

# SURVEY OF STATE FUNDING FOR PUBLIC TRANSPORTATION

FINAL REPORT

2007



New Jersey DOT



Transit Marketing LLC



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION



# SURVEY OF STATE FUNDING FOR PUBLIC TRANSPORTATION 2007



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

The following report provides a summary of state transit funding for the 50 states and the District of Columbia (DC). Information includes funding sources, amounts, programs, eligible uses and allocation, and per capita state transit funding. The report also includes an overview of the results of transit-related state and local ballot initiatives held in 2006. The report was prepared by the Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Survey Programs.

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

February 26, 2008

The AASHTO Standing Committee on Public Transportation is pleased to release the *Survey of State Funding for Public Transportation*. The 2007 survey results reflect Fiscal Year 2006 data. This annual report provides a snapshot of state-by-state investment in public transportation from federal, state, and local funding sources. More than just tables and charts, the report enables the reader to understand how different funding and tax mechanisms are used in each state to support transit operations and capital projects. In addition, the report also includes a summary of recent transit-related state and local ballot initiatives.

AASHTO supports a vision of improving public transportation capacity to meet mobility needs, coordinating housing, land use, and transportation policy to support transit-friendly development, and using public transportation as a tool to accommodate increasing travel demand. The results you see in the *Survey of State Funding for Public Transportation* reflect this commitment. Historical funding patterns demonstrate the important role that state departments of transportation fulfill in public transportation finance and administration. States spent approximately \$11.1 billion on transit in FY2006 which is an increase of \$3.6 billion over the FY2000 level.

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

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



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



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

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## Executive Summary

The American Association of State Highway and Transportation Officials (AASHTO), in coordination with the U.S. Department of Transportation Bureau of Transportation Statistics (BTS), conducts an annual public transportation funding survey of the 50 states and the District of Columbia. This 2007 *Survey of State Funding for Public Transportation* includes responses from all 51 departments and the data reflect Fiscal Year 2006 funding.

### *Survey Highlights*

States provided \$11.1 billion in funding for transit in Fiscal Year 2006 (FY 2006). This compares with about \$8.1 billion in funding provided by the Federal Transit Administration (FTA) of the U.S. Department of Transportation that same year. The \$11.1 billion in state funding for FY 2006 is more than double the \$4.8 billion provided by the states in FY 1995.

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

- Gas tax 19 states
- General fund 12 states
- Motor vehicle/rental car sales taxes 10 states
- Bond proceeds 10 states
- Registration/title/license fees 10 states
- General sales tax 9 states

About 57 per cent of the state funding for transit in FY 2006 was designated for operating assistance only, about 21 per cent was for capital purposes only, and 16 per cent could be used for capital or operating purposes. The remaining six per cent was used for other purposes.

### *State Funding Trends*

- Total state transit funding increased by more than 195% between 1990 and 2006. This continues more than a 20-year trend. Since 1985, states have provided more annual transit funding than the federal government.
- State transit funding was \$2.9 billion greater than federal transit funding in 2006.
- Total state transit funding increased by \$1.5 billion from 2005 to 2006.
- 28 states increased their transit funding last year.

- In 2006, 94% of the states provided state funding for public transportation.
- 31 states used state general funds and/or state tax proceeds to fund their transit program in 2006.

# 1.0 Highlights of State Transit Funding - 2006

This report, the 26<sup>th</sup> compilation of information on state funding for public transportation, was prepared under the auspices of the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transit Association (APTA). It was prepared by the Bureau of Transportation Statistics, Office of Advanced Studies.

## ■ State Funding of Public Transit

Table 1.2 (on page 1-3) shows that the total amount of state funds programmed for public transit has continually increased since 1990. Twenty-eight states increased their public transit funding by almost \$1.7 billion over 2005 levels. The top four states increasing their funding commitment include: California up \$809 million, New York up \$404 million, Virginia up \$110 million, and Maryland up \$84 million. The remaining twenty four states increased transit funding by almost \$280 million.

