

# Survey of State Funding for Public Transportation

*2004*



Prepared by the Department of Transportation  
Bureau of Transportation Statistics

February 23, 2005

To the Reader:

The American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and the U.S. Department of Transportation Bureau of Transportation Statistics (BTS) are proud to release this joint 2004 Survey of State Funding for Public Transportation. The transportation departments in all 50 states and the District of Columbia responded to the survey.

States provided \$9.3 billion in funding for transit in Fiscal Year 2004 (FY 2004). This compares with about \$7 billion in funding provided by the Federal Transit Administration (FTA) of the U.S. Department of Transportation that same year. The \$9.3 billion in state funding for FY 2004 is more than double the \$3.7 billion provided by the states in FY 1990.

The most utilized sources of funding for transit in the states and the District of Columbia included:

- General fund 19 states
- Gas tax 15 states
- Motor vehicle/rental car sales taxes 9 states
- Bond proceeds 9 states
- Registration/title/license fees 8 states
- General sales tax 7 states

About 44 per cent of the state funding for transit in FY 2004 was designated for operating assistance only, about 17 per cent was for capital purposes only, and the remaining nearly 37 per cent could be used for capital or operating purposes.

This survey of the transportation departments in the 50 states and the District of Columbia was distributed and compiled by the U.S. DOT Bureau of Transportation Statistics. We would like to thank June Jones, Lori Putman, and Tom Bolle of the BTS staff for their efforts that led to the development of this report. We would also like to thank the State DOT officials who responded to this survey. This information will be useful to officials at all levels of government involved with transit funding.

Question about the report should be directed to one of the following individuals:

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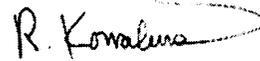
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The report is available on the AASHTO web site at [www.transportation.org](http://www.transportation.org).

Sincerely,

  
John Horsley  
Executive Director  
AASHTO

  
William W. Millar  
President  
APTA

  
Rick Kowalewski  
Deputy Director  
BTS

# Characteristics of State Funding for Public Transportation--2004

The following report provides a summary of state transit funding for the 50 states and the District of Columbia. Information includes funding sources and amounts, programs, eligible uses and allocation, and per capital state transit funding. The report also includes an overview of the results of transit-related state and local ballot initiatives held in 2004. The report was prepared by the Bureau of Transportation Statistics, Office of Survey Programs.

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# 1.0 Introduction

## ■ Background

This report is the 24<sup>th</sup> compilation of information on state funding of public transportation. The 2004 report 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 Survey Programs.

## ■ Summary Observations

A review of state funding levels over the intervals displayed in Table 1.1 shows that, compared to 1990, the total amount of funds currently programmed for public transit has more than doubled (up \$5.6 billion). In fact, of the 49 states who reported funding in both 1990 and 2004, 40 had increased funding levels ranging from \$312,000 (Idaho) to \$1.2 billion (California).

Compared to 2000, funding levels in 2004 increased a total of \$1.8 billion. In addition, of the 45 states who reported data in 2000, 27 increased funds in 2004. Six states showed no change in funding levels (five of these six provide no transit funding) and 12 states showed a decline in funding ranging from \$40,000 (Nebraska) to \$1.15 million (New York).

- Five of seven states that provided no funding for transit in 1990 (Missouri, North Dakota, Wyoming, South Dakota, and Idaho) reported a total of \$12.78 million allotted for transit in 2004.
- Three of eight states that provided no funding for transit in 2000 (Arkansas, New Mexico, New Hampshire) reported a total of \$5.4 million allotted for transit in 2004.
- Compared to 1990, seven states (North Carolina, Mississippi, Kansas, Washington, California, Oklahoma, and Delaware) increased funding levels ranging from 10 times to 26 times their 1990 level while Arizona's 2004 funding level was 52 times the funds allotted in 1990.
- Compared to 2000, nine states (Mississippi, Montana, North Carolina, Maryland, Minnesota, South Dakota, Idaho, Oregon, and Delaware) increased their funds from 2 times to 7 times their 2000 level while Arizona's 2004 funding level was 61 times the funds allotted in 2000.

Data displayed in Table 1.2 show that state funding for transit has exceeded federal funding levels for each year contained in the table.

**Table 1.1 State Funding of Public Transit-1990, 1995, 2000, 2003, 2004**

State	1990	1995	2000	2003	2004
Alabama	\$453,600	\$0	\$0	\$0	\$0
Alaska	\$1,128,607	\$0	\$0	\$0	\$0
Arizona	\$382,961	\$445,000	\$329,096	\$13,768,000	\$20,068,000
Arkansas	\$400,000	\$331,900	\$0	\$2,800,000	\$2,800,000
California	\$113,579,750	\$340,162,248	\$1,344,778,819	\$1,294,100,000	\$1,317,933,858
Colorado	\$0	\$0	\$0	\$0	\$0
Connecticut	\$87,614,575	\$113,241,041	\$163,266,135	\$186,100,000	\$200,167,000
Delaware	\$7,406,200	NR	\$35,685,145	\$74,600,000	\$72,000,000
District of Columbia	\$115,007,775	\$123,051,000	NR	\$198,038,000	\$208,252,896
Florida	\$23,214,100	\$89,510,720	\$92,724,263	\$93,500,000	\$96,504,077
Georgia	\$1,295,589	\$1,892,582	\$306,393,067	\$5,232,669	\$4,858,257
Hawaii	\$350,000	\$0	\$0	\$0	\$0
Idaho	\$0	\$0	\$136,000	\$312,000	\$312,000
Illinois	\$266,813,600	\$264,992,700	\$467,622,300	\$754,000,000	\$778,700,000
Indiana	\$16,623,895	NR	\$29,201,270	\$34,800,000	\$36,200,751
Iowa	\$5,367,893	\$7,464,513	\$10,411,432	\$9,500,000	\$8,600,000
Kansas	\$390,000	\$1,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Kentucky	\$468,098	\$612,196	NR	\$1,400,000	\$1,400,000
Louisiana	\$3,000,000	NR	NR	\$4,962,500	\$4,962,500
Maine	\$1,949,042	\$392,000	\$420,000	\$2,250,000	\$505,000
Maryland	\$271,066,348	\$349,848,000	\$273,843,580	\$763,500,000	\$789,511,418
Massachusetts	\$357,508,623	\$531,895,787	\$771,356,465	\$1,165,492,492	\$1,291,363,175
Michigan	\$132,816,959	\$124,400,599	\$187,197,690	\$207,800,000	\$209,652,400
Minnesota	\$38,071,015	\$47,988,633	\$80,289,455	\$229,200,000	\$214,255,000
Mississippi	\$32,040	0	\$115,185	\$0	\$800,000
Missouri	\$0	\$1,495,000	\$17,029,357	\$6,600,000	\$6,600,000
Montana	\$71,250	\$75,000	\$75,000	\$390,000	\$390,000
Nebraska	\$1,500,000	\$1,529,843	\$1,539,135	\$1,600,000	\$1,500,000
Nevada	\$320,000	\$437,748	NR	\$325,000	\$125,000
New Hampshire	\$1,166,756	\$12,208	\$0	\$200,000	\$225,000
New Jersey	\$235,225,000	\$458,704,000	\$509,237,000	\$812,900,000	\$837,476,000
New Mexico	\$0	NR	\$0	\$0	\$2,402,000
New York	\$1,422,752,000 <sup>1</sup>	\$1,356,600,000	\$1,926,571,085	\$1,763,200,000	\$1,811,372,000
North Carolina	\$5,934,875	\$22,138,279	\$38,246,921	\$91,700,000	\$154,680,000
North Dakota	\$0	\$761,329	\$1,665,933	\$1,620,000	\$1,545,700
Ohio	\$32,350,882	\$29,232,523	\$42,348,466	\$20,700,000	\$18,100,000
Oklahoma	\$259,042	\$951,497	\$3,530,125	\$2,750,000	\$2,750,000
Oregon	\$6,933,258	\$44,689,000	\$15,553,262	\$30,910,000	\$31,444,655
Pennsylvania	\$425,666,677	\$628,400,000	\$731,800,000	\$823,800,000	\$785,151,000
Rhode Island	\$15,253,694	\$19,121,259	\$36,822,442	\$37,442,000	\$36,839,916
South Carolina	NR	\$4,140,384	\$4,234,189	\$6,000,000	\$5,864,000
South Dakota	\$0	\$300,000	\$397,061	\$923,000	\$996,000
Tennessee	\$9,860,000	\$12,458,000	\$22,291,000	\$30,400,000	\$38,532,100
Texas	\$8,831,085	\$17,200,000	\$27,945,051	\$25,700,000	\$27,741,068
Utah	NR	\$139,929	\$0	\$0	\$0
Vermont	\$668,644	\$860,917	NR	\$5,300,000	\$6,103,254
Virginia	\$73,555,000	\$78,248,186	\$163,959,344	\$131,500,000	\$140,100,000
Washington	\$2,220,900	\$6,434,900	\$84,455,509	\$39,900,000	\$29,150,000
West Virginia	\$1,261,903 <sup>2</sup>	\$1,537,898	\$1,395,489	\$2,200,000	\$2,294,162
Wisconsin	\$53,439,491	\$77,321,415	\$100,448,100	\$108,900,000	\$109,077,870
Wyoming	\$0	\$976,736	NR	\$1,500,000	\$2,466,127
<b>TOTALS</b>	<b>\$3,742,211,127</b>	<b>\$4,760,994,970</b>	<b>\$7,499,314,371</b>	<b>\$8,993,815,661</b>	<b>\$9,317,772,184</b>

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

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

**Table 1.2 Federal and State Funding for Public Transit-1995, 2000, 2003, 2004**

State	1995		2000		2003		2004	
	Federal	State	Federal	State	Federal	State	Federal	State
Alabama	\$16,902,560	\$0	\$49,114,988	\$0	\$55,708,644	\$0	\$58,794,397	\$0
Alaska	\$4,841,362	\$0	\$40,378,506	\$0	\$35,037,287	\$0	\$35,920,706	\$0
Arizona	\$41,261,418	\$445,000	\$14,709,692	\$329,096	\$21,234,890	\$13,768,000	\$88,099,376	\$20,068,000
Arkansas	\$8,488,925	\$331,900	\$48,283,188	\$0	\$83,400,160	\$2,800,000	\$23,171,920	\$2,800,000
California	\$649,601,617	\$340,162,248	\$803,945,774	\$1,344,778,819	\$1,037,264,991	\$1,294,100,000	\$1,037,401,691	\$1,317,933,858
Colorado	\$29,280,952	\$0	\$88,173,455	\$0	\$134,970,569	\$0	\$147,646,808	\$0
Connecticut	\$72,346,978	\$113,241,041	\$97,120,786	\$163,266,135	\$122,623,117	\$186,100,000	\$109,264,928	\$200,167,000
Delaware	\$11,593,982	NR	\$11,081,572	\$35,685,145	\$13,453,444	\$74,600,000	\$12,441,287	\$72,000,000
District of Columbia	\$170,047,436	\$123,051,000	\$81,882,945	NR	\$131,259,551	\$198,038,000	\$128,847,789	\$208,252,896
Florida	\$149,531,205	\$89,510,720	\$200,817,015	\$92,724,263	\$268,672,898	\$93,500,000	\$240,395,738	\$96,504,077
Georgia	\$83,000,868	\$1,892,582	\$142,249,540	\$306,393,067	\$133,442,986	\$5,232,669	\$140,657,420	\$4,858,257
Hawaii	\$22,001,003	\$0	\$35,239,372	\$0	\$50,469,727	\$0	\$45,869,305	\$0
Idaho	\$4,025,973	\$0	\$5,082,659	\$136,000	\$10,838,325	\$312,000	\$12,238,642	\$312,000
Illinois	\$294,583,255	\$264,992,700	\$360,527,833	\$467,622,300	\$486,077,907	\$754,000,000	\$521,857,685	\$778,700,000
Indiana	\$37,208,727	NR	\$62,917,864	\$29,201,270	\$64,977,046	\$34,800,000	\$64,321,645	\$36,200,751
Iowa	\$21,846,970	\$7,464,513	\$26,916,964	\$10,411,432	\$34,023,988	\$9,500,000	\$31,214,916	\$8,600,000
Kansas	\$10,962,945	\$1,000,000	\$20,870,702	\$6,000,000	\$24,439,584	\$6,000,000	\$24,055,536	\$6,000,000
Kentucky	\$19,134,537	\$612,196	\$31,125,153	NR	\$49,395,998	\$1,400,000	\$45,574,381	\$1,400,000
Louisiana	\$48,047,184	NR	\$42,131,522	NR	\$73,200,208	\$4,962,500	\$71,662,878	\$4,962,500
Maine	\$7,318,204	\$392,000	\$5,557,356	\$420,000	\$8,988,625	\$2,250,000	\$11,957,589	\$505,000
Maryland	\$198,965,485	\$349,848,000	\$123,984,265	\$273,843,580	\$204,507,123	\$763,500,000	\$224,255,699	\$789,511,418
Massachusetts	\$166,754,794	\$531,895,787	\$246,495,785	\$771,356,465	\$221,430,134	\$1,165,492,492	\$221,649,018	\$1,291,363,175
Michigan	\$85,840,495	\$124,400,599	\$100,549,339	\$187,197,690	\$108,026,968	\$207,800,000	\$118,174,988	\$209,652,400
Minnesota	\$39,476,237	\$47,988,633	\$106,819,233	\$80,289,455	\$143,169,667	\$229,200,000	\$147,726,131	\$214,255,000
Mississippi	\$8,142,041	0	\$14,673,609	\$115,185	\$15,681,001	\$0	\$18,810,488	\$800,000
Missouri	\$53,018,181	\$1,495,000	\$107,250,001	\$17,029,357	\$78,173,441	\$6,600,000	\$75,006,601	\$6,600,000
Montana	\$3,221,003	\$75,000	\$4,654,640	\$75,000	\$6,837,809	\$390,000	\$7,596,180	\$390,000
Nebraska	\$8,824,208	\$1,529,843	\$11,222,741	\$1,539,135	\$14,056,687	\$1,600,000	\$15,315,513	\$1,500,000
Nevada	\$18,357,309	\$437,748	\$28,973,132	NR	\$46,687,529	\$325,000	\$54,213,260	\$125,000
New Hampshire	\$4,268,315	\$12,208	\$9,587,773	\$0	\$11,020,834	\$200,000	\$11,656,472	\$225,000
New Jersey	\$331,862,771	\$458,704,000	\$383,154,150	\$509,237,000	\$474,826,119	\$812,900,000	\$463,099,574	\$837,476,000
New Mexico	\$12,426,863	NR	\$29,447,445	\$0	\$14,892,639	\$0	\$15,623,296	\$2,402,000
New York	\$787,777,442	\$1,356,600,000	\$844,551,502	\$1,926,571,085	\$983,801,302	\$1,763,200,000	\$1,046,621,803	\$1,811,372,000
North Carolina	\$43,670,248	\$22,138,279	\$55,259,602	\$38,246,921	\$85,073,110	\$91,700,000	\$87,400,560	\$154,680,000
North Dakota	\$2,908,485	\$761,329	\$4,615,183	\$1,665,933	\$7,679,247	\$1,620,000	\$8,228,462	\$1,545,700
Ohio	\$118,313,658	\$29,232,523	\$132,460,261	\$42,348,466	\$145,216,794	\$20,700,000	\$146,280,368	\$18,100,000
Oklahoma	\$12,593,429	\$951,497	\$20,282,810	\$3,530,125	\$37,458,144	\$2,750,000	\$53,549,060	\$2,750,000
Oregon	\$127,700,494	\$44,689,000	\$52,338,618	\$15,553,262	\$125,933,795	\$30,910,000	\$135,017,165	\$31,444,655
Pennsylvania	\$262,501,789	\$628,400,000	\$297,215,171	\$731,800,000	\$348,230,994	\$823,800,000	\$376,185,832	\$785,151,000
Rhode Island	\$16,335,161	\$19,121,259	\$15,620,075	\$36,822,442	\$22,410,313	\$37,442,000	\$18,988,300	\$36,839,916
South Carolina	\$13,171,783	\$4,140,384	\$29,052,501	\$4,234,189	\$34,344,175	\$6,000,000	\$32,367,733	\$5,864,000
South Dakota	\$3,776,343	\$300,000	\$4,746,558	\$397,061	\$5,484,118	\$923,000	\$8,926,245	\$996,000
Tennessee	\$37,004,538	\$12,458,000	\$38,010,482	\$22,291,000	\$76,939,883	\$30,400,000	\$68,834,316	\$38,532,100
Texas	\$195,305,908	\$17,200,000	\$296,982,717	\$27,945,051	\$330,035,078	\$25,700,000	\$295,273,079	\$27,741,068
Utah	\$25,773,288	\$139,929	\$80,950,767	\$0	\$120,077,517	\$0	\$80,072,753	\$0
Vermont	\$3,324,851	\$860,917	\$7,899,831	NR	\$9,694,425	\$5,300,000	\$8,936,588	\$6,103,254
Virginia	\$45,222,167	\$78,248,186	\$104,760,752	\$163,959,344	\$121,165,641	\$131,500,000	\$112,508,383	\$140,100,000
Washington	\$76,207,278	\$6,434,900	\$149,744,731	\$84,455,509	\$193,723,591	\$39,900,000	\$229,073,327	\$29,150,000
West Virginia	\$9,377,226	\$1,537,898	\$29,773,943	\$1,395,489	\$19,689,552	\$2,200,000	\$14,427,199	\$2,294,162
Wisconsin	\$54,763,914	\$77,321,415	\$65,748,459	\$100,448,100	\$71,247,923	\$108,900,000	\$69,340,585	\$109,077,870
Wyoming	\$1,835,208	\$976,736	\$2,307,708	NR	\$5,447,663	\$1,500,000	\$4,935,641	\$2,466,127
<b>TOTALS</b>	<b>\$4,470,747,013</b>	<b>\$4,760,994,970</b>	<b>\$5,567,260,670</b>	<b>\$7,499,314,371</b>	<b>\$6,922,443,161</b>	<b>\$8,993,815,661</b>	<b>\$7,021,489,256</b>	<b>\$9,317,772,184</b>

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

## ■ Methodology

### Initial Round: Request for Updated Funding Information

On November 15, 2004 an introductory letter that explained the information-gathering effort for FY 2004, along with a copy of the information submitted by each state during the 2003 survey, was sent by FedEx to all 50 states and the District of Columbia. States were asked to update the information provided during the 2003 effort and return the corrected sheets by Federal Express.

About one week after the initial mailing of survey packets, each state was contacted by phone to ensure that they had received the packet. Several states required duplicate mailings as the packets had not been received. Beginning the week of December 6, 2004, all states who had not yet responded to the survey were contacted by phone. A few states required additional mailing of survey materials. By mid December, approximately 75% of the states had responded to the survey and phone contacts with the remaining states continued. By January 12, 2005 all states had submitted 2004 transit funding information. By February 2, 2005 all states had approved the reporting accuracy of the data each state submitted for publication in the Survey of State Funding for Public Transportation draft report. A draft report of results was submitted to AASHTO on February 3, 2005. The final report was published by AASHTO in March 2005.

The following basic information was solicited from each state:

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

## ■ **Report Contents and Organization**

The bulk of this report presents major details of current funding programs in FY 2004 for each state using the identical two-page diagram and bullet point format developed in 2002. The summary highlights are presented on two levels based on data availability for different respondents. Historical comparisons across factors such as total funding, per capita funding, eligible uses of funds, fund sources, and allocation mechanisms are also presented. In addition to the state funding summaries, this report also contains profiles of transit-related ballot initiatives from 2004, tracking results at the state and local level.

This report is organized into four sections. Following this introductory section, Section 2.0 contains state transit program details for all states. Section 3.0 presents summary highlights from the information reported for all 50 states and the District of Columbia. Section 4.0 presents a summary of recent state and local ballot initiatives dealing with funding for transit. The report also includes a contact list for representatives from each state who were involved in providing funding information.



