$ \$56,589,607 Explain "Other:"	Dedicated Non-ded. Other TOTAL Explain "Other:"	\$56,589,607 \$265,730 \$ \$56,589,607 \$56,589,607 \$56,589,607 \$56,589,607 \$
TOTAL				\$56,589,607	<p>*Includes planning</p> <p>These funds were allocated based on grant applications subject to approval by the Commonwealth Transportation.</p>		
\$158,882,637		SUBTOTAL OF FUNDS					

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

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding			Dedicated	Non-ded.	Discretionary	Formula-based	
Transit & Congestion Management Special Project Assistance		General sales tax	\$	Capital	\$	Dedicated	\$5,940,178	Discretionary	\$6,087,613
	\$6,087,613	Vehicle sales tax	\$	Operating*	\$6,087,613	Non-ded.	\$147,435	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$6,087,613	TOTAL	\$6,087,613	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$6,087,613
		Interest income	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$6,087,613	Additional remarks on this program: Discretionary grants subject to review and approval by 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.					
Northern VA Transportation Commission	\$41,566,935	General sales tax	\$	Capital	\$	Dedicated	\$32,564,774	Discretionary	\$9,002,161
		Vehicle sales tax	\$	Operating*		Non-ded.	\$9,002,161	Formula-based	\$
		Gas tax	\$41,566,935	Other	\$41,566,935	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$41,566,935	TOTAL	\$41,566,935	Other	\$32,564,774
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$41,566,935
		Interest income	\$					Explain "Other:"	
	Other:		\$						
	Other:		\$						
	Other:		\$						
	Other:		\$						
		TOTAL	\$41,566,935	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 \$9,002,161 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.					
	\$158,882,637	Total from Page 1							
	\$206,537,185	SUBTOTAL OF FUNDS							

Virginia State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

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
Rural Mobility Grants	\$8,500,000	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 TOTAL Explain "Other:" Formula funds for capital or operating. *Includes planning	Dedicated \$8,500,000 Non-ded. \$ Other \$ TOTAL \$8,500,000 Explain "Other:"	Discretionary \$4,250,000 Formula-based \$4,250,000 Local pass-thru \$ Other \$ TOTAL \$8,500,000 Explain "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	\$7,215,029	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$1,079,891 Operating* \$5,207,929 Other \$927,209 TOTAL \$7,215,029 Explain "Other:" Other funds have not been obligated *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$7,215,029 Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$7,215,029 Explain "Other:"
		TOTAL	\$7,215,029	Additional remarks on this program:		
	\$15,715,029	SUBTOTAL OF FUNDS				

Washington State Transit Funding: Program Structure and Characteristics - Page 2 of 5

State Programs	FY 2008		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding			Dedicated	Non-ded.	Discretionary	Formula-based	Local pass-thru
Paratransit and Special Needs Grants		General sales tax	\$	Capital	\$801,814	Dedicated	\$12,500,000	Discretionary	\$2,750,000
		Vehicle sales tax	\$	Operating*	\$1,948,187	Non-ded.	\$	Formula-based	\$9,750,000
		Gas tax	\$	Other	\$9,750,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$12,500,000	TOTAL	\$12,500,000	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$12,500,000
		Interest income	\$	Formula funds for capital and operating for special needs				Explain "Other:"	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
	Other:	\$							
		TOTAL	\$12,500,000	Additional remarks on this program: Competitive and formula grants for capital and operating grants for transit services provided to individuals with special needs. \$9.75 Million per year in state grant funds are distributed to 28 public transit agencies based on their expenditures for demand response services in 2007.					
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FTA 5310		General sales tax	\$	Capital	\$1,073,625	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$0	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,073,625	TOTAL	\$1,073,625	Other	\$
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,073,625
		Interest income	\$	Other funds have not been obligated				Explain "Other:"	
		Other:	\$	*Includes planning					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$1,073,625	Additional remarks on this program:					
	\$15,715,029	Total from Page 1							
	\$29,288,654	SUBTOTAL OF FUNDS							