**Table 1.1 - States with Increased Funding for Public Transportation**

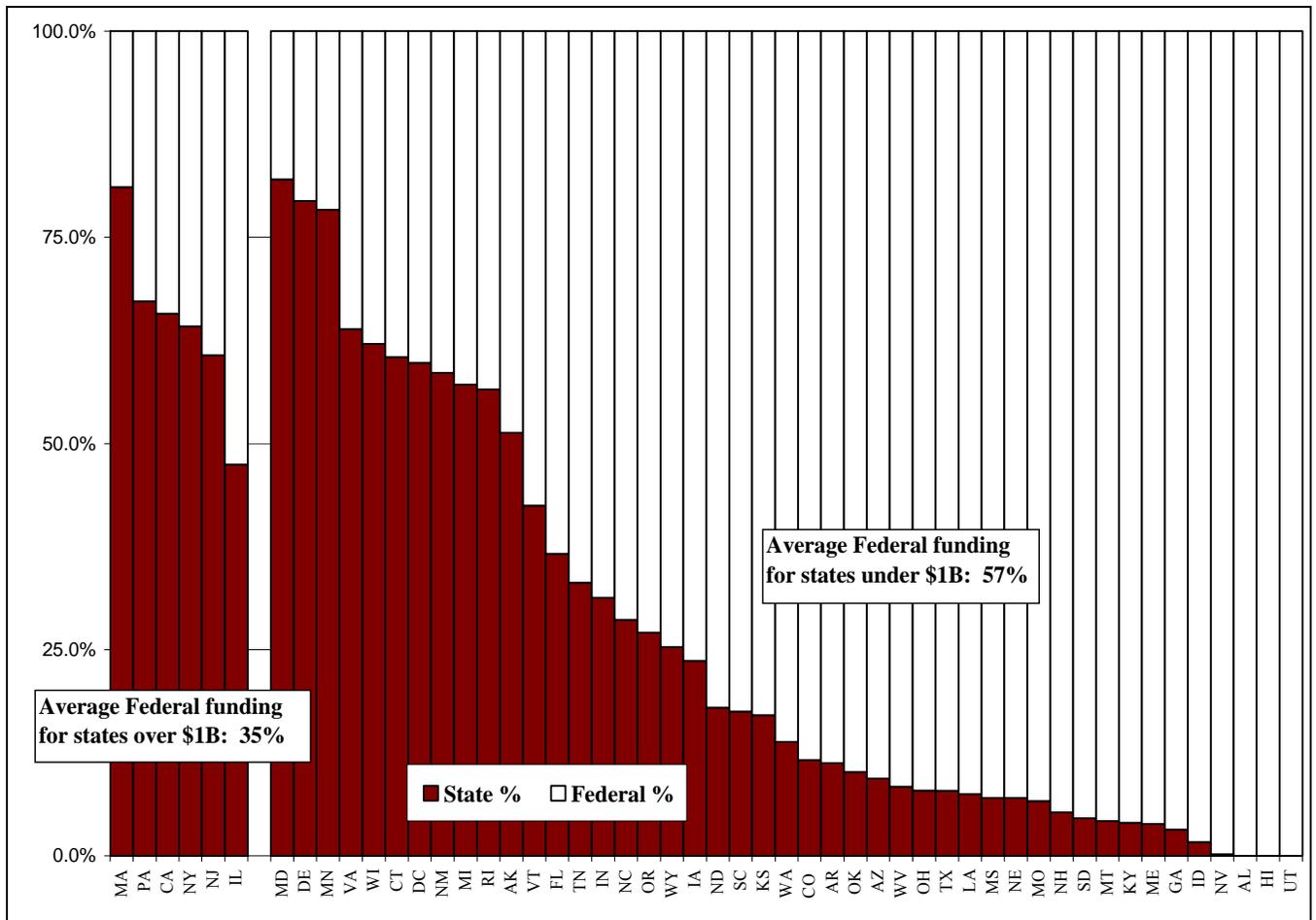
State	2005	2006	Increase	% Increase
California	\$1,399,800,143	\$2,208,814,477	\$809,014,334	57.79%
New York	\$2,169,005,000	\$2,573,088,000	\$404,083,000	18.63%
Virginia	\$157,600,000	\$267,556,000	\$109,956,000	69.77%
Maryland	\$727,433,000	\$811,485,000	\$84,052,000	11.55%
Illinois	\$445,600,000	\$489,200,000	\$43,600,000	9.78%
Minnesota	\$254,527,000	\$295,853,000	\$41,326,000	16.24%
New Mexico	\$2,830,000	\$35,650,000	\$32,820,000	1,159.72%
Florida	\$149,738,231	\$176,391,501	\$26,653,270	17.80%
Colorado	\$0	\$21,800,000	\$21,800,000	New funding
Alaska	\$59,850,000	\$80,830,400	\$20,980,400	35.05%
Massachusetts	\$1,197,137,541	\$1,217,790,879	\$20,653,338	1.73%
Connecticut	\$206,440,541	\$225,605,428	\$19,164,887	9.28%