## 2.0 State Transit Program Details

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**NOTE: Per capita costs for each state were calculated using the US Census State Population Data (NST-EST2004-01) for July 1, 2004, which was released in December 2004.**

**Alabama State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2004.</b></p>		

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

The state does not provide funding for transit.

**Alaska State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
			<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td></td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating		Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based		Legislated		Dedicated		Other		Specify:		
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Dedicated																											
Other																											
Specify:																											
			<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2004.</b></p>																								

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

The state does not provide funding for transit.

**Arizona State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
STP Flexible Funds	Capital Assistance	\$6,500,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	ADOT distributes STP flexible funds to rural and urban transit providers. Fund expenditures subject to ADOT approval.
State General Fund	Planning	\$68,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify: Salaries/FTA match	Can be used by transit providers to match federal 5313 funds.
Local Transportation Assistance Fund II (LTAIF II)	Operating, Capital, and Planning	\$13,500,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Any transit purpose that includes public transportation, special needs, dial-a-ride, etc. Distributed only to cities, towns, and counties.
<b>Total</b>		<b>\$20,068,000</b>			

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

- State transit funding for FY 2004 totaled slightly more than \$20 million—an increase of \$6 million. The increase was due primarily to the Local Transportation Assistance Fund II, which will distribute \$13.5 million this year.

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

**Arkansas State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Rental Car Tax (\$2.85 million)	Urban systems	\$1,100,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Capital match and operating assistance for urban systems.
	Capital	<input type="checkbox"/>																									
	Operating	<input type="checkbox"/>																									
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
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Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
Rural systems	\$800,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Capital match and operating assistance for rural systems.	
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
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Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
5310 Capital Grants	\$900,000	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Capital grants for 5310 elderly and disabled programs	
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$2,800,000</b>																									

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

- Total state transit funding in FY 2004 was \$2.8 million, or about \$1.03 per capita.
- Transit funding comes from a dedicated source generated by a tax on rental cars. This funding began in FY 2002 and remained constant in FY 2004.
- 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.)

**California State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
1/4 cent of 7.25% retail sales tax	Local Transportation Fund	\$1,200,042,239	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Collected by state-returned to county of origin. Apportioned by population within counties. Supports local transit.
	State Transit Assistance Fund	\$104,439,432	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to operators by regional planning agencies based on population, prior year fares and local revenues. Supports local transit.
Public Transportation Account (Gas & Diesel Sales Tax)		\$2,850,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to support operation of water-borne ferry services in the Bay Area.
Traffic Congestion Relief Fund	Traffic Congestion Relief Program	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Eligible capital projects identified in the Governor's FY 2000-2001 budget to ease congestion and enhance connectivity between modes.
State Highway Account (Fuel Users Tax and Weight Fees)	State Transportation Improvement Program	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Of the amount available for programming, 75% is allocated to counties by population and 25% is retained by the State for interregional improvements.
Clean Air and Transportation Improvement Act (Bond Funds)	Proposition 116 Program	\$10,602,187	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary grants to local transportation agencies and jurisdictions for rail and fixed guide way projects. Project approval by California Transportation Commission.
<b>TOTAL</b>		<b>\$1,317,933,858</b>			

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

- Total state transit funding remained fairly constant from FY 2002-03 to FY 2003-04 (approximately \$1.3 billion), translating to approximately \$37 in per capita funding.
- The State of California has experienced significant revenue reductions pursuant to the nationwide recession. Most notably, funding for transit projects programmed in the Traffic Congestion Relief Program and in the State Transportation Improvement Program was transferred to other critical and essential State functions.
- State funding supports the full spectrum of transit needs – capital, operations and planning.
- The primary source of state transit funding continues to be revenues from the  $\frac{1}{4}$  cent of the 7- $\frac{1}{4}$  percent retail sales tax flowing through the “Local Transportation Fund” established by the Transportation Development Act (TDA). Revenues are collected by the State and returned to each county according to the amount that was collected in that county (as a result, they are often characterized as “local” rather than state funds).
- State funding from gasoline and diesel sales taxes also flow to transit through the “State Transit Assistance Fund/Public Transportation Account.”
- The current state transit program structure represents a consolidation and simplification of accounts and programs that support transit.

(California’s 2004 fiscal year is July 1, 2003 to June 30, 2004)

**Colorado State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2004.</b>		

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

- Transit projects are funded solely with federal and local dollars.
- A transportation funding bill was passed during the 2002 legislative session that will provide state funding for future transit-related purposes. The bill sets aside 10 percent of certain general fund transportation funds for strategic, transit-related purposes. These funds are derived by formula from excess state sales tax revenues. It is the responsibility of CDOT to define what constitutes “transit-related purposes” and the process for allocating funding. Because of the recent economic downturn, it is anticipated that excess tax revenues will not be available until at least 2007.

(Colorado’s fiscal year is July to June)



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

- Total state transit funding increased from \$186.1 million in FY 2003 to \$200.1 million in FY 2004. This translates to a rise in per capita state funding from \$53.4 to \$57.13.
- The state funds virtually all transit in Connecticut. Minimal financial support for transit is provided by local governments, mostly for localized paratransit services.
- State operating support for bus services is provided on a deficit basis, driven by historic shares but subject to funding limitations in the state's biennial budget. The bus transit capital funding process involves pooling state and federally apportioned funds. Annual capital funding commitments are then determined through collaboration between the state and local transit districts.
- The state, through contractual arrangements, operates services in eight service areas under the title of CT Transit. CT Transit services account for approximately 70 percent of transit services and 80 percent of transit ridership statewide.
- Connecticut DOT, through its Office of Transit and Ridesharing, administers a growing number of programs on a statewide basis, including ridesharing and jobs access.
- A recent bus transit governance, management, and finance study explored directions for fundamentally altering current governance, management, and financing practices for transit.

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

**Delaware State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
<b>State Transit Fund</b> Bridge Tolls Gas Tax Vehicle Registration Fees	Rail Service Paratransit Fixed Route	\$51,900,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Operating expenditures on state-wide public transit system. Approved by State Legislature
	Capital Program	\$20,100,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Includes: 9.6% on rail preservation and enhancement 26.9% on vehicle replacement and expansion amenities 63.5% on facility preservation, enhancement, and expansion
<b>Total</b>		<b>\$72,000,000</b>			

NOTE: On capital side, state match to Federal funding is included above.  
 Total capital budget was \$31.1 million.

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

- Total state transit funding decreased from \$74.6 million in FY 2003 to \$72.0 million in FY 2004. This translates to a drop in per capita state funding from approximately \$91 to \$86.7.
- All public transit services are provided by the Delaware Transit Corporation, a division of the Delaware DOT.
- All services and programs are primarily funded through a single state trust fund, whose sources are bridge tolls, a portion of the gas tax, and vehicle registration fees. Additional revenue sources include passenger revenue and federal subsidy and grants.
- State funding provides 76 percent of the operating costs of the Delaware Transit Corporation.

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

**District of Columbia Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Revenue Funds	Operating Subsidy to WMATA	\$162,601,612	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Includes \$97.95 million allocated to Metrobus, \$54.31 million to Metrorail, and \$10.3 million to debt service.
	School Transit Subsidy to WMATA	\$4,324,936	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	The DC Omnibus Budget Support Act of 1995 authorizes the payment of 50% of the base fare as subsidy for the transportation of District students to and from school and related activities.
	Section 5303 Metropolitan Transit Planning Program	\$30,715	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	DC matching financial assistance to the Metropolitan Planning Organization.
	Section 5313(b) Statewide Transit Planning Program	\$16,573	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	DC matching financial assistance for statewide transit planning activities.
State Bonds Funding	Capital Subsidy to WMATA	\$41,279,060	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	WMATA Capital Program.
<b>Total</b>		<b>\$208,252,896</b>			

NOTE: WMATA = Washington Metropolitan Area Transit Authority

## ■ District of Columbia Transit Funding: Major Features

- Total District funding for transit in FY 2004 was approximately \$208 million or about \$376 per capita. The bulk of these funds are dedicated to operating and capital subsidies for the Washington Metropolitan Area Transit Authority (WMATA).<sup>1</sup>
- The District of Columbia uniquely acts as both a state and local funding source.

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

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

**Florida State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
<p><b>Florida Transportation Trust Fund</b>--15% minimum for public transportation*</p> <p>Fuel Taxes \$1,467 million</p> <p>License Fees \$439 million</p> <p>Initial Registration Fees-\$95 million</p> <p>Title Fees \$99 million</p> <p>Rental Car Surcharge-\$100 million</p>	*State Transit Block Grant	\$66,199,997	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	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. Includes 15% to counties for social service thru Comm. for Transportation of Disadvantaged.
	Public Transit Service Development Program	\$4,693,049	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for 2-3 year demonstration projects (local and state) for operations, maintenance, marketing, and technology.
	Transit Corridor Program	\$7,619,165	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for capital or operating in state-designated corridors.
	Commuter Assistance Program	\$4,467,891	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for TMA and ride-sharing support for up to 1/2 TMA operating costs.
	Park and Ride Program	\$1,101,122	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Project grants.
	Section 5311	\$1,758,211	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	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.
	Section 5310		<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Section 5311(f) Match		<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Urban Transit Capital	\$10,664,642	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for up to 1/2 non-Federal share of capital, reserved as match to FTA New Starts Project. \$1.4 million set aside for rural transit capital needs, administered by Comm. For Transportation of Disadvantaged at up to 90% state share.
		<b>TOTAL</b>	<b>\$96,504,077</b>		

\*Includes aviation, rail, transit seaports, and intermodal. Transit share is approximately 4%.

NOTE:  
TMA=Transportation Management Agency

\* Block Grant Formula based on 1/3 population, 1/3 ridership, 1/3 revenue miles.

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

- Total state transit funding increased from \$93.5 million in FY 2003 to \$96.5 million in FY 2004 for a per capita cost of \$5.55.
- State funding supports the full spectrum of transit needs—capital, operations, and planning.
- Urban transit capital program funds are now being reserved for use as match to FTA New Start Projects in Florida.
- 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 4% of state transportation expenditures.
- Florida requires the Department of Transportation to match FTA Section 5311(f) Intercity Bus Funds on a dollar for dollar basis.

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

**Georgia State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State General Funds	Urban Capital Program	\$4,464,783	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports 1/2 non-Federal share (10%) of priority capital projects in urbanized areas as a "continuation" or baseline budget, based on TIPs. Funds allocated directly by Federal formula. Excess allocated by state formula based on ridership, fare box recovery, revenue vehicle miles, and trips per capita.
	Rural Capital Program	\$215,355	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports 1/2 non-Federal share (10%) of priority capital projects in 86 small urban and rural areas as a "continuation" or baseline budget, based on a rural TIP.
	Enhancement Budget	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Planning Support	\$178,119	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports MPO planning in 14 MPOs with a minimum allocation and additional amounts to TMAs, negotiated with MPOs intermittently; balances allocated at DOT's discretion.
	Intercity Bus Program	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify: Federal and private funds	Federal and private funds (no state funds) support marketing, signage, and vehicle purchases.
<b>TOTAL</b>		<b>\$4,858,257</b>			

## ■ Georgia State Transit Funding: Major Features

- Total state transit funding in FY 2004 was about \$4.8 million, or \$0.55 per capita.
- The majority of the state transit funding budget comes from two sources: the Section 5307 Urbanized Area Formula Program (\$4.8 million) and from a special “enhancement” request made of the state legislature by Georgia DOT which was not funded in 2004.
- The state provides capital and planning funds, but no transit operating support.
- State funding for the Metropolitan Atlanta Rapid Transit Authority (MARTA) is included within the urban capital program.
- All rural providers are local or county governments, some of whom contract with other providers for service. Georgia DOT representatives assist rural areas in service planning and capital budgeting.
- Through the Georgia Transit Association (GTA), transit agencies are currently developing proposals for alternative transportation revenue sources for capital and operating assistance.

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

**Hawaii State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
			<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td></td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating		Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based		Legislated		Dedicated		Other		Specify:		
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**HAWAII HAS NO CONTINUOUS SOURCE OF STATE FUNDING FOR TRANSIT.**

## ■ **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.

**Idaho State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Miscellaneous Revenue	Non-urbanized and Seniors and Persons with Disabilities	\$312,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary allocation for vehicle purchase. First, Federal funds are allocated by formula, state funds are used to complete 80% of vehicle costs, then local dollars provide a 20% match.
<b>Total</b>					<b>\$312,000</b>

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

- Total state transit funding in FY 2004 was \$312,000 or \$0.22 per capita.
- State transit funds are taken entirely from Idaho Transportation Department's miscellaneous revenues. Gas tax funds are restricted to road spending by the state constitution, and the legislature has not allowed general fund monies to be appropriated for transit.
- Local matches are generally funded by property taxes or donations.

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

**Illinois State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Revenue Funds (GRF)	Operating Assistance Program	\$422,700,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Northeast Illinois (RTA system) receives General Revenue Funds equal to 25% of the RTA sales tax collected in northeast Illinois. The Metro-East system in southwest Illinois receives GRF equal to 80% of 2/32 of the sales tax collected in the region. Other eligible downstate areas receive GRF equal to 80% of 2/32 of the sales tax collected in those areas up to 55% of their operating budget in FY 2004.
	Capital Assistance Program		<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
State Bonds (\$96 million)	Strategic Capital Improvement Program Bonds (\$260 million) General Revenue (\$0 dollars)	\$356,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	For the Strategic Capital Improvement Program, the RTA is authorized to sell bonds for state-approved transit projects. The RTA receives General Revenue Funds equal to the debt service on those bonds. Downstate capital assistance is discretionary and determined through the legislative process.
Strategic Capital Improvement Program Bonds (\$260 million)			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
General Revenue (\$0 dollars)			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
<b>Total</b>		<b>\$778,700,000</b>			

NOTE: RTA = Regional Transit Authority

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

- Total state transit funding in FY 2004 is \$778.7 million or \$61.25 per capita.
- Operating assistance is funded from general revenue funds and includes a fare reimbursement program, debt service on capital bonds, and general operating assistance. Systems can receive operating assistance for providing reduced fare to the elderly and persons with disabilities. The amount available each year is determined through the legislative process.
- General fund operating assistance for downstate transit operators (outside the Metro East area) cannot exceed 55 percent of any recipient's operating budget. The Northeastern Illinois Regional Transportation Authority (RTA) area has a minimum fare box recovery rate of 50 percent.
- Beginning in FY 2000, a number of local transit initiatives were funded through a statewide bond program entitled "Illinois FIRST." In FY 2004, Northeastern Illinois received \$44.6 million, the Chicago Transit Authority (CTA) received \$46.4 million, and all other downstate agencies received \$5.0 million.

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

**Indiana State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																				
Sales and Use Tax (.775% to transit)	Public Mass Transportation Fund (.635%)	\$29,500,000	<table border="1"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table> Specify:	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Allotted based on total boardings, total vehicle miles of travel, and amount of local-derived income.
	Capital	<input type="checkbox"/>																							
Operating	<input type="checkbox"/>																								
Both	<input checked="" type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
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Legislated	<input type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
	Commuter Rail Service Fund (.14%)	\$6,700,751	<table border="1"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table> Specify:	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Funding for rail service between South Bend and Chicago. Used for maintenance, improvements, and operation of commuter rail service.
Capital	<input type="checkbox"/>																								
Operating	<input checked="" type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input type="checkbox"/>																								
Legislated	<input checked="" type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
<b>Total</b>		<b>\$36,200,751</b>																							

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

- State transit funding increased from \$34.8 million in FY 2003 to \$36.2 million in FY 2004. This translates to an increase in per capita state funding from \$5.80 to \$5.96.
- Operating and capital funds for transit are administered through the public mass transportation fund. The state sales and use tax is applied to this fund.
- The Indiana Department of Transportation administers the section 5303, 5310, 5311, and 5313 grant programs. Indiana has received over \$10.2 million in grant awards from these programs in FY 2004.
- A Regional Transportation Authority (RTA) has been established in the Northwestern Indiana Regional Planning Commission (NIRPC). Although the enabling legislation has passed, the RTA remains unfunded at this time.

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

**Iowa State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
4% of Use Tax on Sale of Motor Vehicles	State Transit Assistance (\$11 million)	\$8,300,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	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.
	Formula (based on receipts minus diversions) Special Projects (fixed)		<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
<b>TOTAL</b>					<b>\$8,600,000</b>

\* Based on receipts minus diversions

\*\*Fixed

## ■ Iowa State Transit Funding: Major Features

- Total state transit funding in FY 2004 was \$8.6 million or about \$2.91 per capita.
- State legislation allocates 1/20 of the first \$0.04 of the use tax on the sale of motor vehicles and accessory equipment to the support of public transit. While the monies were originally placed in a separate dedicated fund, since 1993 they have been run through the state's general fund.
- In each year FY 2002 to FY 2004, the Iowa legislature responded to the state's budget shortfall by voting to divert a portion of the funds set aside for transit to other general fund needs. For FY 2004, this reduced the funding available to transit by approximately \$2.3 million. The Governor also applied an emergency across the board cut to all General Fund programs in FY 2004 which reduced transit assistance by an additional \$0.1 million.
- The 2002 Iowa legislature, while diverting funds from the transit program for FY 2003, also amended the Code of Iowa to once again send the dedicated transit funds directly to the DOT rather than placing them in the general fund starting in FY 2005. Despite considerable concerns the 2003 and 2004 legislatures have left that provision in place.
- Of the total amount available for transit support in any given year, \$300,000 are initially reserved for "special projects" to enhance the transit program, while the rest of the funds are distributed on the basis of a performance-based formula to the state's 19 urban and 16 regional transit systems to be used at the discretion of the local transit policy board for projects supporting public transit.
- Special projects are generally statewide in scope and include such items as 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 in comparison with peers, and 25 percent on revenue miles in comparison with peers.
- Formula funds are distributed to transit systems monthly upon receipt by DOT.

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

**Kansas State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Highway Fund (\$6 million allocated to transit)	Rural Operating Assistance	\$1,600,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary allocation based on identified needs.
	Urban Operating Assistance	\$2,210,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary allocation based on identified needs.
	Rural Capital Assistance	\$860,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary allocation based on identified needs.
	Urban Capital Assistance	\$1,330,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary allocation based on identified needs.
<b>Total</b>		<b>\$6,000,000</b>			

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

- Total state transit funding in FY 2004 was \$6.0 million or \$2.19 per capita. The state has programmed \$6.0 million per fiscal year through FY 2009.
- The source of the funds is the state Highway Fund, which is divided between rural (41 percent) and urban (59 percent) transit operators and is used for operating and capital needs.
- The selection process for funding begins by needs requests, which are compiled by various transit operators. These needs requests are then screened by 15 coordinated transit districts (CTDs), which view the requests in light of district wide needs. The recommendations made by the CTDs are then forwarded to the state DOT transit section, which notifies the final fund recipients.

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

**Kentucky State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State General Funds (\$1.4 million)	Elderly and Disabled Care	\$160,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula match of up to 10% of capital projects.
	Rural Capital and Discretionary	\$1,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula match of up to 10% of capital projects.
	Small Urban Capital	\$240,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula match of up to 10% of capital projects.
<b>Total</b>					<b>\$1,400,000</b>

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

- Total state transit funding in FY 2004 was \$1.4 million or about \$0.34 per capita.
- The state uses state general funds to match up to one-half of the local shares of capital projects. While state funds are also eligible for operating costs, no state funds have been appropriated for this purpose.
- Prioritization of funds occurs in the following order: elderly and disabled program, rural program, small urban systems, and large urban areas.
- Generally, the state requests funding for about 150 elderly and disabled program vehicles and is provided funding for approximately 40. Vehicle replacement criteria such as mileage, age, clientele, ridership, and other vehicle factors are used to prioritize funds. Funds are not available for service expansion, only system preservation (i.e., replacement of aging vehicles).