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

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
JARC FTA 5316	\$1,264,318	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$174,528 Operating* \$1,089,790 Other TOTAL \$1,264,318 Explain "Other:" Other funds have not been obligated *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$1,264,318 Explain "Other:"	Discretionary \$ Formula-based Local pass-thru \$ Other \$ TOTAL \$1,264,318 Explain "Other:"
		TOTAL	\$1,264,318	Additional remarks on this program: Combined small urban and rural apportionments; \$701,918 and \$562,400 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 \$ TOTAL \$4,300,000 Explain "Other:" *Includes planning	Dedicated \$4,300,000 Non-ded. \$ Other \$ TOTAL \$4,300,000 Explain "Other:"	Discretionary \$4,300,000 Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$4,300,000 Explain "Other:"
		TOTAL	\$4,300,000	Additional remarks on this program: Grants to expand van pooling programs. Can be used for capital purchases of vans.		
	\$29,288,654	Total from Page 2				
	\$34,852,972	SUBTOTAL OF FUNDS				

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

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				
Commuter Trip Reduction	\$2,963,500	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*		Non-ded.	\$	Formula-based	\$	
		Gas tax	\$	Other	\$2,963,500	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$2,963,500	TOTAL	\$2,963,500	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$2,963,500	
		Interest income	\$	Other includes planning, implementation and public awareness				Explain "Other:"		
		Other:	\$	*Includes planning						
		Other:	\$	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.						
		Other:	\$							
		Other:	\$							
Other:	\$									
		TOTAL	\$2,963,500							
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Trip Reduction Performance	\$1,250,000	General sales tax	\$	Capital	\$	Dedicated	\$1,250,000	Discretionary	\$1,250,000	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	TOTAL	\$1,250,000	TOTAL	\$1,250,000	Other	\$	
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,250,000	
		Interest income	\$	Other includes planning				Explain "Other:"		
		Other:	\$	*Includes planning						
		Other:	\$	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.						
		Other:	\$							
		Other:	\$							
Other:	\$									
		TOTAL	\$1,250,000							
	\$34,852,972	Total from Page 3								
	\$39,066,472	SUBTOTAL OF FUNDS								

Washington State Transit Funding: Program Structure and Characteristics - Page 5 of 5									
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			
5317 New Freedom	\$685,433	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$470,349 Operating* \$215,084 Other TOTAL \$685,433 Explain "Other:" Other funds have not been obligated *Includes planning	Dedicated \$ Non-ded. \$ Other \$ TOTAL \$685,433 Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$685,433 Explain "Other:"			
Additional remarks on this program: Total includes small urban and rural apportionments; \$456,836 and \$228,597 respectively.									
		TOTAL	\$685,433						
		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:"			
		TOTAL							
	\$39,066,472	Total from Page 4							
	\$39,751,905	TOTAL FUNDS							

Washington State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	\$62,786,853
Operating*	\$227,058,867
Other	\$0
TOTAL	\$289,845,720
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

Definition of Ferry System

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

- Total state transit funding in FY 2008 was \$3.0 million or \$1.67 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.)

West Virginia State Transit Funding: Program Structure and Characteristics

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
Operating Assistance to Rural Transit (5311)	\$1,258,342	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Revenue Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$1,258,342 \$ \$ \$ \$ \$1,258,342	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$1,258,342 \$ \$1,258,342 \$1,258,342 \$1,258,342 \$1,258,342 \$ \$ \$ \$ \$1,258,342	Discretionary \$1,258,342 Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$1,258,342 Explain "Other:" 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.
Match for Statewide Capital Discretionary FTA 5309 Grants	\$1,765,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: General Revenue Other: Other: Other: Other: TOTAL	\$ \$ \$ \$ \$ \$ \$1,765,000 \$ \$ \$ \$ \$1,765,000	Capital \$1,765,000 Operating* \$ Other \$ TOTAL \$1,765,000 Explain "Other:" *Includes planning	\$ \$ \$1,765,000 \$1,765,000 \$1,765,000 \$1,765,000 \$1,765,000 \$ \$ \$ \$ \$1,765,000	Discretionary \$1,765,000 Formula-based \$ Local pass-thru \$ Other \$ TOTAL \$1,765,000 Explain "Other:" Additional remarks on this program: State matching funds are provided to match capital projects that are included in the statewide Section 5309 grants. Both urban and rural systems receive these matching funds.
	\$3,023,342	TOTAL FUNDS				

West Virginia State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

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

- Total state transit funding in FY 2008 was just over \$125.1 million, for a per capita funding level of about \$22.14.
- 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.)