Rhode Island	\$34,847,617	\$47,182,752	\$12,335,135	35.40%
Oregon	\$26,140,529	\$35,983,883	\$9,843,354	37.66%
Washington	\$30,423,000	\$39,338,803	\$8,915,803	29.31%
Michigan	\$195,149,300	\$200,894,058	\$5,744,758	2.94%
Wisconsin	\$109,438,341	\$113,411,541	\$3,973,200	3.63%
Tennessee	\$34,196,000	\$38,050,000	\$3,854,000	11.27%
Indiana	\$37,046,940	\$40,214,028	\$3,167,088	8.55%
South Carolina	\$5,943,000	\$7,400,004	\$1,457,004	24.52%
Mississippi	\$800,000	\$1,600,000	\$800,000	100%
Iowa	\$10,140,000	\$10,842,863	\$702,863	6.93%
Arkansas	\$2,800,000	\$3,277,637	\$477,637	17.06%
New Hampshire	\$225,000	\$588,000	\$363,000	161.33%
Montana	\$415,197	\$740,891	\$325,694	78.44%
Kentucky	\$1,400,000	\$1,700,000	\$300,000	21.43%
Missouri	\$6,600,000	\$6,800,000	\$200,000	3.03%
DC	\$212,050,288	\$212,146,507	\$96,219	0.05%