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

**Louisiana State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Parish Transportation Trust funds Mass Transit Acct.	All eligible 5311 (non-urban) programs	\$124,063	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Funds for 5311 Capital projects.
	Capital	<input checked="" type="checkbox"/>																									
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	All 5307 Programs	\$4,838,437	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input checked="" type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Funds may be spent on any transit-related activity.
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input checked="" type="checkbox"/>																										
Other	<input checked="" type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$4,962,500</b>																									

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

- Total state transit funding for FY 2004 was \$4,962,500 or \$1.10 per capita.
- A total of \$4,838,437 was allocated to 12 urban and small urban transit providers in accordance with a formula established in the Louisiana Legislature.
- \$124,063 was allocated to fund 5311 capital projects for rural transit providers.

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

**Maine State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Public Transportation Fund	\$505,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports local transit operations, matching federal transit grants.
	*General Fund Bonds	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Transit bus and passenger ferry replacement, matching Federal grants, and state investment in capital for transit to reduce seasonal congestion.
<b>Total</b>		<b>\$505,000</b>			

\* Bonds usually issued on a biannual basis.

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

- Total state transit funding in FY 2004 was \$505,000 or \$0.38 per capita.
- The constitutional barrier to using state highway tax dollars for nonhighway purposes limits funding for transit. However, the new 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.
- A bond for capital match has been requested.

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

**Maryland State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)	
Motor Fuel Taxes 29.0%  Motor Vehicle Excise Taxes (31.4%)  Motor Vehicle Fees (16.9%)  Corporate Income Taxes (4.3%)  Bond Proceeds (18.4%)	Transportation Trust Fund  Large Urban Area Program (Baltimore Area)  Large Urban Program (DC/MD Suburban Area)	\$433,700,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary funding: \$311 million for operating, \$122.7 million for capital. Funds MD Transit Admin. Services in Baltimore Metro Area and Baltimore/Washington commuter operating expenses.	
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:		Formula-based Maryland share of Washington Metro Area Transit Authority (WMATA) needs and the suburban Washington transit systems.
	Statewide Grant Program  Statewide Special Transportation Assistance Prg.	Small Urban Program  ADA Services	\$5,961,000  \$4,316,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
				<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocates 60% of funds evenly to providers; 40% of distribution based on elderly/disabled population to local jurisdictions.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Distribution based on need to counties or human services organizations.	
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:		SUB-TOTAL <u>\$782,140,418</u>

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**Maryland State Transit Funding: Program Structure and Characteristics (continued)**

Source	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																																	
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;">Job Access</div>	\$2,347,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Capital</td> <td style="width: 33%;"><input type="checkbox"/></td> <td style="width: 33%;"></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> <td></td> </tr> </table>	Capital	<input type="checkbox"/>		Operating	<input checked="" type="checkbox"/>		Both	<input type="checkbox"/>		Planning	<input type="checkbox"/>		Other	<input type="checkbox"/>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Discretionary</td> <td style="width: 33%;"><input checked="" type="checkbox"/></td> <td style="width: 33%;"></td> </tr> <tr> <td>Formula-based</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td colspan="3">Specify:</td> </tr> </table>	Discretionary	<input checked="" type="checkbox"/>		Formula-based	<input type="checkbox"/>		Legislated	<input type="checkbox"/>		Dedicated	<input type="checkbox"/>		Other	<input type="checkbox"/>		Specify:			Matches FTA grant for low income access to jobs.
Capital	<input type="checkbox"/>																																				
Operating	<input checked="" type="checkbox"/>																																				
Both	<input type="checkbox"/>																																				
Planning	<input type="checkbox"/>																																				
Other	<input type="checkbox"/>																																				
Discretionary	<input checked="" type="checkbox"/>																																				
Formula-based	<input type="checkbox"/>																																				
Legislated	<input type="checkbox"/>																																				
Dedicated	<input type="checkbox"/>																																				
Other	<input type="checkbox"/>																																				
Specify:																																					
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin-bottom: 10px;">Rural Transit Program</div>	\$5,024,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Capital</td> <td style="width: 33%;"><input type="checkbox"/></td> <td style="width: 33%;"></td> </tr> <tr> <td>Operating</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Both</td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> <td></td> </tr> </table>	Capital	<input type="checkbox"/>		Operating	<input type="checkbox"/>		Both	<input checked="" type="checkbox"/>		Planning	<input type="checkbox"/>		Other	<input type="checkbox"/>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Discretionary</td> <td style="width: 33%;"><input checked="" type="checkbox"/></td> <td style="width: 33%;"></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td colspan="3">Specify:</td> </tr> </table>	Discretionary	<input checked="" type="checkbox"/>		Formula-based	<input checked="" type="checkbox"/>		Legislated	<input type="checkbox"/>		Dedicated	<input type="checkbox"/>		Other	<input type="checkbox"/>		Specify:			Funding for operating expenditures: 90% of distribution based on past needs, 10% based on rural population.
Capital	<input type="checkbox"/>																																				
Operating	<input type="checkbox"/>																																				
Both	<input checked="" type="checkbox"/>																																				
Planning	<input type="checkbox"/>																																				
Other	<input type="checkbox"/>																																				
Discretionary	<input checked="" type="checkbox"/>																																				
Formula-based	<input checked="" type="checkbox"/>																																				
Legislated	<input type="checkbox"/>																																				
Dedicated	<input type="checkbox"/>																																				
Other	<input type="checkbox"/>																																				
Specify:																																					
<b>TOTAL</b>				<b>\$789,511,418</b>																																	

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

- Total state transit funding increased from \$763.5 million in FY 2003 to \$789.5 million in FY 2004. This translates to a rise in per capita investment from \$139 to about \$142.
- Funding to support all modal expenditures flows through the Transportation Trust Fund. The state legislature allocates funding to each modal administration based on budget requests.
- The Maryland Transit Administration is required by statute to recover 40 percent of its transit operating expense through fares, with a goal of 50-percent recovery.

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

**Massachusetts State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
80% General Fund 20% Highway Fund	Operating assistance for 15 Regional Transit Authorities (other than the MBTA)	\$48,782,640	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	The Commonwealth reimburses the 15 RTAs at least 50% of their net operating deficit and up to 75%. The local communities reimburse at least 25% and up to 50% of the net operating deficit.
Local Assessments	Operating assistance for 15 Regional Transit Authorities (other than the MBTA)	\$19,730,858	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	231 municipalities pay an annual assessment for the reimbursement of the next operating deficit.
100% Highway Fund	Capital assistance for 15 Regional Transit Authorities (other than the MBTA)	\$6,416,365	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Federal funds pay for 80% of the project costs and State funds pay for 20%; except for rural transit authorities which do not receive Federal capital formula funds and the State pays 100%.
Sales Tax Revenue	Operating assistance for the MBTA	\$686,976,316	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Dedicated revenue stream for the MBTA which equals 20% of the existing statewide 5% sales tax.
Local Assessments	Operating assistance for the MBTA	\$139,437,832	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	175 municipalities within MBTA's district pay an annual assessment for the reimbursement of operating expenditures.
MBTA Revenue Bonds	Capital assistance through MBTA guaranteed bonds	\$376,121,114	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Used to provide the local match (\$48.5m) for MBTA Federally-funded projects and fund capital needs (\$326m) that exceed Federal funding availability.
State Infrastructure Fund	Capital assistance to MBTA for specific project	\$13,898,050	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	State share of the Dorchester Branch Rehabilitation Project.
		<b>TOTAL</b>			
		<b>\$1,291,363,175</b>			

RTA = Regional Transit Authority  
 MBTA = Massachusetts Bay Transportation Authority

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

- Total state transit funding for FY 2004 was \$1,291,363,175 or about \$201 per capita.
- Transit funding comes from a variety of sources including the general fund, highway fund, local assessments, sales tax revenue, MBTA Revenue Bonds, and the State Infrastructure Fund.

(Massachusetts fiscal year is from July to June.)

**Michigan State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)	
<p>Not less than 6% of 4%* sales tax on automotive-related items</p> <p>Miscellaneous Revenue and Interest</p>	<p>Local Transit Operating Assistance</p> <p>Public Transportation Development</p> <p>Intercity Passenger and Freight**</p>	<p>\$161,680,000</p>	<p>Capital <input type="checkbox"/></p> <p>Operating <input checked="" type="checkbox"/></p> <p>Both <input type="checkbox"/></p> <p>Planning <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p>	<p>Discretionary <input type="checkbox"/></p> <p>Formula-based <input checked="" type="checkbox"/></p> <p>Legislated <input type="checkbox"/></p> <p>Dedicated <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p> <p>Specify:</p>	<p>Allocated to local transit agencies. Eligible operating expenditure caps: Urban (100,000+) - up to 50% Non-urban/small urban - up to 60%</p>	
			<p>Capital <input checked="" type="checkbox"/></p> <p>Operating <input checked="" type="checkbox"/></p> <p>Both <input type="checkbox"/></p> <p>Planning <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p>	<p>Discretionary <input type="checkbox"/></p> <p>Formula-based <input type="checkbox"/></p> <p>Legislated <input checked="" type="checkbox"/></p> <p>Dedicated <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p> <p>Specify:</p>		<p>Match for Federal capital grants (bus/facilities/planning); specialized service and municipal credits (distribution amount set in state law); and other transit programs.</p>
			<p>Capital <input checked="" type="checkbox"/></p> <p>Operating <input checked="" type="checkbox"/></p> <p>Both <input type="checkbox"/></p> <p>Planning <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p>	<p>Discretionary <input type="checkbox"/></p> <p>Formula-based <input type="checkbox"/></p> <p>Legislated <input checked="" type="checkbox"/></p> <p>Dedicated <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p> <p>Specify:</p>		
<p>Comprehensive Transportation Fund</p>	<p>\$26,994,700</p>	<p>10% of balance after deduction of new (FY 97) gas tax revenue and costs of collection and certain other disbursements.</p>				
<p>Michigan Transportation Fund</p>	<p>\$20,977,700</p>					
<p>Gas tax revenue \$ .19/gallon</p> <p>Vehicle Registration Revenue</p>						
<b>TOTAL</b>					<b>\$209,652,400</b>	

\* Reduced in FY 2004 and 2005

\*\*Certain payments (e.g. loan repayments, fees, etc) are deposited in the bus equipment fund, rail freight fund, or rail infrastructure loan fund for use in those programs.

## ■ Michigan State Transit Funding: Major Features

- Total state transit funding rose from \$207.97 million in FY 2003 to \$209.65 million in FY 2004. This translates to a per capita funding level of approximately \$20.73 to \$21.10.
- The state provides some level of public transportation in all 83 counties.
- A total of 52 of 79 public transit agencies are locally supported by property tax millages, with the remainder supported by local general funds.
- The 107 specialized service providers transported 1.47 million passengers statewide in FY 2003. In FY 2004, it's anticipated that the 104 specialized service providers will transport 1.40 million passengers.
- The Rideshare Program supports 11 local Rideshare Offices that organize, demonstrate, and promote ridesharing activities. In addition, the MichiVan Program provides fleet management to 119 commuter vanpool groups.
- The marine program supports three ferry services in the Eastern Upper Peninsula, which carried 551,614 vehicles and 884,930 passengers. Funding for capital improvements was provided to the Beaver Island Transportation Authority, which carried 5,967 vehicles, 40,088 passengers, and 17,289 tons of freight.
- The state supports five intercity routes, which carried an estimated 80,069 passengers in FY 2004.
- About 194 regular route and charter carriers are licensed in Michigan and 3,090 buses are registered to operate.

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

**Minnesota State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Mn/DOT Greater Minnesota	GM transit operating & capital assistance	\$17,957,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Direct allocation from state General Fund for transit operations.
	GM Transit Fund	\$7,746,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Statutory allocation of 1.43% of MVST for transit operations.
General Fund	Metro Area Transit Fund	\$130,742,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Direct allocation of 21.5% of MVST for transit operations.
	Metro Area Transit operating assistance	\$54,010,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Direct allocation from State General Fund for transit operations.
Motor Vehicle Sales Tax (MVST)*	Hiawatha LRT Operations	\$2,800,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Busways	\$1,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Federal funds match for construction of the Minneapolis Northwest Busway.
<b>TOTAL</b>		<b>\$214,255,000</b>			

\*Minnesota's 2003 Legislature statutorily appropriated 21.5% of annual MVST collections for Twin Cities Metropolitan Area transit operations and 1.43% for Greater Minnesota transit operations. In FY 2008 percentages revert back to 20.5% and 1.25% respectively.

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

- Total state transit funding rose from \$208.2 million in FY 2000 to \$214.3 million in FY 2004. This translates to a per capita cost of \$42.
- MnDOT receives and distributes funding for public transit systems outside the seven-county metropolitan area. The Metropolitan Council MPO receives and distributes funding for the Minneapolis–St. Paul metro area.
- In the metropolitan 7-county region property tax replacement aid is also allocated directly to 13 communities that have opted out of the regional transit system. On the previous page, these pass-throughs are included in the Metro Area Transit funds.

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

**Mississippi State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																				
MDOT General Funds	Multi-modal Transit Program	\$800,000	<table border="1"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table> Specify:	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	The legislature established a Multi-Modal Transportation Improvement Program. Funds are allocated by percentages contained in the legislation.
Capital	<input type="checkbox"/>																								
Operating	<input type="checkbox"/>																								
Both	<input checked="" type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input checked="" type="checkbox"/>																								
Legislated	<input type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
<b>TOTAL</b>		<b>\$800,000</b>																							

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

- Total state transit funding for FY2004 was \$800,000 or \$0.28 per capita.

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

**Missouri State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																				
General Revenue	Transit Operating Assistance	\$3,800,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td>X</td></tr> </table> Specify: Historical	Discretionary		Formula-based		Legislated		Dedicated		Other	X	Operating assistance for urban and rural public transit providers to partially offset operating deficits.
	Capital																								
Operating	X																								
Both																									
Planning																									
Other																									
Discretionary																									
Formula-based																									
Legislated																									
Dedicated																									
Other	X																								
	Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP)	\$2,800,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td>X</td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table> Specify: 	Discretionary		Formula-based	X	Legislated		Dedicated		Other		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.
Capital																									
Operating	X																								
Both																									
Planning																									
Other																									
Discretionary																									
Formula-based	X																								
Legislated																									
Dedicated																									
Other																									
<b>Total</b>		<b>\$6,600,000</b>																							

## ■ Missouri State Transit Funding: Major Features

- Total state transit funding was \$6.6 million in FY 2004, or about \$1.15 per capita.
- Only general revenue funds are used for transit, as the Missouri constitution prohibits state gas tax money from being used for anything other than roads.
- Six public urban transit providers and 31 rural transit providers receive state transit operating assistance funds; 197 nonprofit organizations receive Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) funds.
- For FY 2004, state operating assistance funded about 1 percent of the operations budget of large urban systems, 5 percent for small urban systems, and 10 percent of rural systems.
- For FY 2004, MEHTAP offset 12 percent of the total cost of trips provided.

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

**Montana State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
State Gas Tax	Transit Capital and Operations	\$75,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Allocated to six general public provider transit districts for capital and operations.
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
Motor Vehicle License Fees	TransADE Elderly and Disabled Services	\$315,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Competitive allocation to agencies providing service to elderly and disabled persons, based on need and degree of service coordination.
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input checked="" type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$390,000</b>																									

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

- Total state transit funding was \$390,000 in FY 2004, or about \$0.42 per capita.
- Although the TransADE funding amount is determined annually, the gas tax contribution to transit is fixed.

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

**Nebraska State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Highway Trust Fund (\$1.0 million)	Transit Operations	\$1,400,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
General Fund (\$0.5 million)	Intercity Bus	\$100,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for both capital and operating expenditures. Includes vehicle purchase, administration, marketing, and operating costs.
<b>Total</b>					<b>\$1,500,000</b>

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

- Total state transit funding was \$1.5 million for FY 2004 or \$0.86 per capita.
- State operating support is provided on a deficit basis, limited to a cap determined by a formula.
- Beginning in 2004, state funds are distributed to both rural and urban transit systems based on a percentage of their prior year's allocation. (State general funds were reduced and the state legislature mandated that the reduction be allocated proportionately among all transit systems receiving state aid.)
- The Nebraska Department of Roads, through the Rail and Public Transportation Division, administers the Rural Transit Assistance Program (RTAP) on a statewide basis.

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

**Nevada State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Interest on NDOT Trust Fund	5310 Vehicle Funding for Specialized Transportation	\$80,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Matches 10% of the required 20% match for Federal funds for purchases of vehicles for providing transit to the elderly and disabled.
	5311 Non-Urbanized Area Capital	\$45,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Matches one-half of the non-Federal share of 5311 capital projects.
Interest on NDOT Trust Fund	5309 Vehicle Acquisition	\$0	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Estimate for vehicle acquisition.
<b>Total</b>					<b>\$125,000</b>

## ■ Nevada State Transit Funding: Major Features

- Total state transit funding in FY 2004 was \$125,000 or approximately \$0.05 per capita. These funds do not include NDOT staff administration.
- Nevada also receives federal monies for the Rural Transit Assistance Program (RTAP).
- Nevada was awarded a 5309 grant of \$491,000 for Urbanized Area Capital Purchases Program. When available, these funds will be distributed through the state prioritization process.

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

**New Hampshire State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Funds (\$2.8m appropriated to DOT)	Operating Assistance	\$125,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match for local transit systems under Section 5311 and 5307. Formula based on ridership.
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
State Capital Budget (bonds \$75m in 2-year budget)	Capital Match	\$100,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match for transit vehicle purchases (10%) (1/2 of 2-year appropriation)
<b>Total</b>					<b>\$225,000</b>

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

- Total state transit funding in FY 2004 was \$225,000 or approximately \$0.17 per capita.
- These funds consisted of general funds and capital budget (bond) funds.

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

**New Jersey State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Transit Operations	\$193,827,000	Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Operating budget items.
			Operating Both <input checked="" type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
Specify: <input type="checkbox"/>	Other <input type="checkbox"/>				
Motor Fuels Taxes \$405 million	Rail Programs	\$235,170,000	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Capital - Facilities, equipment, and maintenance.
			Operating Both <input checked="" type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
Specify: <input type="checkbox"/>	Other <input type="checkbox"/>				
Petroleum Product Gross Receipt Tax \$200 million	Bus-LRT Programs	\$95,861,000	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Capital - Facilities, equipment, and maintenance.
			Operating Both <input checked="" type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
Specify: <input type="checkbox"/>	Other <input type="checkbox"/>				
Sales and Use Tax \$140 million	Urban Core Program	\$180,500,000	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Individual major capital projects
			Operating Both <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
Specify: <input type="checkbox"/>	Other <input type="checkbox"/>				
Casino Revenues \$448.7 million	System-wide Capital Improvements	\$106,660,000	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Discretionary project grants
			Operating Both <input type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
			Planning <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
Specify: <input type="checkbox"/>	Other <input type="checkbox"/>				
New Jersey Transportation Trust Fund, transit portion (\$618.2 million)	Elderly and Disabled Programs	\$25,458,000	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Elderly and disabled capital projects
			Operating Both <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
Specify: <input type="checkbox"/>	Other <input type="checkbox"/>				
		<b>\$837,476,000</b>			

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

- Total state transit funding increased from \$812.9 million in 2003 to \$837.5 million in FY 2004, for a per capita funding of \$96.27.
- Public transit services throughout New Jersey are provided by a single state agency, the New Jersey Transit Corporation (NJ Transit).
- NJ Transit elderly and disabled programs are funded from a separate casino revenue fund.
- The New Jersey Transportation Trust Fund supports both transit and highway programs. The portion of the trust fund shown here reflects expenditures for transit purposes.