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

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 Transit Operating Assistance	\$110,013,600	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:	\$ \$72,608,976 \$27,503,400 \$ \$ \$9,901,224 \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$110,013,600 \$ \$110,013,600 Explain "Other:" Additional remarks on this program: Based on equalized percentages of combined state and federal operating expenses within 3-tier system based on system size.	Dedicated Non-ded. Other TOTAL Explain "Other:" Discretionary Formula-based Local pass-thru Other TOTAL Explain "Other:"	\$ \$110,013,600 \$ \$110,013,600 \$110,013,600 \$336,000 \$ \$ \$ \$ \$336,000 \$336,000
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:	\$ \$ \$221,760 \$84,000 \$ \$ \$30,240 \$ \$ \$ \$ \$	Capital Operating* Other TOTAL Explain "Other:" *Includes planning	\$ \$336,000 \$ \$336,000 Explain "Other:" Additional remarks on this program: 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.	\$ \$336,000 \$ \$336,000 \$336,000 \$336,000 \$336,000 \$336,000	
	\$110,349,600	SUBTOTAL OF FUNDS					

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

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	
County		General sales tax	\$	Capital	\$	Discretionary	\$
Elderly and Disabled Program	\$12,638,900	Vehicle sales tax	\$	Operating*	\$12,638,900	Non-ded.	\$12,638,900
		Gas tax	\$8,341,674	Other	\$	Other	\$
		Veh reg/lic/title fees	\$3,159,725	TOTAL	\$12,638,900	TOTAL	\$12,638,900
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	
		Interest income	\$			TOTAL	\$12,638,900
		Other: Other fees and revenues	\$1,137,501			Explain "Other:"	
		Other:	\$	*Includes planning			
		Other:	\$				
		Other:	\$				
		Other:	\$	Additional remarks on this program: Provides aid to counties for specialized transit services to the elderly and disabled communities.			
		TOTAL	\$12,638,900				
Elderly and Disabled Capital Assistance Program	\$921,900	General sales tax	\$	Capital	\$921,900	Discretionary	\$921,900
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$921,900
		Gas tax	\$608,454	Other	\$	Other	\$
		Veh reg/lic/title fees	\$230,475	TOTAL	\$921,900	TOTAL	\$921,900
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"	
		Interest income	\$			TOTAL	\$921,900
		Other: Other fees and revenues	\$82,971			Explain "Other:"	
		Other:	\$	*Includes planning			
		Other:	\$				
		Other:	\$				
		Other:	\$	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.			
		TOTAL	\$921,900				
	\$110,349,600	Total from Page 1					
	\$123,910,400	SUBTOTAL OF FUNDS					

Wisconsin State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**

■ **Wyoming State Transit Funding: Major Features**

- Total state transit funding in FY 2008 was just under \$1.5 million.
- 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.
- 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.)

Wyoming State Transit Funding: Program Structure and Characteristics									
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			
Operating and Capital Assistance	\$1,500,000	General sales tax	\$	Capital	\$	Dedicated	\$1,500,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$1,500,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$1,500,000	TOTAL	\$1,500,000	Other	\$1,500,000
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$1,500,000
		Interest income	\$	Operating and admin		Legislated		Explain "Other:"	
		Other: Statutory funds	\$1,500,000					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		TOTAL	\$1,500,000						
*Includes planning									
Additional remarks on this program: Allocated to local transit providers to supplement and help match 5307 and 5311 public transit funding.									
Transportation Enterprise Fund	\$995,659	General sales tax	\$	Capital	\$995,659	Dedicated	\$995,659	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	TOTAL	\$995,659	TOTAL	\$995,659	Other	\$995,659
		Bond proceeds	\$	Explain "Other:"		Explain "Other:"		TOTAL	\$995,659
		Interest income	\$995,659					Explain "Other:"	
		Other:	\$					Interest from Trust Fund	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		TOTAL	\$995,659						
*Includes planning									
Additional remarks on this program: Purchase of public transit vehicles									
	\$2,495,659	TOTAL FUNDS							

Wyoming State Transit Funding for Ferry Systems

Please indicate in the boxes to the right, the TOTAL amount of STATE funds that were expended on ferry systems for capital and/or operating expenses during 2008. Please include all funds, even if they are already included under another program or programs reported in this survey. These state figures will allow us to show the total amount of state dollars that are being expended on the nation's ferry systems on a yearly basis. If your state does not expend funds on ferry systems, please check the box below. Thank you.

Capital	
Operating*	
Other	
TOTAL	
Explain "Other:"	

This state does not expend state funds on any ferry system.

***Includes planning**



AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

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