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

**New Mexico State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
State Road Fund	Regional Transit Districts	\$750,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td></td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td>X</td></tr> <tr><td>Other</td><td>X</td></tr> </table>	Capital		Operating		Both		Planning	X	Other	X	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td>X</td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based		Legislated	X	Dedicated		Other		Specify:		Funds will be used to provide seed money for up to three Regional Transit Districts, throughout New Mexico.
Capital																											
Operating																											
Both																											
Planning	X																										
Other	X																										
Discretionary																											
Formula-based																											
Legislated	X																										
Dedicated																											
Other																											
Specify:																											
Gross Receipts Tax	Regional Transit Districts	\$0	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td>X</td></tr> <tr><td>Planning</td><td>X</td></tr> <tr><td>Other</td><td>X</td></tr> </table>	Capital		Operating	X	Both	X	Planning	X	Other	X	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td>X</td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based		Legislated	X	Dedicated		Other		Specify:		Language was added to RTD Legislation to allow Local Option Gross Receipts Tax at a rate not to exceed .5% for RTD's. To date only one RTD has been certified. Local Option Tax has not been presented to voters for approval.
Capital																											
Operating	X																										
Both	X																										
Planning	X																										
Other	X																										
Discretionary																											
Formula-based																											
Legislated	X																										
Dedicated																											
Other																											
Specify:																											
State Road Fund	Commuter Options Program (including Park and Ride)	\$1,652,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td></td></tr> <tr><td>Both</td><td>X</td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating		Both	X	Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td>X</td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based		Legislated	X	Dedicated		Other		Specify:		Administration, operation, and planning of a Statewide Commuter Options Program, including Park and Ride.
Capital																											
Operating																											
Both	X																										
Planning																											
Other																											
Discretionary																											
Formula-based																											
Legislated	X																										
Dedicated																											
Other																											
Specify:																											
<b>TOTAL</b>					<b>\$2,402,000</b>																						

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

- Total state transit funding for FY2004 is \$2,402,000 resulting in a per capita figure of \$1.26
- The 2004 legislature provided \$1.652 million for Park and Ride and a Commuter Options Program statewide.
- The 2004 legislative session passed a regional transportation district (RTD) bill with taxing authority. This bill provides for dedicated state transit funds in FY 2004 and FY 2005 from the State Road Fund to establish the transit districts.

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

**New York State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
General Fund	Section 18-b STOA Operating Assistance Program	\$44,464,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td>X</td></tr> <tr><td>Legislated</td><td>X</td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based	X	Legislated	X	Dedicated		Other		Specify:		Statewide Mass Transportation Operating Assistance (STOA) provided under Section 18-b 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.
	Capital																										
	Operating	X																									
Both																											
Planning																											
Other																											
Discretionary																											
Formula-based	X																										
Legislated	X																										
Dedicated																											
Other																											
Specify:																											
Additional Upstate Operating Assistance	\$22,152,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td>X</td></tr> <tr><td>Legislated</td><td>X</td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based	X	Legislated	X	Dedicated		Other		Specify:		No local match required for general funds provided in addition to Section 18-b 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.	
Capital																											
Operating	X																										
Both																											
Planning																											
Other																											
Discretionary																											
Formula-based	X																										
Legislated	X																										
Dedicated																											
Other																											
Specify:																											
MTA Student Reduced Fare Program	\$45,000,000	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td>X</td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based		Legislated	X	Dedicated		Other		Specify:		Special funds to support MTA Student Reduced Fare Program. 100% match provided by New York City.	
Capital																											
Operating	X																										
Both																											
Planning																											
Other																											
Discretionary																											
Formula-based																											
Legislated	X																										
Dedicated																											
Other																											
Specify:																											
<b>SUBTOTAL</b>		<b>\$111,616,000</b>																									

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\*Metropolitan Transportation Commuter District (MTCD) only.

**New York State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Portion of Corporate Franchise Tax Surcharge*</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">1/4% Sales Tax*</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Long Lines Tax* (Transportation/transmission companies)</div> <div style="border: 1px solid black; padding: 2px;">Portion of Base Petroleum Business Tax (55% MMTOA/45% PTOA)</div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">Mass Transportation Operating Assistance Fund (MTOA)</div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">Metropolitan MTOA Downstate Account</div> <div style="border: 1px solid black; padding: 5px;">Public Transportation System Operating Assistance Fund Upstate Account</div>	<p>—\$174,645,000</p> <p>—\$879,353,000</p> <p>—\$4,896,000</p> <p>—\$53,747,000</p>	<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Specify:</td> <td></td> </tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		<p>STOA provided under Section 18-b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a passenger revenue and vehicle mile formula.</p>
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
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			<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Specify:</td> <td></td> </tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		<p>Dedicated non-matching assistance for transit systems within the 12-county metropolitan transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a passenger revenue and vehicle mile formula.</p>
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
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Discretionary	<input type="checkbox"/>																										
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Other	<input type="checkbox"/>																										
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			<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Specify:</td> <td></td> </tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		<p>STOA provided under Section 18-b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion pursuant to a passenger revenue and vehicle mile formula.</p>
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
			<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Specify:</td> <td></td> </tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		<p>Dedicated non-matching assistance for transit systems outside the 12-county Metropolitan transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a passenger revenue and vehicle mile formula.</p>
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>SUBTOTAL</b>		<b>\$1,224,257,000</b>																									

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**New York State Transit Funding: Program Structure and Characteristics (continued)**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																				
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">Portion of Base Petroleum Business Tax</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">100% Supplemental Petroleum Business Tax</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">Dedicated Mass Transportation Trust Fund (DMTTF)</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">MTA Capital and Operating Assistance</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">Non-MTA Capital and Operating Assistance</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">Additional Non-MTA Operating Assistance</div> </div>	\$536,000,000	<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table> <p>Specify:</p>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service.
	Capital	<input type="checkbox"/>																							
	Operating	<input type="checkbox"/>																							
	Both	<input checked="" type="checkbox"/>																							
Planning	<input type="checkbox"/>																								
Other	<input checked="" type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input type="checkbox"/>																								
Legislated	<input checked="" type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
		\$31,815,000	<table border="0"> <tr> <td>Capital</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table> <p>Specify:</p>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Dedicated share of transit allocation of trust fund for non-MTA systems. Used for state share of Federally-funded capital projects (10%) for non-MTA systems (\$15.8m). Local sponsors match the remaining non-Federal share (10%). The balance (\$16m) funds a 100% state-supported non-MTA capital program to address needs that exceed available Federal funds.
Capital	<input checked="" type="checkbox"/>																								
Operating	<input type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input type="checkbox"/>																								
Legislated	<input type="checkbox"/>																								
Dedicated	<input checked="" type="checkbox"/>																								
Other	<input type="checkbox"/>																								
		\$19,300,000	<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table> <p>Specify:</p>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Portion of trust fund redirected to address operating assistance needs. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.
Capital	<input type="checkbox"/>																								
Operating	<input checked="" type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input checked="" type="checkbox"/>																								
Legislated	<input checked="" type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
<b>CONTINUED FROM PREVIOUS PAGE</b>																									
		<b>TOTAL</b>																							
					<b><u>\$1,811,372,000</u></b>																				

NOTE: MMTOA = Metropolitan Mass Transportation Operating Assistance-dedicated fund for systems operating within the 12 county MITCD.  
 NOTE: PTOA = Public Transportation Operating Assistance-dedicated fund for systems operating outside of the 12 county MITCD.

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

- Provides record level funding program of \$1811.4 million in FY 2004; or approximately \$94 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.
- 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 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) 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 \$14 million annually in 100 percent state funds to address priority capital needs that exceed available federal resources. MTA capital requirements are addressed from the state contribution to the MTA multiyear capital program.

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

**North Carolina State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
At least \$.50 multiplied by the total number of registered vehicles in the state is allocated to transit from the Highway Fund	Urban & regional maintenance assistance	\$32,400,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation to fixed route systems for operations only. State share cannot exceed local.
	Urban bus and facilities	\$2,580,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Funding for 1/2 local match for urban and regional FTA capital grants.
Balance from the Highway Fund and Highway Trust Fund	Statewide Transit Development Program	\$4,600,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary project grants to match FTA funding apportionments, local TDM programs and demonstration projects.
	Elderly and Disabled Program	\$5,500,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation to 100 counties for operation assistance only.
	Rural Capital Program	\$7,750,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Capital grants to non-urbanized area transportation systems.
	Rural Facility Program	\$2,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Project grants for facilities in non-urbanized areas.
<b>SUBTOTAL</b>		<b>\$54,830,000</b>			

CONTINUED ON NEXT PAGE

**North Carolina State Transit Funding: Program Structure and Characteristics (continued)**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
At least \$.50 multiplied by the total number of registered vehicles in the state is allocated to transit from the Highway Fund	Urban and Rural Technology Program	\$2,100,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Project grants to urban and rural systems to improve customer convenience and system effectiveness.
	Rural Intercity Service Program	\$400,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Dedicated operating funds for regional and intercity services for contract operations through state and/or local jurisdictions.
Balance from the Highway Fund and Highway Trust Fund	Operating Assistance for Rural General Public Service	\$4,500,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation to rural agencies serving the general public for operating assistance only.
	Regional New Starts	\$88,400,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Funding for New Start Projects.
	Rural Transportation Program Administration	\$2,700,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Funding for rural transportation system administrative costs (urban area counties).
	Work First Program	\$1,750,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation to all 100 counties to assist with Work First and employment transportation needs.
<b>CONTINUED FROM PREVIOUS PAGE</b>		<b>TOTAL</b>			
		<b>\$154,680,000</b>			



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

- Total state transit funding in FY 2004 was \$154.7 million, or \$18.11 per capita.
- Executed amended agreements with two New Start projects to provide one-half of the non-federal match, up to 25%, subject to appropriations by the General Assembly.
- One of five states that received the United We Ride State Leadership Award from the USDOT for demonstrated leadership and innovation in the area of human service transportation coordination.

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

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

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Statewide Vehicle Registration Fee (\$2/vehicle per year)	North Dakota Public Transportation Fund	\$1,545,700	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	State statutory formula distribution of funds to each county for public transportation operators in that county, based on county population and base funding amount. For 2004 the base is \$12,200 per capita in the county. Funds flow directly from the state to governmental or private nonprofit transit provider(s) in the county. If more than one eligible provider exists in the county the state aid funds are split between/among providers.
		<b>TOTAL</b>			
					<b>\$1,545,700</b>

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

- Total state transit funding in FY 2004 was \$1.55 million or \$2.44 per capita.
- State funding covers about 16.3 percent of all federal and state transit funding in North Dakota for 2004.
- State aid for public transit funds in North Dakota are not restricted and can be used by transit project recipients for all transit costs, including operating costs, capital costs, transit planning costs, and the costs of matching federal transit funds.

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

**Ohio State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund Biennial Legislative Appropriations (two 1-year appropriations)	Ohio Public Transportation Grant Program (\$12.8 million)	\$8,800,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Formula allocation for Federal match for urbanized areas. Provides up to 50% of non-Federal operating expenses for areas with populations of less than 200,000 only, up to 80% of non-federal project cost at grantee request for capital, and 10% of project cost for planning.
			Operating <input checked="" type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
	Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>			
	Planning <input checked="" type="checkbox"/>	Dedicated <input type="checkbox"/>			
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	Specify: <input type="text"/>
	FTA Section 5307 Recipients		Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Provides up to 30% of operating expenses and 10% of project cost for capital expenses.
		Operating <input type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>		
		Both <input type="checkbox"/>	Legislated <input type="checkbox"/>		
		Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>		
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	Specify: <input type="text"/>
	FTA Section 5311 Recipients	\$4,000,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Discretionary project grants available to establish continue or improve transportation coordination among human service agencies for administration and operations.
		Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>		
		Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>		
		Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>		
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	Specify: <input type="text"/>
	Human Service Coordination Program	\$1,300,000	Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Reimbursement to systems where elderly and disabled fares are not more than half the fare charged to the general public.
		Operating <input checked="" type="checkbox"/>	Formula-based <input type="checkbox"/>		
		Both <input type="checkbox"/>	Legislated <input type="checkbox"/>		
		Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>		
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Specify: <input type="text"/>
	Elderly and Disabled Transit Assistance Program	\$4,000,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	
		Operating <input type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>		
		Both <input type="checkbox"/>	Legislated <input type="checkbox"/>		
		Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>		
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Specify: <input type="text"/>
<b>TOTAL</b>		<b>\$18,100,000</b>			

## ■ Ohio State Transit Funding: Major Features

- Total state transit funding decreased from \$24.4 million in FY 2002 (excluding the rail program) to \$18.1 million in FY 2004 (excluding the rail program). Per capita state investment for FY 2004 is \$1.58
- State funding supports capital and planning in all areas; it supports operating assistance only in areas with populations of less than 200,000.
- ODOT places a strong emphasis on oversight and technical support.
- There is no longer a state discretionary capital program using state funds. A limited discretionary program is being continued using congestion mitigation air quality (CMAQ) transfer funds.
- Formula allocation for 5311 recipients incorporates performance factors, including ridership (50 percent), revenue miles of service (25 percent), and level of local support (25 percent). Compliance with requirements and timeliness of submissions are also evaluated. For 5307 recipients, it is 20% ridership, 20% revenue miles, 10% fare box revenue, 20% cost per hour, 20% passengers per mile, 10% fare box recovery.
- A committee appointed by the governor and the Ohio General Assembly—the Transportation Review Advisory Committee—uses motor fuel taxes (highway purpose projects) and CMAQ funds (transit projects) for major new transportation projects, including transit projects.
- The corporate franchise tax paid by the railroads was discontinued due to mergers and abandonments yielding reduced revenue. The rail development projects previously covered by the corporate franchise tax are now funded by the General Fund.

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

Oklahoma State Transit Funding: Program Structure and Characteristics

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Fuel Tax Dedicated Funds (\$850,000) Public Transit Revolving Fund State General Fund (Discretionary) (\$1.9 million)	New Starts	\$137,500	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Urban and rural new starts, including expansion of service mode by existing operators.
	Metro Transit	\$522,500	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	For all purposes
	Tulsa Transit	\$522,500	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	For all purposes
	All other public transportation providers	\$1,567,500	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	For all purposes. Allocated based on vehicle revenue miles for the previous fiscal year.
<b>TOTAL</b>		<b>\$2,750,000</b>			

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

- Total state transit funding in FY 2004 was \$2.75 million or \$.78 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.)

**Oregon State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Cigarette Tax \$4,575,333 Non-highway Use Fuel Tax - \$2,927,319 DMV ID Card Fee \$2,166,193	Special Transportation Fund	\$9,668,845	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Distributed through ODOT Public Transit Division to counties and districts for senior and disabled transportation - 75% of fund allocation based on population, 25% based on a competitive grant process.
			Operating <input type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
			Both <input checked="" type="checkbox"/>	Legislated <input checked="" type="checkbox"/>	
			Planning <input checked="" type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
Lottery Bonds	TriMet Urban Light Rail Program	\$9,963,000	Capital <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Discretionary allocation of lottery profits for debt service and bond repayment for Portland West Side Light Rail.
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
General Fund-(\$1,957,308) Non-Highway Fuel Tax-(\$375,000) EQIF-(\$2,450,000)	Oregon Passenger Rail Program	\$4,782,308	Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Discretionary allocation for operation, equipment, and track improvements for Oregon High Speed Rail Program through ODOT Rail Division.
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
Lottery Bonds	Commuter Rail Program	\$7,093	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Allocated for developing a suburban commuter link with high tech industrial areas external to the Portland Metro area. For track improvement and trains. Project has \$35 million scheduled of state funds through ODOT Rail Division (in planning stage).
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input type="checkbox"/>	Legislated <input checked="" type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
In lieu of Payroll Tax	Transit District Assistance	\$7,023,409	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	To transit and transportation districts for transit operations and capital expenditures. Allocated to those eligible as a percent (0.6%) of the 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.
			Operating <input type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
			Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
<b>TOTAL</b>		<b>\$31,444,655</b>			

## ■ Oregon State Transit Funding: Major Features

- Total state transit funding increased from \$27.7 million in FY 2003 to \$31.45 million in FY 2004. Per capita investment for FY 2004 is \$8.75.
- Most state funding is allocated to “special” programs, including elderly and disabled and new fixed-guideway projects.
- State general funds have been replaced by “other fund” revenues as the predominant source of funding for state transit programs.
- Of the \$1.28 for 20-pack and \$1.68 for 25 pack cigarette tax, 89.65% is allocated to the state general fund. Of that amount, 3.45% per pack is allocated to the Special Transportation Fund for senior and disabled transportation.
- The in-lieu-of-payroll tax support applies to mass transit districts and transportation districts. Amounts provided through this program may not exceed the amount the district receives from its own taxes.

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

**Pennsylvania State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Operating Assistance	\$270,769,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated by legislative formula: \$268.6m for urban; \$2.2m for rural. Eligible uses include all standard categories of operating assistance.
	Dedicated Public Transportation Assistance Fund (PTAF)		<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
Dedicated Funds Auto Rental Tax (\$2/day) Vehicle Lease Tax (3% of price) Tire Fee (\$1/tire) Annual Transfer of .937% Sales Tax - Sales Proceeds equivalent to 6% Sales Tax on Periodicals, Selected Truck Leases, & proceeds equivalent to prior prior public utility-related.	Dedicated Supplemental Funds (Act 3 Revenue Enhancement Initiative)	\$75,000,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	\$69m for urban; \$4.8m for rural; and \$1.2m for community transportation. Eligible uses include capital assistance only for community transportation and capital or operating assistance for urban and rural. Urban systems may use approximately 75% of funds for operating assistance, including asset maintenance, and the balance for capital assistance. Rural systems may use all funds for operating assistance.
	Supplemental Dedicated Funds: Transfer of 1.22% of Sales Tax proceeds not to exceed \$75 million annually		<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
Lottery Funds and Supplemental General Funds \$111.3 million Lottery \$18.0 million Supplemental General Funds	Senior Citizen Transportation Program Fixed-Route & Shared Ride Service	\$129,326,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify: Fair reimbursement	Allocated based on senior citizen rider ship and average or base fare levels-\$112.3m for urban and \$17m for rural systems. Funds provide 100% fare reimbursement for providing free senior citizens fares during off-peak hours for Fixed-Route Service and 85% of eligible fares for Shared-Ride Service which has no peak hour restriction. Shared-Ride Program funded exclusively with \$61.3m Lottery Funds. Fixed-Route Program funded with \$50m of Lottery Funds and \$18.0m of Supplemental General Funds.
	Supplemental General Funds		<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
<b>SUBTOTAL</b>		<b>\$654,557,000</b>			

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**Pennsylvania State Transit Funding: Program Structure and Characteristics (continued)**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General State Obligation Bond Proceeds	Discretionary Capital Assistance Program	\$119,298,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to specific capital projects authorized in periodic State Capital Budgets. Generally, annual policy allocation approximates urban and rural legislative formula allocations (e.g. 97% urban/3% rural). Eligible uses include all standard categories of capital assistance and vehicle overhaul costs.
General Funds	Intercity Transportation Program	\$7,013,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for specific projects as determined by the Department. Funds were used for operating assistance only and included \$5.4m for the Intercity Rail Program and \$1.6m for the Intercity Bus Program.
General Funds	Miscellaneous Other Programs	\$4,283,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for specific projects as determined by the Department. Eligible uses include operating assistance for Persons with Disabilities Demonstration Program (\$1.8m); consultant oversight costs for State Rail Transit Safety Oversight Program (\$0.4m); operating assistance for the Job Access Program (\$0.02m) and special winter relief assistance (\$1.8m).
<b>CONTINUED FROM PREVIOUS PAGE</b>					
<b>TOTAL</b>					<b><u>\$785,151,000</u></b>



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

- Total state transit funding decreased from \$823.8 million in FY 2003 to \$785.2 million in FY 2004. Per capita investment in FY 2004 was \$63.29.
- The funding sources include state general fund, dedicated funds (including both Public Transportation Assistance Fund [PTAF] and Act 3 Revenue Enhancement Initiative), Lottery Funds, and General Obligation Bond Proceeds.
- The state has a constitutional restriction prohibiting the use of highway funds for public transportation.
- State-dedicated PTAF and Act 3 funds are exclusively for public transportation.

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

**Rhode Island State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Taxes (7.25 cents/gallon to transit 24.2% of gas taxes collected)	Operating Assistance	\$30,894,473	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to RI Public Transit Authority (RIPTA) operations. Uses 6.25 cents per gallon from Motor Fuel Tax.
	Department of Elderly Affairs Program		<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
General Obligation Bonds	Capital Program	\$1,202,516	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Funds 20% state match of Federal funds for bus purchases (\$.720m). Used \$.483 million for acquisition/design/construction of transit facilities.
			State Appropriations	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	
<b>TOTAL</b>		<b>\$36,839,916</b>			

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

- Total state transit funding fell from \$37.4 million in FY 2003 to \$36.8 million in FY 2004 for a per capita figure of \$34.09.
- The Rhode Island Public Transit Authority (RIPTA) serves as the paratransit broker in Rhode Island. RIPTA is the largest of the paratransit carriers and contracts with two other carriers to provide elderly and disabled paratransit services. The paratransit brokerage is known as Ride.
- Rhode Island voters passed a referendum in November 2002 to spend \$1.7 million for bus purchases.

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

**South Carolina State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Taxes 1/4 of one cent State Mass Transit Fund	State Match for Large Urban Operators	\$1,560,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Match for FTA 5307 funds. Can be used for both operating and capital expenses.
	State Match for Small Urban Operators	\$1,000,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Match for FTA 5309 funds. Can be used for both operating and administrative expenses.
	State Match for Rural (Non-urban) Operators	\$2,500,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Match for FTA 5311 funds. Can be used for operating, administrative and technical assistance/planning expenses. Up to 20% can be used as match.
	Statewide Planning Assistance	\$25,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Primarily a match for FTA 5313-b funds.
	State Mass Transit Programs	\$779,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Funds contingencies and special projects as well as administrative costs of the Mass Transit Office.
		<b>\$5,864,000</b>			

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

- Total state transit funding in FY 2004 was \$5.8 million or about \$1.40 per capita.
- State mass transit funds have remained about the same for the past several fiscal years even though funding needs have steadily increased.
- The majority of the state transit funding budget—\$5.8 million in FY 2004—is used for matching FTA funds that are awarded in South Carolina.
- The South Carolina Department of Transportation, through its legislative liaison, is currently lobbying the state legislature for an increase in the state's gas tax allocation for mass transit and to make this funding source permanent and dedicated.

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



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

- Total state transit funding in FY 2004 was \$996,000 or \$ 1.29 per capita.
- State funding came from the Public and Specialized Transportation Fund (\$423,000) and from other state funds (\$573,000).

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

**Tennessee State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Gas Tax	Urban Capital Assistance	\$4,820,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match for 5307, 5309 (bus, rail, rail modernization, new starts), and STP/Flex Funds. 10% State match.
	Urban Operating Assistance	\$15,554,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match of up to 40% of non-Federal share. 4% increase over 2003.
	Rural Transportation	\$5,744,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary match of 5311 funds, operating assistance, 4% increase in operating over 2003.
	Job Access (Rural/Urban)	\$3,320,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match of Federal funds for the Jobs Access Program.
	Elderly and Disabled (5310)	\$216,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	State match of 10% of capital (half of non-Federal match).
<b>TOTAL</b>		<b>\$29,654,000</b>			

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**Tennessee State Transit Funding: Program Structure and Characteristics (continued)**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Gas Tax	MPO/Statewide Planning (5303 and 5313b)	\$136,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Match of Federal funds for planning. Statewide planning 5313(b) used for technical assistance program.
	Urban/Rural Training Assistance	\$80,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Allocated for training assistance.
	Student Intern Program	\$100,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Allocated for student intern program.
	Ridesharing/Park-and-Ride Lots/Special Projects (BRT Feasibility Study)	\$62,100	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Funded from previous year's budgets for FY 2004. Allocated to local agencies.
Federal HHS Funds TN Dept. of Human Services	Families First - "Welfare to Work Transportation"	\$8,500,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	This program transferred from TN Dept. of Human Services - July 1, 2004. TDOT used state funds to begin program and will be reimbursed by Dept. of Human Services with Federal Funds. TDOT Finance considers the \$8,500,000 as "state" money in Transit Budget.
<b>TOTAL</b>		<b>\$38,532,100</b>			

CONTINUED FROM PREVIOUS PAGE



## ■ Tennessee State Transit Funding: Major Features

- Total state transit funding increased from \$30.4 million in FY 2003 to \$38.5 million in FY 2004 for a per capita figure of \$6.53.
- Fourteen (14) urban and eleven (11) rural systems provide public transportation services in all of Tennessee's ninety-five (95) counties. These public transit agencies operated a total of 1,369 buses, trolleys and vans to serve the mobility needs of Tennesseans.
- During 2004 the Tennessee Department of Transportation, (TDOT) funded and participated in transit feasibility studies for four new urban transit systems which will begin service by mid 2005.
- In FY 2004 Tennessee DOT completed a Twenty-Five Transit Plan. The primary goal is to triple transit ridership by 2025. The transit plan is presently being incorporated into the TDOT's Long Range Multi-Modal Plan which will be completed by summer 2005.
- Coordination efforts between the Tennessee Departments of Human Services and Transportation allowed TDOT to assume the management of the transportation portion of the Families First-Welfare to Work program. Beginning July 1, 2004 an additional \$8,500,000 in federal HHS funds has been added to the TDOT transit budget. The total transit budget for FY 2005 is \$38,532,100.
- TDOT was awarded a United We Ride grant from the Federal Transit Administration to assist in improving statewide coordination efforts for the provision of transportation to human service program participants.

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

**Texas State Transit Funding: Program Structure and Characteristics (continued)**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Highway Fund (non-constitutionally dedicated portion, \$57.5m)	All eligible 5311 (non-urban) Programs	\$18,181,694	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	90% of 5311 funds are allocated to recipients based on recipient's share of total non-urban Federal funds in the previous year. Funds may be spent on any transit-related activity. 10% of funds are available for rural public transportation projects selected by the Texas Transportation Commission on a discretionary basis.
	Eligible 5307 programs in areas between 50,000 & 200,000 population	\$9,559,374	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	90% of 5307 funds are allocated to recipients based on recipient's state-funded expenditures in the previous biennium. Funds may be spent on any transit-related activity. 10% of funds is available for urban public transportation projects selected by the Texas Transportation Commission on a discretionary basis.
<b>TOTAL</b>		<b>\$27,741,068</b>			

NOTE: The State of Texas provides transit funds on a two-year cycle. The figure shows the two-year (FY 2004-2005) appropriated amount under the heading "Source," and reflects only the FY 2004 programmed amount under the heading "Transit Funds." Total funds appropriated by program for the FY 2004-2005 biennium were \$38.4 million and \$19.1 million for 5311 and 5307 respectively. Effective FY 2005, Texas changed the formula for allocating state funds. The new formula considers demographic and performance factors.

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

- Total state transit funds increased from \$54.4 million in the FY 2002–2003 biennium to \$57.5 million in the FY 2004–2005 biennium.
- Of the state funds allocated for transit, 90 % is allocated by a base formula, and the Texas Transportation Commission distributes 10 percent to projects on a discretionary basis.
- Generally speaking, state funds are available to Section 5307 recipients that have populations between 50,000 and 200,000. Certain 5307 recipients who have more than 200,000 in population, but do not have a transit tax, may also be eligible for state assistance. Although most state funding does not require any matching funds, some 5307 systems, because of their locations in areas served by a transit authority, must match state funds with local funds.
- Effective FY 2005 Texas changed the formula for allocating state funds. The new formula considers demographic and performance factors.

(Texas' fiscal year is September to August.)

**Utah State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	

**NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2004.**

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

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

**Vermont State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Transportation Fund	Local Transit Operations	\$6,103,254	<table border="1"> <tr> <td>Capital</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="1"> <tr> <td>Discretionary</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td colspan="2">Specify:</td> </tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Transportation funds support local transit operations and are used to match operating, capital, and Job Access and Reverse Commute (JARC) grants. Formula in Statute.
Capital	<input checked="" type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input checked="" type="checkbox"/>																										
Discretionary	<input checked="" type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>TOTAL</b>		<b>\$6,103,254</b>																									

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

- State funds in the transit budget in FY 2004 totaled \$6.10 million, or \$9.82 per capita.
- Vermont provides 50% of the local match on capital acquisitions.
- By statute, Vermont has a funding formula for all operating grants.

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

**Virginia State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Tax (\$0.025) Motor Vehicle Sales & Use Tax (1.0%) Sales Tax (0.5%) Other Fees, Taxes and Interest	Commonwealth Transportation Trust Fund Mass Transit Fund (\$109.1m, 14.7% of CTF)	\$80,200,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Allocated based on each system's operating expenses as a percentage of the statewide total.
	Transit Operating Assistance				
	Transit Capital Assistance	\$27,300,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: Grant applications	Allocated based on grant application subject to approval by the Commonwealth Transportation Board. Each project is funded at the same percentage of state participation, which may change each year. By law, State can provide up to 95% of local match of Federal funding (40% in FY 2004).
	Transit Special Project Assistance	\$1,600,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Discretionary grants subject to review and approval by Commonwealth Transportation Board. The funds support ridesharing/TDM projects, transit technical studies, and transit demonstration projects. State participation depends on the type of grant.
	Northern VA Transportation Commission	\$21,000,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other <input type="checkbox"/> Specify:	Funding to support the Northern VA share of the Washington Metropolitan Area Transit Authority's operating expenses.
Regional Motor Fuel Tax (2%)	Potomac and Rappahannock Transportation Commission	\$10,000,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other <input type="checkbox"/> Specify:	Funding to support the operating and capital expenses of the Virginia Railway Express (commuter rail), Omniride (commuter and local bus) and other transportation projects and services.
<b>TOTAL</b>		<b>\$140,100,000</b>			

NOTE:  
 CTF = Commonwealth Transportation Fund  
 TDM = Transportation Demand Management

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

- Total state transit funding for FY 2004 was \$140.1 million for a per capita figure of \$18.78.
- The Commonwealth Transportation Trust Fund provides most state funding for transit in Virginia. Various general and motor vehicle taxes are used to support the fund. About 14.7 percent of the fund was allocated to transit in FY 2004.
- Nine counties 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.
- State highway funds may be used for transit on a project by project basis. In FY04 an additional \$7.4 million in state highway funds supported transit projects.

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

Washington State Transit Funding: Program Structure and Characteristics

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Multimodal Transportation Fund	Rural Mobility Grants*	\$6,350,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	Competitive and formula grants for transit capital and operating in rural areas. \$3 million in state funds are distributed to the rural and small urban transit agencies that receive less than 80% of the average state per capita sales tax.
	FTA 5311*	\$4,200,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	
	Paratransit & Special Needs Grants*	\$9,000,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	Competitive and formula grants for capital and operating grants for transit services provided to individuals with special needs. \$7m per year in state grant funds are distributed to 26 public transit agencies based on their expenditures for demand response services in 2001.
	FTA 5310*	\$1,500,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	
	JARC*	\$3,500,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	
	Vanpool Grants	\$2,000,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	Grants to expand van pooling programs.
	Commuter Trip Reduction	\$1,850,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	The Commute Trip Reduction (CTR) program is required under state law. Funds are passed through to ten counties based upon the number of affected workites and the performance of the trip reduction program in the previous year.
<b>SUBTOTAL</b>		<b>\$28,400,000</b>			

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**Washington State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Multimodal Transportation Fund	Passenger Rail Program (\$35m)	\$750,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	An 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. This program is new and currently being evaluated.
		<b>TOTAL</b>			
				<b>\$29,150,000</b>	

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\*Projects are selected through a consolidated application process and funds are distributed based on the ability of the agency to receive state or federal funds, and the appropriateness of the projects. These grants provide transit services within and between cities, purchase new buses and other equipment, provide public transportation service for the elderly and persons with disabilities, and improve public transportation in and between rural communities.

Note: Washington State provides transit funds on a two-year cycle. The figure shows the two-year (2003-2005) appropriated amount under the heading "Source" and reflects only the FY 2004 programmed amount under the heading "Transit Funds". Total funds for transit appropriated by program for the 2003-2005 biennium were \$29,150,000.



## ■ Washington State Transit Funding: Major Features

- Total state transit funding for FY 2003-2005 is \$84.2 million. For FY 2004, \$41.3 million was programmed for transit projects. This includes \$12.2 million for Passenger Rail.
- The population of the state is 6,131,445. The service area population of the 26 transit systems is 5,284,120.
- Most transit agencies are municipal corporations or operate under the authority of county government. Three are operated under the authority of a city government. Voter-approved taxes, fares, federal grants and other operating revenue fund local transit agencies. In 2003, the total revenue for public transit operations was \$1,131.2 million.
- The most common form of local transit revenue is the sales tax. In 2003, \$764.5 million in sales tax was raised by the local transit agencies. Sound Transit, the regional transit authority, also raises revenue through the motor vehicle excise tax. In 2003, this amounted to \$61.2 million.
- State funding for public transportation and passenger rail services comes from the state Multimodal Transportation Fund. Fees, sales tax on new and used cars and other non-gas tax revenues are the main source of funding for this account. The Washington State Constitution prohibits the use of gas tax on non-highway programs.
- In May 2003, the Washington State Legislature passed a 10-year transportation funding program that established new grants for public transportation, special needs/Paratransit services, vanpool and commute trip reduction. The new revenue is also available for both capital and operating projects within the passenger rail program.
- The passenger rail program aligns with the north-south Interstate 5 highway. The Washington State Department of Transportation has an operating agreement with Amtrak and a use agreement with the Burlington-Northern/Santa Fe for the use of the tracks.

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

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
General Funds	Operating Assistance to Rural Transit (FTA 5311 Program)	\$1,294,162	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td>X</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	X	Formula-based		Legislated		Dedicated		Other		Specify:		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.
	Capital																										
Operating	X																										
Both																											
Planning																											
Other																											
Discretionary	X																										
Formula-based																											
Legislated																											
Dedicated																											
Other																											
Specify:																											
	Match for Statewide Capital Discretionary (FTA 5309 Grants)	\$1,000,000	<table border="1"> <tr><td>Capital</td><td>X</td></tr> <tr><td>Operating</td><td></td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital	X	Operating		Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td>X</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	X	Formula-based		Legislated		Dedicated		Other		Specify:		State matching funds are provided to match capital projects that are included in the statewide Section 5307 grants. Both urban and rural systems receive these matching funds.
Capital	X																										
Operating																											
Both																											
Planning																											
Other																											
Discretionary	X																										
Formula-based																											
Legislated																											
Dedicated																											
Other																											
Specify:																											
<b>Total</b>		<b>\$2,294,162</b>																									

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

- Total state transit funding in FY 2004 was \$2.3 million or \$1.26 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 5313 program, and no state funds are provided to administer any FTA grant.

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

**Wisconsin State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuels Taxes Vehicle Registration Taxes Fees/Revenues	State of Wisconsin Transportation Fund	\$98,661,320	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Based ON equalized percentages of combined state and federal operating expenses within 3-tier system based on system size.
		\$336,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	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.
		\$8,146,300	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Provides aid to counties for specialized transit services to the elderly and disabled communities.
		\$921,900	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Used to acquire vehicles for elderly and disabled transportation services. Grants made primarily to private, non-profit organizations and local public bodies.
		\$0	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
		\$1,012,350	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Funding for Wisconsin's share of the costs of AMTRAK service between Milwaukee and Chicago.
<b>TOTAL</b>		<b>\$109,077,870</b>			

NOTE:  
TMA=Transportation Management Agency

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

- Total state transit funding increased from \$108.9 million in FY 2003 to \$109,077,870 in FY 2004, for a current per capita funding level of \$19.80.
- State funding covers about 40 percent of operating costs statewide.
- State funding supports the transportation employment and mobility program, which emphasizes transportation services connecting low-income individuals with jobs and encourages innovative alternatives to driving alone.

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

**Wyoming State Transit Funding: Program Structure and Characteristics**

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Unrestricted State Highway Funds	Operating and Capital Assistance	\$1,500,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to local transit providers to supplement and help match 5307 and 5311 funding.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
Interest Income from the Transportation Trust Fund	Transportation Enterprise Fund	\$966,127	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Purchase of public transit vehicles.
<b>TOTAL</b>					<b>\$2,466,127</b>

## ■ Wyoming State Transit Funding: Major Features

- Total state transit funding in FY 2004 was \$2.4 million or \$4.87 per capita.
- Transportation Enterprise Fund awards were made in November 2004 – a total of \$996,127 was awarded to 20 state transit providers.
- Gas tax revenues are restricted to highway use only. Transit funds can only come from other portions of the state highway fund.
- During FY 2004, Wyoming DOT did not flex any dollars of congestion mitigation air quality (CMAQ) funds to the public transit program.
- During FY 2004, Wyoming received an appropriation of approximately \$1.997 million in FTA Section 5309 capital discretionary funding.
- Other funding sources for Wyoming public transit are local match funds and FTA Sections 5311, 5311i, the Rural Transit Assistance Program (RTAP), 5313(b)(2), 5303, and 5307.

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



## 3.0 Highlights of State Transit Funding, 2004

### ■ State Transit Programs Across the U.S.

In 2003, all 50 states and the District of Columbia (DC) responded to the Transit Survey. This year, again, all 50 states and DC returned their surveys. Information from the 2004 survey is summarized followed by an overview of funding changes and historical comparisons for the all programs for both the 2003 and 2004 surveys (for purposes of this summary, DC will be included with the states).

**Sources of State Funds (Table 3.1).** The most utilized sources for transit funding were the **general fund** (used by 19 states), **gas taxes** (used by 15 states), **motor vehicle/rental car sales taxes** (used by 9 states), **bond proceeds** (used by 9 states), **registration/license/title fees** (used by 8 states), and **general sales tax** (used by 7 states). Twenty-five states reported that they used **other** sources for funding such as state highway funds, trust funds, miscellaneous revenues, fees, taxes, lottery funds, tolls, or other types of assessments. Nine of these 25 states relied solely (100% of transit dollars) on these miscellaneous revenue sources.

**Types of Investment (Table 3.2).** Of the 51 transit programs, five reported no state funding for transit. Of those programs providing state transit funding, 29 out of 46 (63 percent) reported specific funding amounts for capital expenditures; 28 out of 46 (61 percent) reported specific funding amounts for operating expenditures; 30 out of 46 (65 percent) reported funding amounts that could be used for either capital or operating expenditures, and 20 out of 46 (43 percent) reported funding for planning, training, studies, or other miscellaneous activities. About two and a half times as many dollars were allocated for operating expenditures (\$4.129 billion or 44 percent) compared to capital expenditures (\$1.595 billion or 17 percent). Funds allocated for either capital or operating increased substantially in 2004—from \$2.264 billion (25 percent) in 2003 to \$3.441 billion (37 percent) in 2004. Miscellaneous funding allocations totaled \$1.53 million (1.6 percent).

**Table 3.1 Major Sources for Overall Transit Funding<sup>1</sup>**

State	General Fund	Gas Tax	Motor Vehicle/Rental Car Sales Tax	Registration/License/Title Fees	Bond Proceeds	General Sales Tax	Interest Income	Other <sup>2</sup>	
Arizona	0.3%							99.7%	
Arkansas			100%						
California		X			X	X		X	
Connecticut		X	X	X			X	X	
Delaware		X		X				X	
District of Columbia	79%				21%				
Florida		X	X	X					
Georgia	100%								
Idaho								100%	
Illinois	X				X				
Indiana						100%			
Iowa			100%						
Kansas								100%	
Kentucky	100%								
Louisiana								100%	
Maine	100%								
Maryland		29%	31%	17%	18%			4%	
Massachusetts	X				X	X		X	
Michigan		X	X	X				X	
Minnesota	X		X						
Mississippi	100%								
Missouri	100%								
Montana		19%		81%					
Nebraska	X							X	
Nevada							100%		
New Hampshire	56%				44%				
New Jersey	23%	X				X		3%	
New Mexico								100%	
New York	6%					X		X	
North Carolina								X	
North Dakota				100%					
Ohio	100%								
Oklahoma	69%	31%							
Oregon	X	X			X			X	
Pennsylvania	X		X		X	X		X	
Rhode Island		97%			X			X	
South Carolina		100%							
South Dakota								100%	
Tennessee		100%							
Texas								100%	
Vermont								100%	
Virginia		X	X			X	X	X	
Washington								100%	
West Virginia	100%								
Wisconsin		X		X				X	
Wyoming							X	X	
Alabama		<i>These five states do not use state funds for public transit</i>							
Alaska									
Colorado									
Hawaii									
Utah									

Notes: <sup>1</sup>A percentage figure is shown when the share or contribution of a particular source could be discerned. Where the exact share cannot be computed, an "X" is placed to illustrate the state's reliance on that source.

<sup>2</sup> "Other" includes state highway funds, trust funds, miscellaneous revenues, fees, taxes, lottery funds, tolls, or other types of assessments.

**Table 3.2 Types of Expenditures for State Transit Funding**

State	Total Reported FY 2004	Capital		Operating		Either/Both		Comments
		Amt	%	Amt	%	Amt	%	
Alabama*	\$0							No state funding in 2004
Alaska*	\$0							No state funding in 2004
Arizona	\$20,068,000	\$6,500,000	32.4%			\$13,500,000	67.3%	\$68,000 (.3%) for planning
Arkansas	\$2,800,000	\$900,000	32.1%			\$1,900,000	67.9%	
California	\$1,317,933,858	\$10,602,187	0.8%	\$2,850,000	0.2%	\$1,304,481,671	99.0%	
Colorado*	\$0							No state funding in 2004
Connecticut	\$200,167,000	\$34,000,000	17.0%	\$166,926,548	83.4%			
Delaware	\$72,000,000	\$20,100,000	27.9%	\$51,900,000	72.1%			
DC	\$208,252,896	\$41,279,060	19.8%	\$166,775,000	80.1%			\$47,288 (.1%) for planning
Florida	\$96,504,077	\$11,765,764	12.2%	\$4,467,891	4.6%	\$80,270,422	83.2%	
Georgia	\$4,858,257	\$4,680,138	96.3%					\$178,119 (3.7%) for planning
Hawaii*	\$0							No state funding in 2004
Idaho	\$312,000	\$312,000	100.0%					
Illinois	\$778,700,000	\$356,000,000	45.7%	\$422,700,000	54.3%			
Indiana	\$36,200,751					\$36,200,751	100.0%	
Iowa	\$8,600,000					\$8,300,000	96.5%	\$300,000 (3.5%) for marketing, training, etc.
Kansas	\$6,000,000	\$2,190,000	36.5%	\$3,810,000	63.5%			
Kentucky	\$1,400,000	\$1,400,000	100.0%					
Louisiana	\$4,962,500	\$124,063	2.5%			\$4,838,437	97.5%	Funds can be used for other purposes as well.
Maine	\$505,000			\$505,000	100.0%			
Maryland	\$789,511,418			\$9,019,000	1.1%	\$780,492,018	98.9%	
Massachusetts	\$1,291,363,175	\$396,435,529	30.7%	\$894,927,646	69.3%			
Michigan	\$209,652,400			\$161,680,000	77.1%	\$47,972,400	22.9%	
Minnesota	\$214,255,000	\$1,000,000	0.5%	\$210,455,000	98.2%	\$2,800,000	1.3%	
Mississippi	\$800,000					\$800,000	100.0%	
Missouri	\$6,600,000			\$6,600,000	100.0%			
Montana	\$390,000					\$75,000	19.2%	\$315,000 (80.8%) for other purposes.
Nebraska	\$1,500,000			\$1,400,000	93.3%	\$100,000	6.7%	
Nevada	\$125,000	\$125,000	100.0%					
New Hampshire	\$225,000	\$100,000	44.4%	\$125,000	55.6%			
New Jersey	\$837,476,000	\$312,618,000	37.3%	\$193,827,000	23.1%	\$331,031,000	39.5%	
New Mexico	\$2,402,000					\$1,652,000	68.8%	\$750,000 (31.2%) for planning and other.
New York	\$1,811,372,000	\$31,815,000	1.8%	\$1,243,557,000	68.7%	\$536,000,000	29.6%	
North Carolina	\$154,680,000	\$14,430,000	9.3%	\$44,550,000	28.8%	\$93,000,000	60.1%	\$2.7m (1.8%) for other purposes.
North Dakota	\$1,545,700					\$1,545,700	100.0%	Funds can be used for other purposes as well.
Ohio	\$18,100,000			\$1,300,000	7.2%	\$12,800,000	70.7%	\$4.0m (22.1%) for other programs
Oklahoma	\$2,750,000					\$2,750,000	100.0%	Funds can be used for other purposes as well.
Oregon	\$31,444,655	\$9,970,093	31.7%			\$21,474,562	68.3%	Some funds can be used for other purposes.
Pennsylvania	\$785,151,000	\$298,760,000	38.1%	\$282,065,000	35.9%	\$75,000,000	9.6%	\$129.3m (16.5%) for other purposes.
Rhode Island	\$36,839,916	\$1,202,516	3.3%	\$35,637,400	96.7%			
South Carolina	\$5,864,000			\$3,500,000	59.7%	\$1,560,000	26.6%	\$.80m (13.7%) administration/planning
South Dakota	\$996,000			\$996,000	100.0%			
Tennessee	\$38,532,100	\$5,036,000	13.1%	\$15,554,000	40.4%	\$5,744,000	14.9%	\$12.2m (31.7%)-planning/training/etc.
Texas	\$27,741,068					\$27,741,068	100.0%	Funds can be used for other purposes as well.
Utah*	\$0							No state funding in 2004
Vermont	\$6,103,254					\$6,103,254		Funds can be used for other purposes as well.
Virginia	\$140,100,000	\$27,300,000	19.5%	\$101,200,000	72.2%	\$10,000,000	7.1%	\$1.6m (1.2%) for studies, etc.
Washington	\$29,150,000	\$3,500,000	12.0%	\$2,600,000	8.9%	\$23,050,000	79.1%	Some funds can be used for other purposes.
West Virginia	\$2,294,162	\$1,000,000	43.6%	\$1,294,162	56.4%			
Wisconsin	\$109,077,870	\$921,900	0.8%	\$98,661,320	90.5%	\$8,146,300	7.5%	\$1.3m (1.2%) for other purposes.
Wyoming	\$2,466,127	\$966,127	39.2%			\$1,500,000	60.8%	
<b>TOTALS</b>	<b>\$9,317,772,184</b>	<b>\$1,595,033,377</b>	<b>17.1%</b>	<b>\$4,128,882,967</b>	<b>44.3%</b>	<b>\$3,440,828,583</b>	<b>36.9%</b>	<b>\$153,027,257 (1.6%) for other purposes.</b>

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

**Allocation of State Transit Funding.** Almost all states reported the eligible uses of funds and how those funds were allocated. A number of states showed a mix of allocation programs, e.g. discretionary allocation based on a formula. Out of a total of 184 funding amounts described by the 51 programs, about 162 were divided among three classifications: capital expenditures only, operating expenditures only, and those funds that could be used for either capital or operating expenses.

Methods of allocation were provided for all but 19 funding amounts. Those funds to be used for capital expenditures were mostly discretionary allocations (19) followed by formula-based (8), dedicated funds (8) and through legislation (5). On the other hand, operating funds were likely to be formula-based allocations (24), followed by discretionary funding (16), legislation (6), and dedicated funds (6). Funds targeted for either capital or operating expenses were distributed using formula-based allocations (21), discretionary funding (15), through legislation (11), or through dedicated funds (5). Overall, 37 percent of the funds were discretionary allocations, 35 percent were based on a formula, 15 percent were legislated, and 12 percent were dedicated funds. Population, ridership, and previous funding levels were among the most commonly reported formula factors. Numbers of vehicles or vehicle miles traveled were also reported, as were operating expenses. Locally generated income and local transit tax receipts were used in some states as part of allocation formulas.

States with large cities often set aside dedicated amounts or shares for transit providers in those urban areas. For states with a statewide public transit provider, such as Delaware and Rhode Island, the formulas or discretionary allocations may be set by the state legislature itself.

**Changes in State Transit Funding (Table 3.3).** Because all states provided information for both the 2003 and 2004 studies, historical comparisons could be drawn relative to funding amounts for these two time periods. Changes in funding levels between FY 2003 and FY 2004 are shown in Table 3.3 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 45-percent increase in reported *total* funding and a related 43-percent increase in *per capita* funding), but they are not identical. Percent changes in *per capita* funding may either lag or exceed percent changes in *total* funding, thereby creating a different portrait of state funding activity.

Changes in overall state funding for participants in the most recent report have shown a rather wide variance, ranging from a *total* funding increase of 69 percent for North Carolina (corresponding to 66% percent in *per capita* funding) to no change in funding for eight states, to a 78 percent decrease in *total* funding (and related 78 percent *per capita* decrease) in Maine. In addition, Mississippi and New Mexico did not fund transit in 2003 but are providing transit funds in 2004.

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

- A total of 25 states reported increased *total* funding for transit by a range of 0.2 percent (Wisconsin) to 69 percent (North Carolina).
  - > Two states – Mississippi and New Mexico began funding transit in 2004.
  - > Four states—North Carolina, Wyoming, Arizona, and Tennessee—reported a greater than 15-percent increase.
  - > The remaining nineteen states—Vermont, New Hampshire, Massachusetts, Texas, South Dakota, Connecticut, DC, Virginia, West Virginia, Indiana, Maryland, Illinois, Florida, New Jersey, New York, California, Oregon, Michigan, and Wisconsin—reported a 0.2 percent to 15 percent increase.
- Kentucky, Louisiana, Oklahoma, Kansas, Missouri, Arkansas, Montana, and Idaho reported no change in funding levels in FY 2004.
- Seven states—Rhode Island, South Carolina, Delaware, North Dakota, Pennsylvania, Nebraska, and Minnesota—reported decreases of less than 7 percent.
- Four states—Georgia, Iowa, Ohio, and Washington—reported decreases from 7 percent to 27 percent.
- Two states—Nevada and Maine—reported decreases of 62 percent and 78 percent respectively.

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

- Between FY 2003 and FY 2004, 24 states reported increases in *per capita* funding ranging from a 0.5 percent increase (Michigan) to a 66 percent increase (North Carolina).
- Sixteen states—DC, Connecticut, South Dakota, New Hampshire, Texas, Virginia, West Virginia, Indiana, Illinois, New York, Maryland, New Jersey, Florida, Oregon, California, and Michigan—reported increases of less than 10 percent.
- Four states—Arizona, Tennessee, Vermont, and Massachusetts—reported increases in the 11 percent to 41 percent range.
- Two states—Wyoming and North Carolina —reported increases of 63 percent and 66 percent respectively.
- Kentucky, Louisiana, Oklahoma reported no changes in per capita funding in FY 2004.

**Table 3.3 Changes in State Transit Funding Levels, 2003-2004**

State	FY 2004 Funding	FY 2004 Per Capita	FY 2003 Funding	FY 2003 Per Capita	% Change-Total Funding	% Change-Per Capita Funding
Alabama*	\$0	\$0	\$0	\$0		
Alaska*	\$0	\$0	\$0	\$0		
Arizona	\$20,068,000	\$3.49	\$13,768,000	\$2.47	45.8%	41.3%
Arkansas	\$2,800,000	\$1.02	\$2,800,000	\$1.03	0.0%	-1.0%
California	\$1,317,933,858	\$36.72	\$1,294,100,000	\$36.47	1.8%	0.7%
Colorado*	\$0	\$0	\$0	\$0		
Connecticut	\$200,167,000	\$57.13	\$186,100,000	\$53.43	7.6%	6.9%
Delaware	\$72,000,000	\$86.71	\$74,600,000	\$91.25	-3.5%	-5.0%
District of Columbia	\$208,252,896	\$376.23	\$198,038,000	\$351.52	5.2%	7.0%
Florida	\$96,504,077	\$5.55	\$93,500,000	\$5.49	3.2%	1.1%
Georgia	\$4,858,257	\$0.55	\$5,232,669	\$0.60	-7.2%	-8.3%
Hawaii*	\$0	\$0	\$0	\$0		
Idaho	\$312,000	\$0.22	\$312,000	\$0.23	0.0%	-4.3%
Illinois	\$778,700,000	\$61.25	\$754,000,000	\$59.59	3.3%	2.8%
Indiana	\$36,200,751	\$5.80	\$34,800,000	\$5.62	4.0%	3.2%
Iowa	\$8,600,000	\$2.91	\$9,500,000	\$3.23	-9.5%	-9.9%
Kansas	\$6,000,000	\$2.19	\$6,000,000	\$2.20	0.0%	-0.5%
Kentucky	\$1,400,000	\$0.34	\$1,400,000	\$0.34	0.0%	0.0%
Louisiana	\$4,962,500	\$1.10	\$4,962,500	\$1.10	0.0%	0.0%
Maine	\$505,000	\$0.38	\$2,250,000	\$1.72	-77.6%	-77.9%
Maryland	\$789,511,418	\$142.05	\$763,500,000	\$138.59	3.4%	2.5%
Massachusetts	\$1,291,363,175	\$201.26	\$1,165,492,492	\$181.16	10.8%	11.1%
Michigan	\$209,652,400	\$20.73	\$207,800,000	\$20.62	0.9%	0.5%
Minnesota	\$214,255,000	\$42.00	\$229,200,000	\$45.30	-6.5%	-7.3%
Mississippi	\$800,000	\$0.28	\$0	\$0		
Missouri	\$6,600,000	\$1.15	\$6,600,000	\$1.16	0.0%	-0.9%
Montana	\$390,000	\$0.42	\$390,000	\$0.43	0.0%	-2.3%
Nebraska	\$1,500,000	\$0.86	\$1,600,000	\$0.92	-6.3%	-6.5%
Nevada	\$125,000	\$0.05	\$325,000	\$0.15	-61.5%	-66.7%
New Hampshire	\$225,000	\$0.17	\$200,000	\$0.16	12.5%	6.3%
New Jersey	\$837,476,000	\$96.27	\$812,900,000	\$94.10	3.0%	2.3%
New Mexico	\$2,402,000	\$1.26	\$0	\$0		
New York	\$1,811,372,000	\$94.21	\$1,763,200,000	\$91.88	2.7%	2.5%
North Carolina	\$154,680,000	\$18.11	\$91,700,000	\$10.91	68.7%	66.0%
North Dakota	\$1,545,700	\$2.44	\$1,620,000	\$2.56	-4.6%	-4.7%
Ohio	\$18,100,000	\$1.58	\$20,700,000	\$1.81	-12.6%	-12.7%
Oklahoma	\$2,750,000	\$0.78	\$2,750,000	\$0.78	0.0%	0.0%
Oregon	\$31,444,655	\$8.75	\$30,910,000	\$8.68	1.7%	0.8%
Pennsylvania	\$785,151,000	\$63.29	\$823,800,000	\$66.62	-4.7%	-5.0%
Rhode Island	\$36,839,916	\$34.09	\$37,442,000	\$34.79	-1.6%	-2.0%
South Carolina	\$5,864,000	\$1.40	\$6,000,000	\$1.45	-2.3%	-3.4%
South Dakota	\$996,000	\$1.29	\$923,000	\$1.21	7.9%	6.6%
Tennessee	\$38,532,100	\$6.53	\$30,400,000	\$5.20	26.8%	25.6%
Texas	\$27,741,068	\$1.23	\$25,700,000	\$1.16	7.9%	6.0%
Utah*	\$0	\$0	\$0	\$0		
Vermont	\$6,103,254	\$9.82	\$5,300,000	\$8.56	15.2%	14.7%
Virginia	\$140,100,000	\$18.78	\$131,500,000	\$17.80	6.5%	5.5%
Washington	\$29,150,000	\$4.70	\$39,900,000	\$6.51	-26.9%	-27.8%
West Virginia	\$2,294,162	\$1.26	\$2,200,000	\$1.22	4.3%	3.3%
Wisconsin	\$109,077,870	\$19.80	\$108,900,000	\$19.90	0.2%	-0.5%
Wyoming	\$2,466,127	\$4.87	\$1,500,000	\$2.99	64.4%	62.9%

Note: \*\* Texas provides funds on a biennial basis. Figures shown are average annual funds for the biennium.  
 Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2004, published in December, 2004."

- Fifteen states—Kansas, Wisconsin, Missouri, Arkansas, Rhode Island, Montana, South Carolina, Idaho, North Dakota, Delaware, Pennsylvania, Nebraska, Minnesota, Georgia, and Iowa—reported a decrease of less than 10 percent.
- Two states—Ohio and Washington—reported decreases measuring 13 percent and 28 percent respectively.
- Two states—Nevada and Maine—reported decreases of 67 percent and 78 percent respectively.

## ■ State Transit Funding Summary

A snapshot of all states surveyed in the FY 2004 effort, shown in Table 3.4, reveals that *total* transit funding by state varies widely across the nation, ranging from zero dollars in funding to \$1.811 billion. Five states—Alabama, Alaska, Colorado, Hawaii, and Utah—do not fund transit at the state level. On the other hand, states such as New York, California, Massachusetts, New Jersey, Maryland, Pennsylvania, and Illinois, among others, have made large state investments in transit ranging from \$779 million to \$1.811 billion.

Table 3.5 shows state funding ranked by *per capita* funding levels. In terms of per capita funding, the District of Columbia reported committing the most resources,<sup>1</sup> followed by Massachusetts, Maryland, New Jersey, New York, and Delaware. California and Rhode Island reported committing almost equal amounts per capita, in spite of the large variance in *total* funding. In sum, 16 states (including the District of Columbia) reported between \$18 per capita and \$376 per capita commitments, whereas the remaining states reported zero dollars per capita to slightly less than \$10 per capita. Generally, the states with more urban characteristics and more extensive public transit services reported higher *total* and *per capita* figures.

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

**Table 3.4 Level of Investment Reported by All States and DC, Ranked by Total Funding**

State	FY 2004 Funding	FY 2004 Per Capita Costs	Population Figures
New York	\$1,811,372,000	\$94.21	19,227,088
California	\$1,317,933,858	\$36.72	35,893,799
Massachusetts	\$1,291,363,175	\$201.26	6,416,505
New Jersey	\$837,476,000	\$96.27	8,698,879
Maryland	\$789,511,418	\$142.05	5,558,058
Pennsylvania	\$785,151,000	\$63.29	12,406,292
Illinois	\$778,700,000	\$61.25	12,713,634
Minnesota	\$214,255,000	\$42.00	5,100,958
District of Columbia	\$208,252,896	\$376.23	553,523
Michigan	\$209,652,400	\$20.73	10,112,620
Connecticut	\$200,167,000	\$57.13	3,503,604
North Carolina	\$154,680,000	\$18.11	8,541,221
Virginia	\$140,100,000	\$18.78	7,459,827
Wisconsin	\$109,077,870	\$19.80	5,509,026
Florida	\$96,504,077	\$5.55	17,397,161
Delaware	\$72,000,000	\$86.71	830,364
Tennessee	\$38,532,100	\$6.53	5,900,962
Rhode Island	\$36,839,916	\$34.09	1,080,632
Indiana	\$36,200,751	\$5.80	6,237,569
Oregon	\$31,444,655	\$8.75	3,594,586
Washington	\$29,150,000	\$4.70	6,203,788
Texas	\$27,741,068	\$1.23	22,490,022
Arizona	\$20,068,000	\$3.49	5,743,834
Ohio	\$18,100,000	\$1.58	11,459,011
Iowa	\$8,600,000	\$2.91	2,954,451
Missouri	\$6,600,000	\$1.15	5,754,618
Kansas	\$6,000,000	\$2.19	2,735,502
South Carolina	\$5,864,000	\$1.40	4,198,068
Vermont	\$6,103,254	\$9.82	621,394
Louisiana	\$4,962,500	\$1.10	4,515,770
Georgia	\$4,858,257	\$0.55	8,829,383
Arkansas	\$2,800,000	\$1.02	2,752,629
Oklahoma	\$2,750,000	\$0.78	3,523,553
New Mexico	\$2,402,000	\$1.26	1,903,289
West Virginia	\$2,294,162	\$1.26	1,815,354
Wyoming	\$2,466,127	\$4.87	506,529
North Dakota	\$1,545,700	\$2.44	634,366
Nebraska	\$1,500,000	\$0.86	1,747,214
Kentucky	\$1,400,000	\$0.34	4,145,922
South Dakota	\$996,000	\$1.29	770,883
Mississippi	\$800,000	\$0.28	2,902,966
Maine	\$505,000	\$0.38	1,317,253
Montana	\$390,000	\$0.42	926,865
Idaho	\$312,000	\$0.22	1,393,262
New Hampshire	\$225,000	\$0.17	1,299,500
Nevada	\$125,000	\$0.05	2,334,771
Alabama*	\$0	\$0.00	4,530,182
Alaska*	\$0	\$0.00	655,435
Colorado*	\$0	\$0.00	4,601,403
Hawaii*	\$0	\$0.00	1,262,840
Utah*	\$0	\$0.00	2,389,039

Note: \* The DC figure is artificially high. WMATA extends into Maryland and Virginia and therefore serves a population much larger than that of DC. Calculation is based on DC investment per DC residents.

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

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2004, published in December 2004."

**Table 3.5 Level of Investment Reported by All States and DC, Ranked by Per Capita Funding**

State	FY 2004 Funding	FY 2004 Per Capita Costs	Population Figures
District of Columbia	\$208,252,896	\$376.23	553,523
Massachusetts	\$1,291,363,175	\$201.26	6,416,505
Maryland	\$789,511,418	\$142.05	5,558,058
New Jersey	\$837,476,000	\$96.27	8,698,879
New York	\$1,811,372,000	\$94.21	19,227,088
Delaware	\$72,000,000	\$86.71	830,364
Pennsylvania	\$785,151,000	\$63.29	12,406,292
Illinois	\$778,700,000	\$61.25	12,713,634
Connecticut	\$200,167,000	\$57.13	3,503,604
Minnesota	\$214,255,000	\$42.00	5,100,958
California	\$1,317,933,858	\$36.72	35,893,799
Rhode Island	\$36,839,916	\$34.09	1,080,632
Michigan	\$209,652,400	\$20.73	10,112,620
Wisconsin	\$109,077,870	\$19.80	5,509,026
Virginia	\$140,100,000	\$18.78	7,459,827
North Carolina	\$154,680,000	\$18.11	8,541,221
Vermont	\$6,103,254	\$9.82	621,394
Oregon	\$31,444,655	\$8.75	3,594,586
Tennessee	\$38,532,100	\$6.53	5,900,962
Indiana	\$36,200,751	\$5.80	6,237,569
Florida	\$96,504,077	\$5.55	17,397,161
Washington	\$29,150,000	\$4.70	6,203,788
Wyoming	\$2,466,127	\$4.87	506,529
Arizona	\$20,068,000	\$3.49	5,743,834
Iowa	\$8,600,000	\$2.91	2,954,451
North Dakota	\$1,545,700	\$2.44	634,366
Kansas	\$6,000,000	\$2.19	2,735,502
Ohio	\$18,100,000	\$1.58	11,459,011
South Carolina	\$5,864,000	\$1.40	4,198,068
South Dakota	\$996,000	\$1.29	770,883
West Virginia	\$2,294,162	\$1.26	1,815,354
New Mexico	\$2,402,000	\$1.26	1,903,289
Texas	\$27,741,068	\$1.23	22,490,022
Missouri	\$6,600,000	\$1.15	5,754,618
Louisiana	\$4,962,500	\$1.10	4,515,770
Arkansas	\$2,800,000	\$1.02	2,752,629
Nebraska	\$1,500,000	\$0.86	1,747,214
Oklahoma	\$2,750,000	\$0.78	3,523,553
Georgia	\$4,858,257	\$0.55	8,829,383
Montana	\$390,000	\$0.42	926,865
Maine	\$505,000	\$0.38	1,317,253
Kentucky	\$1,400,000	\$0.34	4,145,922
Mississippi	\$800,000	\$0.28	2,902,966
Idaho	\$312,000	\$0.22	1,393,262
New Hampshire	\$225,000	\$0.17	1,299,500
Nevada	\$125,000	\$0.05	2,334,771
Alabama*	\$0	\$0.00	4,530,182
Alaska*	\$0	\$0.00	655,435
Colorado*	\$0	\$0.00	4,601,403
Hawaii*	\$0	\$0.00	1,262,840
Utah*	\$0	\$0.00	2,389,039

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

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

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2004, published in December, 2004."



## 4.0 Overview of State and Local Ballot Initiatives

### ■ Overview

In 2004, voters were asked to consider a bumper crop of transit-related referenda, 56 of which are profiled here,<sup>1</sup> more than double the number offered at 2003 ballot boxes. And once again, voters heeded the adage that if there's such a thing as a "good tax," then a transportation tax just might be it, as 40 of 50 funding initiatives (80%) were approved by voters. Many of the 2004 issues represented second or third attempts to gain voter approval of dedicated funding sources, often after residents experienced the effects of service reductions to their local transportation system.

Most successful cities fail more than once before finally achieving breakthroughs at the ballot box, usually on the second or third attempt. One major reason is that many local

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<sup>1</sup> Some of the profiles were derived from various articles in *Passenger Transport*, the weekly publication of the American Public Transportation Association (APTA), available online at [http://www.apta.com/passenger\\_transport/thisweek/](http://www.apta.com/passenger_transport/thisweek/). These articles include the following: "Transit Wins in Close California Ballot Races," November 29, 2004; "Transit Scores Additional Wins in Tight Ballot Races," November 15, 2004; "Record Number of Transit Victories Across Country," November 8, 2004; "Everett, Wash., Voters Approve Sales Tax Increase," September 20, 2004; "Balcones Heights, Texas, Votes to Retain VIA Service," September 20, 2004; "Transit Initiatives on Nov. 2 Ballots Around Country," August 16, 2004; "Respect for CATA Translates into Election Day Victory," August 16, 2004; "Michigan Municipalities Support New Tax," August 8, 2004; "Spokane Overwhelmingly Passes Tax Increase Supporting Transit," May 24, 2004; "Southeastern Michigan Voters Pass Transit Tax Levy," May 10, 2004; "Anchorage Voters Defeat Bond Proposal for Transit," April 12, 2004; "Bay Area Voters Approve Transit Plan; Two Other Votes Fail in Ohio, Michigan," March 8, 2004; "Richland Hills Residents Vote to Remain in Fort Worth 'T'," February 16, 2004. Other sources include the Center for Transportation Excellence (CFTE), "2004 Transit Ballot Measures," available online at <http://www.cfte.org/success/>; "Reuteman: FasTracks puts Denver in Fast Lane to Future," *Rocky Mountain News*, November 13, 2004; "Voters Give RFTA Budget a Lift," *Aspen Times*, November 4, 2004; "\$200 Million for Metro, Road Projects Resoundingly Approved," *Washington Post*, November 3, 2004; "Levies for Emergency Services, Transportation Appear to Pass," *Daily Inter Lake*, June 10, 2004; "If There's Such a Thing as a 'Good Tax' the Branson Transportation Tax Just Might Be It!," *Branson Courier*, May 23, 2004; "Tuesday's Levy Defeat Could End Bus Service," *Cincinnati Enquirer*, March 4, 2004; "Regional Transit Measure Passes, Toll Will Rise to \$3 on State-Owned Bridges in Bay Area," *San Francisco Chronicle*, March 3, 2004; "Reluctant YES to City Bus Tax," *Saginaw News*, February 29, 2004.

elections are influenced more by the economy or a national election for President than by the level of support for public transit, as noted by the Center for Transportation Excellence (CFTE).<sup>2</sup>

Table 4.1 shows the ballot results by funding type. The top source for dedicated funding was a virtual tie between property and sales taxes.

**Table 4.1 2004 Ballot Results, by Type of Initiative**

Initiative Type	Total	Approved by Voters	
		Number	Percent
All Initiatives	56	45	80%
■ Funding Initiatives Only	50	40	80%
● Dedicated Sales Tax, New or Increase	14	9	64%
● Dedicated Sales Tax, Renewal	8	8	100%
● Dedicated Property Tax	23	19	83%
● Dedicated Bond Issue	4	3	75%
● Dedicated Bridge Toll	1	1	100%
■ Miscellaneous Issues (Voter Advisories, Jurisdictional Matters, Non-Funding Measures)	6	5	83%

Two distinct pro-transit landslides deserve special mention — the countywide success in the State of Michigan on August 3 and the nationwide support on Election Day, November 2.

## Pro-Transit Landslide in Michigan's Counties

On August 3, residents in 13 Michigan counties voted overwhelmingly to continue or increase property taxes that would support their local transit systems. The 13 winning millages passed by an average of more than 20 percentage points (basically a 3-to-2

<sup>2</sup> The Center for Transportation Excellence, headquartered in Washington, D.C., is a non-partisan center for policy research, created to serve the needs of communities and transportation organizations nationwide by providing research materials, strategies, and other forms of support on the benefits of public transportation. Additional information is available online at <http://www.cfte.org>.

margin of victory), which constitutes a voting landslide. Only one Michigan county, Manistee County, rejected a proposed transit millage.

Transit advocates were quick to note the diverse demographics of the communities that supported transit. Tax support for public transportation came from:

- Rural, almost completely white, areas of the Upper Peninsula, such as the counties of Gogebic, Marquette, and Ontonagon;
- Rapidly suburbanizing areas, such as Shiawassee County;
- Urbanized areas with significant African American populations, like Genesee County, which includes Flint.

The closest of the "yes" votes occurred in Genesee County, where the proposal won by 8 percentage points. Service cuts threatened by the county's Mass Transportation Authority (MTA) prompted an outcry from senior citizens and people with disabilities, who in turn organized an advocacy group, Friends of Public Transportation, to promote existing and expanded service. This countywide, citizen-led effort helped voters better understand the transit choices being faced, and Michigan political analysts agree that Friends made the difference in Genesee County's successful transit vote.<sup>3</sup>

## Nationwide Transit Support on Election Day

On November 2, the Election Day on which a President is chosen, voters in 12 states faced a record number of 31 initiatives to support public transportation, 24 of which were approved (77% of November 2 total).

Stephanie Vance, program manager at CFTE, said, "It's a perfect storm that's been brewing for transit agencies across the country. State budgets decreased, local budgets are squeezed, and at the federal level there is a lot of uncertainty. A lot of communities are being forced to turn to the voters."<sup>4</sup>

Yet, generally speaking, voters continue to value public transportation, and people are willing to fund their share at the local level. Especially impressive was the showing in California where 9 of 12 county measures were approved with the state-mandated 2/3 majority required to pass a tax for transportation purposes.

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<sup>3</sup> Michigan Land Use Institute, "Michigan's Pro-Transit Landslide," August 18, 2004, available online at <http://www.mlui.org/transportation/>.

<sup>4</sup> "Transit Issues Burning Up Ballots," *USA Today*, October 29, 2004.

The following two sections present short profiles of the 56 ballot measures. The first section gives measures that were approved by voters; the second provides measures that were defeated by voters.

## ■ Ballot Initiatives Approved by Voters

Voters approved 45 initiatives (80% of total) during 2004. In terms of ballot measures affecting large cities, voters in Phoenix and Maricopa County continued an existing sales tax to upgrade their transportation network, those in San Francisco and the surrounding bay-area counties supported a variety of methods (bridge tolls, bonds, both property and sales taxes) to fund a wide range of transportation improvements, those in San Diego favored a sales-tax renewal to afford highway expansion, those in Denver passed a sales-tax increase to fund light-rail lines, those in San Antonio endorsed a sales-tax increase for advanced transportation services, and those in Seattle voted to continue an expensive project for elevated rail.

### *Maricopa County including Phoenix, Arizona*

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 57% to 43%

Nature of Proposal: Implement a comprehensive transportation plan for Phoenix and the "Valley of the Sun" Region that would include 300+ miles of new/improved freeways, 250+ miles of new/improved arterial streets, 30+ improved intersections, 40 new regional bus routes, 2000+ new buses, 20+ new miles to the already-approved light rail system, 1000 new dial-a-rides, and 30+ park-and-ride lots.

Means of Funding: Continue an existing ½-cent sales tax for a second consecutive 20-year term, until 2025, to help fund a \$15.8 billion comprehensive transportation plan for Phoenix and the "Valley of the Sun" Region.

### *7 Bay Area Counties, California (7 Bay Area Counties: Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano)*

Date of Ballot: 3 – 2 – 2004

Margin of Approval: 56% to 44% (only one county, Solano, voted against proposal)

Nature of Proposal: Fund a sweeping collection of transportation improvements, starting with three big-ticket items — constructing in downtown San Francisco a new landmark Transbay Terminal as well as a Caltrain extension (projected cost of \$150 million), seismic strengthening of BART's (Bay Area Rapid Transit) Transbay Tube against a major earthquake (cost of \$143 million), and modifying Dumbarton rail bridge to add commuter rail service (\$135 million). Other improvements of significance – a fourth passage (bore) for the Caldecott Tunnel (\$50 million), new five-lane span for Benicia-Martinez bridge (\$50 million), new ferry service for East Bay and Peninsula (\$36 million), BART extension to Warm Springs, linkage of diesel rail

line from BART's Pittsburg/Bay Point station to Byron, extension of carpool lane on Interstate 80, and added regional express bus service. The ultimate goal is to lure those who currently drive to work or school (estimated at 81% of commuters by a 2003 study) to take public transportation, thus easing gridlock on the region's roads.

Means of Funding: Raise tolls by \$1, from \$2 to \$3, on seven state-owned toll bridges to generate an additional \$125 million annually, marking the Bay Area's largest transportation investment in the last 15 years. (Note: the Golden Gate Bridge is not state owned; hence, its toll is not affected by this initiative.)

### ***3 Bay Area Counties, California (3 Bay Area Counties: Alameda, Contra Costa, San Francisco)***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 70% to 30%

Nature of Proposal: Continue to upgrade BART (Bay Area Rapid Transit) with modifications designed to improve earthquake safety. This same measure was defeated by 2.2 percentage points in 2002.

Means of Funding: Obligate about \$980 million in revenue bonds. No tax increase needed.

### ***2 East Bay Area Counties, California (2 Bay Area Counties: Alameda, Contra Costa)***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 72% to 28% (2/3 majority required to pass property tax for transportation purposes)

Nature of Proposal: Allow Alameda – Contra Costa (AC) Transit to restore operation and maintenance of its service, including bus service to students and para-transit service to seniors and disabled persons. This past year, AC Transit faced a budget shortfall of \$50 million, causing lay-offs of 150 bus drivers/mechanics, elimination or reduction of nearly 20% of bus services, and fare increases.

Means of Funding: Increase the property tax from \$2 to \$4 per month per parcel of taxable land, for an annual total of \$48 for 10 years, until 6 – 30 – 2015.

### ***Contra Costa County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 70% to 29% (2/3 majority required to pass sales tax for transportation purposes)

Nature of Proposal: Address key transportation needs, such as adding a fourth passage (bore) for the Caldecott Tunnel, extending BART (Bay Area Rapid Transit) to North Concord and Bay Point in East Contra Costa, widening Route 4 in the eastern county and reconfiguring it in the western county, improving Interstate 680 transit corridor, improving local streets (\$360 million), and enhancing transit for seniors and disabled persons (\$120 million). The county's existing Growth Management Program would

also be updated to encourage more transit-oriented, affordable communities that are pedestrian and bicycle friendly.

Means of Funding: Continue an existing ½-cent sales tax for a 25-year extension, until 2034, to provide \$2.0 billion.

### ***Marin County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 71% to 29% (⅔ majority required to pass sales tax for transportation purposes)

Nature of Proposal: Complete the gap in the high-occupancy "carpool" vehicle lane on Highway 101 through San Rafael, and maintain and improve the following: local roads and "safe" routes around schools, sidewalks and bicycle paths, para-transit services for seniors and disabled persons, and bus transit services, both intra-county and to San Francisco.

Means of Funding: Increase the sales tax by ½ cent for 20 years, until 2025, to provide \$330 million.

### ***Sacramento County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 75% to 25% (⅔ majority required to pass sales tax for transportation purposes)

Nature of Proposal: Provide road maintenance (filling potholes, resurfacing streets, strengthening overpasses), improve bus and light-rail transit, expand transit for seniors and disabled persons, initiate neighborhood shuttles (\$30 million), and establish developer fees to mitigate the impact of new housing and commercial development on the transportation infrastructure.

Means of Funding: Continue an existing ½-cent sales tax for a 30-year extension, until 2039, to provide \$4.7 billion.

### ***San Bernardino County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 79% to 21% (⅔ majority required to pass sales tax for transportation purposes)

Nature of Proposal: Extend MetroLink to Redlands; extend Gold Line to Montclair; widen Interstates 10, 15, and 215, and improve interchanges to these interstates; continue local street repairs; continue transit service for seniors and disabled persons; and improve bus and rapid transit.

Means of Funding: Continue an existing ½-cent sales tax for a 30-year extension, until 2040, to provide \$4.5 billion.

### *San Diego County, California*

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 67.0% to 33.0% ( $\frac{2}{3}$  majority required to pass sales tax for transportation purposes)

Nature of Proposal: Undertake major highway expansion projects along Interstates 5, 8, 15, and 805 as well as State Routes 52, 54, 56, 67, 76, 78, 94, 125, and 905; add new Bus Rapid Transit services, including carpool-only lanes; and implement environmental mitigation program.

Means of Funding: Continue an existing  $\frac{1}{2}$ -cent sales tax for a 20-year extension, until 2028, to provide \$14 billion.

### *San Mateo County, California*

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 75% to 25% ( $\frac{2}{3}$  majority required to pass sales tax for transportation purposes)

Nature of Proposal: Target congested corridors for transit improvement, continue to improve connections with regional transportation facilities, enhance safety throughout the transportation system, and meet the mobility needs of disabled people.

Means of Funding: Continue an existing  $\frac{1}{2}$ -cent sales tax for a 25-year extension, until 2034, to provide \$1.5 billion.

### *Sonoma County, California*

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 67.2% to 32.8% ( $\frac{2}{3}$  majority required to pass sales tax for transportation purposes)

Nature of Proposal: Widen Highway 101 and improve local streets to relieve traffic congestion, continue work on North Bay passenger rail line, and fund bicycle and pedestrian projects.

Means of Funding: Increase the sales tax by  $\frac{1}{4}$  cent for 20 years, until 2025, to provide \$470 million.

### *Aspen, Colorado*

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 57% to 43%

Nature of Proposal: Bail out the Roaring Fork Transportation Authority (RFTA), which faced a \$1.0 million deficit in 2005 and subsequent 50% service cuts. Following passage, funds will be available to replace part of its aging fleet of buses, to give employees their first cost-of-living pay increase in two years, to lengthen a valley-long trail, and to build a reserve fund. RFTA serves Glenwood Springs, Carbondale, Basalt, and unincorporated Eagle County. In addition, the town of New Castle (52%

to 48%) and the county of Pitkin (77% to 23%) both voted to continue their participation in RFTA with increased funding support.  
Means of Funding: Increase the sales tax by 0.2 cent from 0.4% to 0.6% for 10 years, to provide about \$1.0 million annually.

### ***Denver, Colorado***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 57% to 43%

Nature of Proposal: Provide funds for expanded rail and bus transit throughout the Metro Denver region, which comprise a plan, called FasTracks, developed by the Regional Transportation District (RTD). The major elements of FasTracks are 119 added miles of light rail and diesel-powered commuter trains on 6 highly congested corridors; extensions to 3 existing light-rail lines, including the T-REX line, with more parking; a new style of rapid bus service on the Boulder Turnpike; and a new network of suburban bus connections with faster transfers.

Means of Funding: Increase the sales tax by 0.4 cent for 12 years, until 2017, to provide \$4.7 billion.

### ***El Paso County, Colorado***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 55% to 45%

Nature of Proposal: Create the Rural Transportation Authority (RTA) to serve Colorado Springs, Manitou Springs, Green Mountain Falls, and unincorporated El Paso County. Allot revenue as follows: 55% for road construction, 35% for maintenance, and 10% for transit, with apportionment for road and maintenance money to cities and county based on population.

Means of Funding: Increase the sales tax by 1 cent for 10 years, until 2015, to provide \$7 million annually.

### ***Miami Beach, Florida***

Date of Ballot: 11 - 2 – 2004

Margin of Approval: 55% to 45%

Nature of Proposal (Non-Binding): Should BayLink be built? BayLink is a light-rail, trolley system that would move people around South Beach and connect to Downtown Miami.

Means of Funding: Not considered by voters.

***Fayette County including Lexington, Kentucky***

Date of Ballot: 11 - 2 – 2004

Margin of Approval: 54% to 46%

Nature of Proposal: Restore gradually service cuts made on 7 – 1 – 2004 to LexTran, the transit authority that provides service in Fayette County, including Lexington; re-establish evening service until 11:50 pm; establish new services for seniors; add direct service to Downtown Lexington and Fayette Mall; begin circulator services between malls, businesses, and housing developments; and initiate a "Jobs Bus" to transport workers when shift time and employment locations are not compatible with route schedules.

Means of Funding: Increase the property tax by 0.6 mill (6¢ per \$100 of property value) in Fayette County to generate about \$10.9 million annually, thereby establishing LexTran's first dedicated funding source.

***Charlevoix County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 65% to 35%

Nature of Proposal: Continue to operate the County Transit System without service reductions in 2005.

Means of Funding: Renew the existing property tax of 0.25 mill (2.5¢ per \$100 of property value) in Charlevoix County to generate nearly \$0.4 million annually for the next 4 years.

***Clare County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 63% to 37%

Nature of Proposal: Maintain existing public transportation in the county.

Means of Funding: Renew the existing property tax of 0.5 mill (5¢ per \$100 of property value).

***Genesee County including Flint, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 54% to 46%

Nature of Proposal: Avoid service cuts to Mass Transportation Authority (MTA) due to losses in state and federal funding. About 75% of the new tax will support existing services in Genesee County, including Flint, and the remaining 25% will finance new services, including additional transport vehicles and expansion of evening hours on fixed routes.

Means of Funding: Increase the property tax by 0.4 mill (4¢ per \$100 of property value) in Genesee County to generate about \$3.8 million annually for the next 5 years.

### ***Gogebic County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 77% to 23%

Nature of Proposal: Maintain existing public transportation in the county to avoid service cuts in 2005.

Means of Funding: Renew the existing property tax of 0.33 mill (3.3¢ per \$100 of property value) in Gogebic County to generate about \$120,000 annually for the next 4 years.

### ***Ingham County including Lansing, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 60% to 40%

Nature of Proposal: Maintain existing public transportation in the state capital of Lansing and surrounding area, including Michigan State University, served by Capital Area Transportation Authority (CATA). Otherwise, service cuts would occur in 2005. Following passage, improvements will include increased frequency of service on existing routes and increased availability of "Redi-Ride," which is curb-to-curb service.

Means of Funding: Renew the existing property tax, along with a slight increase, to 2.22 mills (22.2¢ per \$100 of property value) in the Metro Lansing area to generate about \$12.1 million annually for the next 5 years.

### ***Isabella County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 62% to 38%

Nature of Proposal: Maintain existing public transportation in the county.

Means of Funding: Increase the property tax by 0.3 mill (3¢ per \$100 of property value) from 0.7 mill to 1.0 mill for 4 years.

### ***Kalamazoo, Michigan***

Date of Ballot: 11 - 2 – 2004

Margin of Approval: 67% to 32%

Nature of Proposal: Maintain existing public transportation in the metro area.

Means of Funding: Renew the existing property tax of 1.0 mill (10¢ per \$100 of property value) in Metro Kalamazoo to generate over \$1.5 million annually.

### ***Lake County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 56% to 44%

Nature of Proposal: Provide funding for Yates Dial-A-Ride, which is a demand-response system operated by Yates Township in Lake County. This countywide system provides transportation to human service agencies in the area and the senior center,

plus transportation for students and disabled residents. Over half of its funding (51%) comes from the State.

Means of Funding: Increase the property tax by 0.4 mill (4¢ per \$100 of property value) in Lake County to generate about \$165,000 annually for the next 5 years.

### ***Marquette County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 65% to 35%

Nature of Proposal: Maintain existing public transportation in the county, and plan a new bus station for Downtown Marquette. Otherwise, service cuts would occur in 2005.

Means of Funding: Increase the property tax by 0.2 mill (2¢ per \$100 of property value) from 0.4 to 0.6 mill to generate about \$0.8 million annually.

### ***Mason County including Ludington and Scottville, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 71% to 29%

Nature of Proposal: Maintain existing public transportation in the Ludington area, served by Ludington Mass Transit Authority (LMTA). Otherwise, service cuts would occur in 2005.

Means of Funding: Renew the existing property tax of 0.75 mill (7.5¢ per \$100 of property value) for Ludington residents and 1.30 mills (13¢ per \$100 of property value) for Scottville residents for the next 5 years.

### ***Midland County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 70% to 30%

Nature of Proposal: Maintain existing public transportation in the county to avoid service cuts in 2005.

Means of Funding: Renew the existing property tax of 0.15 mill (1.5¢ per \$100 of property value) in Midland County to generate about \$0.5 million annually for the next 5 years.

### ***Ontonagon County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 63% to 37%

Nature of Proposal: Maintain existing public transportation in the county.

Means of Funding: Increase the property tax by 0.5 mill (5¢ per \$100 of property value) from 0.5 mill to 1.0 mill for 4 years.

### ***Port Huron, Michigan***

Date of Ballot: 5 - 4 – 2004

Margin of Approval: 69% to 31%

Nature of Proposal: Support public transportation services, particularly bus service, provided by Blue Water Area Transit in southeastern Michigan. In addition, voters in Marysville approved a non-binding resolution of transit support, thereby providing direction to their City Council, which will decide on whether to maintain transit services.

Means of Funding: Extend the property tax of 0.63 mill (6.3¢ per \$100 of property value) in Port Huron and Fort Gratiot, and one of 0.75 mill in Port Huron Township, all for a lengthened period of 4 years, replacing renewal issues of every 2 years.

### ***Shiawassee County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 62% to 38%

Nature of Proposal: Support the Shiawassee Area Transportation Authority (SATA) to provide public transportation in the county.

Means of Funding: Increase the property tax by 0.225 mill (2.25¢ per \$100 of property value) in Shiawassee County to generate about \$50,000 annually for the next 2 years, thereby providing the county with its first-ever property tax for transportation purposes.

### ***Tuscola County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 61% to 39%

Nature of Proposal: Maintain existing public transportation in the townships of Almer and Indianfields.

Means of Funding: Renew the existing property tax of 1.0 mill (10¢ per \$100 of property value) in the 2 townships to generate nearly \$0.2 million annually for each for the next 4 years.

### ***Branson, Missouri***

Date of Ballot: 8 - 3 – 2004

Margin of Approval: 81% to 19%

Nature of Proposal: Continue road and bridge construction and maintenance, along with public transportation.

Means of Funding: Continue an existing ½-cent sales tax for a 20-year extension, until 2025, to provide at least \$4.0 million annually, much of which will be paid by visitors to this tourist destination.

### ***Flathead County, Montana***

Date of Ballot: 6 - 8 - 2004

Margin of Approval: 62% to 38%

Nature of Proposal: Restore 100 hours of Eagle Transit bus service previously eliminated in Evergreen, Central Valley, Columbia Falls, and The Canyon; provide new service to rural areas currently outside the system; and initiate a replacement schedule of Eagle Transit's 9 buses and vans, 6 of which have been driven over 100,000 miles.

Means of Funding: Levy a property tax of 1.0 mill (10¢ per \$100 of property value) to raise over \$100,000 annually, which would then be matched by federal transportation money.

### ***Charleston County, South Carolina***

Date of Ballot: 11 - 2 - 2004

Margin of Approval: 59% to 41%

Nature of Proposal: Maintain the solvency of the bus system for public transportation, complete construction of an intermodal center, build park-and-ride lots, initiate commuter express bus service, and purchase smaller buses for residential areas. Allot revenue as follows: 65% for maintenance and improvement of county roads, 18% for CARTA (Charleston Area Regional Transportation Authority) funds, and 17% for the preservation of parks and green space. The funds help replace the loss several years ago of the system's main funding source, the local power supplier. A similar ballot initiative, which narrowly passed on 11 - 5 - 2002, was invalidated in August, 2003, by the South Carolina Supreme Court due to improper ballot wording.

Means of Funding: Add ½ cent to the sales tax to raise a total of \$1.3 billion over 25 years.

### ***Austin, Texas***

Date of Ballot: 11 - 2 - 2004

Margin of Approval: 62% to 38%

Nature of Proposal: Authorize the Capital Metropolitan Transportation Authority to purchase, operate, and maintain a 32-mile Downtown/Northwest commuter rail starter line, utilizing an existing railroad track that it owns. This rail line would run between the Austin Convention Center and Leander, with 8 of 9 projected stops in the municipal area. Daily urban commuter rail service is expected to begin in 2008, as part of the All Systems Go Long-Range Transit Plan.

Means of Funding: Not a funding issue.

***Balcones Heights, Texas (a small, suburban city of 1 square mile located northwest of San Antonio)***

Date of Ballot: 9 – 11 – 2004

Margin of Approval: 82% to 18% (total of 275 votes cast)

Nature of Proposal: To stay or not to stay – within the service area of the VIA Metropolitan Transit. The city straddles VIA's busiest bus corridor and sits next to the busiest highway junction in the region.

Means of Funding: Not a funding issue. Balcones Heights already funds VIA with ½-cent sales tax that raises about \$0.5 million annually.

***Richland Hills, Texas (a suburban city located between Fort Worth and Dallas, population of 8,200)***

Date of Ballot: 2 – 7 – 2004

Margin of Approval: 67% to 33%

Nature of Proposal: Retain the existing level of transit services from the Fort Worth Transportation Authority (the "T"), which included door-to-door transportation service for residents with disabilities or mobility impairments (MITS), door-to-door rider service upon request provided to passengers from or to the city (Rider Request), daily school trips to reduce the number of student pedestrians along busy highways (School Trippers), shuttle service at reduced rates to Dallas/Fort Worth Airport (D/FW Airporter), and maintenance of passenger pick-up stations, traffic signals, and street signs.

Means of Funding: Continue the current ½-cent sales tax, which generated \$500,000 for the "T" in 2003.

***San Antonio, Texas***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 58% to 42%

Nature of Proposal: Create an Advanced Transportation District (ATD) within the city. Allot revenue as follows: 50% for ATD services and equipment; 25% for road/sidewalk construction and bicycle/pedestrian facilities, and 25% for highway improvements by the State within the city.

Means of Funding: Increase the sales tax by 0.25% from 0.50% to 0.75%.

***Arlington County, Virginia***

Date of Ballot: 11 - 2 – 2004

Margin of Approval: 82% to 18%

Nature of Proposal: Finance the cost of acquisition, construction, and rehabilitation of metro facilities (commuter rail and bus) provided by Washington Metropolitan Area Transit Authority (WMATA).

Means of Funding: Obligate bonds to raise about \$18.5 million.

### ***Fairfax County, Virginia***

Date of Ballot: 11 - 2 – 2004

Margin of Approval: 76% to 24%

Nature of Proposal: Maintain and expand metro facilities (commuter rail and bus) provided by Washington Metropolitan Area Transit Authority (\$110 million), improve intersections and widen roads for metro access (\$50 million), and enhance bicycle/pedestrian facilities (\$5 million).

Means of Funding: Obligate bonds to raise about \$165 million.

### ***Everett, Washington***

Date of Ballot: 9 - 14 – 2004

Margin of Approval: 56% to 44%

Nature of Proposal: Preserve the current level of transportation services provided by Everett Transit, following service cuts of 14% in 2003 and another 9% projected in 2004. Passage marks the first increase since the original 0.3% sales tax was approved in 1978.

Means of Funding: Increase the sales tax by 0.3% to a total of 0.6%.

### ***King County, Washington***

Date of Ballot: 11- 2 – 2004

Margin of Approval: 68% to 32%

Nature of Proposal: An advisory measure, with no legal requirement regardless of ballot outcome — ask county voters if a locally funded transportation plan should be developed and placed on the 2005 ballot. The transportation plan would be designed to relieve traffic congestion and increase safety on Interstate 405 and State Routes 99, 167, 509, and 522. As a companion advisory measure, nearly 27% of the voters singled out "excise tax on vehicle value" as the preferred tax source to pay for this plan.

Means of Funding: Not a funding issue.

### ***Spokane, Washington***

Date of Ballot: 5 - 18 – 2004

Margin of Approval: 69% to 31%

Nature of Proposal: Preserve the current level of transportation services provided by the Spokane Transit Authority (STA), including bus and para-transit services; anticipate the needs for future bus and para-transit services; and continue public oversight of STA. Without the increase, STA projected reductions of 40% in fixed bus routes and 17% in para-transit operations, starting in July, 2004. This same issue failed in 2002.

Means of Funding: Increase the sales tax by 0.3% to a total of 0.6%.

### *Seattle, Washington*

Date of Ballot: 11 – 2 – 2004

Margin of Defeat: 63% to 37%

Nature of Proposal: Derail the Monorail — the 14-mile Seattle Monorail Project — by prohibiting it and any future monorail (elevated or above-ground rail) system from using or crossing public streets and sidewalks; in effect, this initiative would limit the length of a monorail to 1 city block, thereby rendering a monorail system unfeasible. Hence, voter defeat of this issue is really a transit victory that ensures the continuation of the elevated-rail project, scheduled for completion in mid-2009 at a cost of \$1.7 billion.

Means of Funding: Not a funding issue.

### *Parkersburg & Vienna, West Virginia*

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 65% to 35% (60% majority required to pass property tax for transportation purposes)

Nature of Proposal: Continue and expand service provided by the Mid-Ohio Valley Transit Authority (MOVTA).

Means of Funding: Renew the existing property tax of 0.74 mill (7.4¢ per \$100 of property value) for Parkersburg residents and 0.75 mill for Vienna residents to generate at least \$1.3 million annually for the next 2 years.

## ■ Ballot Initiatives Defeated by Voters

Voters defeated 11 initiatives (20% of total) during 2004. In the State of Florida, voters squashed an expensive high-speed rail project. Anchorage (Alaska) voters turned down a bond issue to upgrade the city-owned transit fleet, while Saginaw (Michigan) voters failed a property-tax renewal in the wake of media-reported misappropriations by the transit authority. Also, 3 counties in California rejected sales-tax increases for highway improvements.

### *Anchorage, Alaska*

Date of Ballot: 4 - 6 – 2004

Margin of Defeat: 52% to 48%

Nature of Proposal: Improve public transportation by means of upgrading the city-owned transit fleet via vehicle acquisition and replacement, purchasing support vehicles, planning and designing new transit facilities, and paying associated operational and maintenance costs.

Means of Funding: Obligate as much as \$1.6 million in general revenue bonds, and obtain Federal Transit Administration grants by generating the required local match of 20%.

### ***Santa Cruz County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Defeat: 57% to 43% (2/3 majority required to pass sales tax for transportation purposes)

Nature of Proposal: Widen Highway 1, construct a 30-mile rail along former Union-Pacific railroad, install a passenger train station in Pajaro, initiate a trolley line between Aptos and Capitola, add sidewalks and bicycle lanes, provide transportation for seniors and disabled persons, and repair local streets.

Means of Funding: Increase the sales tax by ½ cent for 30 years, until 2035, to provide \$530 million.

### ***Solano County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Approval (less than required): 64% to 36% (2/3 majority required to pass sales tax for transportation purposes)

Nature of Proposal: Improve the corridors of Interstates 80, 680, and 780, and widen Jameson Canyon Road from two to four lanes.

Means of Funding: Increase the sales tax by ½ cent for 30 years, until 2035, to provide \$1.4 billion.

### ***Ventura County, California***

Date of Ballot: 11 – 2 – 2004

Margin of Defeat: 60% to 40% (2/3 majority required to pass sales tax for transportation purposes).

Nature of Proposal: Maintain local streets and fix potholes; widen and improve safety on Highways 23, 101, 118, and 126; expand bus services and MetroLink; upgrade railroad crossings and bicycle paths; and lower transit fares for seniors and disabled persons. Ventura County is the largest county in California without its own transportation tax, and following this defeat, it will remain so.

Means of Funding: Increase the sales tax by ½ cent for 30 years, until 2035, to provide \$1.5 billion.

### ***Garfield County, Colorado***

Date of Ballot: 11 – 2 – 2004

Margin of Defeat: 55% to 45%

Nature of Proposal: To join and subsidize — or not — the Roaring Fork Transportation Authority (RFTA) regional bus service in the Aspen area.

Means of Funding: Increase the sales tax by 0.4 cent and vehicle registration fee by \$10 to provide about \$0.5 million annually.

### ***Florida (Statewide)***

Date of Ballot: 11 – 2 – 2004

Margin of Approval: 64% to 36%

Nature of Proposal: Repeal a provision to develop and operate a "high-speed rail" (HSR) system of ground transportation in the state. Hence, voter approval of this issue is really a defeat of future enhancements to the transportation system. HSR was expected to cost \$25 billion over 30 years.

Means of Funding: Not a funding issue.

### ***Manistee County, Michigan***

Date of Ballot: 8 - 3 – 2004

Margin of Defeat: 55% to 45%

Nature of Proposal: A "last resort" for the Manistee County Transportation Authority (MCTA) and its Dial-A-Ride service, which had already doubled its fares and shortened its hours of operation due to reductions in state and federal funding. Following this millage defeat, bus patrons can expect more of the same. Predictably, ridership has already fallen by half.

Means of Funding: Increase the property tax by 0.33 mill (3.3¢ per \$100 of property value) in Manistee County to generate nearly \$0.3 million annually for the next 6 years.

### ***Saginaw, Michigan***

Date of Ballot: 3 - 2 – 2004

Margin of Defeat: 52% to 48% (proposal defeated by about 200 votes, of 4,000 cast)

Nature of Proposal: Support STARS (Saginaw Transit Authority Regional Services) bus service in the region. Results were affected by negative press reports detailing STARS board approval of employee expense reports for personal purchases and lavish decorations for the former director's office. Following defeat, expected consequences were increases in bus fares and a 50% reduction in the number of routes. The interim director claimed that STARS has enough money to operate bus service for one more year, but then only two choices will be available – shut down or seek financial help from the State.

Means of Funding: Renew a levy of 3.0 mills (30¢ per \$100 of property value) to generate \$1.9 million annually.

### ***Hamilton, Ohio***

Date of Ballot: 3 - 2 – 2004

Margin of Defeat: 69% to 31%

Nature of Proposal: Continue 3-day-a-week bus service in Hamilton and park-and-ride service in West Chester and Fairfield. The defeat marked the fourth levy failure in four years. The transit director claimed that the Butler County Regional Transit Authority will consider several options, such as State and federal collaborations, up to and including stopping service and going out of business.

Means of Funding: Pass a five-year property tax levy of ½ mill (5¢ per \$100 of property value) to generate \$450,000 annually.

***Bend, Oregon***

Date of Ballot: 11 - 2 – 2004

Margin of Defeat: 59% to 41%

Nature of Proposal: Fund an independent transit district to provide for public transportation needs.

Means of Funding: Pass a property tax levy of 0.29 mill (2.9¢ per \$100 of property value).

***Clark County including Vancouver, Washington***

Date of Ballot: 11 - 2 – 2004

Margin of Defeat: 54% to 46%

Nature of Proposal: Preserve the current level of transportation services provided by C-Tran, increase frequency and duration of bus service in the county, and continue commuter routes to neighboring Portland, Oregon. Otherwise, service reductions on the bus system will be deep.

Means of Funding: Increase the sales tax by 0.3% to a total of 0.6%.



## Appendix A

# 2004 State Transit Program Contacts

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# 2004 State Transit Program Contacts

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