Total funding for public transportation did increase in 2006; however, 13 of the 51 DOTs showed a decline in funding from 2005 levels. Ten of the 51 showed no change from 2005 funding levels, including the three states that did not fund public transit.

### ■ Comparing State and Federal Funding of Public Transit

In 2006, states provided \$11.1 billion in transit funding, while Federal funds totaled \$8.1 billion. The six largest states - New York, California, Massachusetts, New Jersey, Pennsylvania, and Illinois - collectively allotted \$8.2 billion in state funding, while the remaining 45 allotted \$2.9 billion. About \$4.4 billion - more than half of all Federal funds spent on transit - went to these six states. Figure 1.1 shows the percentage of State and Federal funding for each state. It should be noted that only the 50 states and the District of Columbia are included in the funding summaries of this report. United States territories were not included in the survey.

**Figure 1.1 State and Federal Funding for Public Transit**



**Table 1.2 State Funding of Public Transit-1990, 1995, 2000, 2005, 2006**

State	1990	1995	2000	2005	2006
Alabama	\$453,600	\$0	\$0	\$0	\$0
Alaska	\$1,128,607	\$0	\$0	\$59,850,000	\$80,830,400
Arizona	\$382,961	\$445,000	\$329,096	\$20,068,000	\$18,042,000
Arkansas	\$400,000	\$331,900	\$0	\$2,800,000	\$3,277,637
California	\$113,579,750	\$340,162,248	\$1,344,778,819	\$1,399,800,143	\$2,208,814,477
Colorado	\$0	\$0	\$0	\$0	\$21,800,000
Connecticut	\$87,614,575	\$113,241,041	\$163,266,135	\$206,440,541	\$225,605,428
Delaware	\$7,406,200	NR	\$35,685,145	\$72,600,000	\$67,180,200
DC	\$115,007,775	\$123,051,000	NR	\$212,050,288	\$212,146,507
Florida	\$23,214,100	\$89,510,720	\$92,724,263	\$149,738,231	\$176,391,501
Georgia	\$1,295,589	\$1,892,582	\$306,393,067	\$8,222,757	\$4,695,983
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	\$445,600,000	\$489,200,000
Indiana	\$16,623,895	NR	\$29,201,270	\$37,046,940	\$40,214,028
Iowa	\$5,367,893	\$7,464,513	\$10,411,432	\$10,140,000	\$10,842,863
Kansas	\$390,000	\$1,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Kentucky	\$468,098	\$612,196	NR	\$1,400,000	\$1,700,000
Louisiana	\$3,000,000	NR	NR	\$4,962,500	\$4,962,500
Maine	\$1,949,042	\$392,000	\$420,000	\$1,555,000	\$505,000
Maryland	\$271,066,348	\$349,848,000	\$273,843,580	\$727,433,000	\$811,485,000
Massachusetts	\$357,508,623	\$531,895,787	\$771,356,465	\$1,197,137,541	\$1,217,790,879
Michigan	\$132,816,959	\$124,400,599	\$187,197,690	\$195,149,300	\$200,984,058
Minnesota	\$38,071,015	\$47,988,633	\$80,289,455	\$254,527,000	\$295,853,000
Mississippi	\$32,040	0	\$115,185	\$800,000	\$1,600,000
Missouri	\$0	\$1,495,000	\$17,029,357	\$6,600,000	\$6,800,000
Montana	\$71,250	\$75,000	\$75,000	\$415,197	\$740,891
Nebraska	\$1,500,000	\$1,529,843	\$1,539,135	\$1,500,000	\$1,500,000
Nevada	\$320,000	\$437,748	NR	\$95,000	\$92,000
New Hampshire	\$1,166,756	\$12,208	\$0	\$225,000	\$588,000
New Jersey	\$235,225,000	\$458,704,000	\$509,237,000	\$910,584,000	\$847,052,000
New Mexico	\$0	NR	\$0	\$2,830,000	\$35,650,000
New York	\$1,422,752,000 <sup>1</sup>	\$1,356,600,000	\$1,926,571,085	\$2,169,005,000	\$2,573,088,000
North Carolina	\$5,934,875	\$22,138,279	\$38,246,921	\$111,724,897	\$66,466,447
North Dakota	\$0	\$761,329	\$1,665,933	\$2,203,657	\$2,203,657
Ohio	\$32,350,882	\$29,232,523	\$42,348,466	\$18,300,000	\$16,300,000
Oklahoma	\$259,042	\$951,497	\$3,530,125	\$3,250,000	\$3,250,000
Oregon	\$6,933,258	\$44,689,000	\$15,553,262	\$26,140,529	\$35,983,883
Pennsylvania	\$425,666,677	\$628,400,000	\$731,800,000	\$835,223,000	\$822,826,000
Rhode Island	\$15,253,694	\$19,121,259	\$36,822,442	\$34,847,617	\$47,182,752
South Carolina	NR	\$4,140,384	\$4,234,189	\$5,943,000	\$7,400,004
South Dakota	\$0	\$300,000	\$397,061	\$1,891,229	\$750,000
Tennessee	\$9,860,000	\$12,458,000	\$22,291,000	\$34,196,000	\$38,050,000
Texas	\$8,831,085	\$17,200,000	\$27,945,051	\$29,741,067	\$28,741,067
Utah	NR	\$139,929	\$0	\$0	\$0
Vermont	\$668,644	\$860,917	NR	\$6,266,976	\$5,746,599
Virginia	\$73,555,000	\$78,248,186	\$163,959,344	\$157,600,000	\$267,556,000
Washington	\$2,220,900	\$6,434,900	\$84,455,509	\$30,423,000	\$39,338,803
West Virginia	\$1,261,903 <sup>2</sup>	\$1,537,898	\$1,395,489	\$2,258,342	\$2,258,342
Wisconsin	\$53,439,491	\$77,321,415	\$100,448,100	\$109,438,341	\$113,411,541
Wyoming	\$0	\$976,736	NR	\$2,955,511	\$2,388,281
<b>TOTALS</b>	<b>\$3,742,211,127</b>	<b>\$4,760,994,970</b>	<b>\$7,499,314,371</b>	<b>\$9,517,290,604</b>	<b>\$11,065,597,728</b>

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

<sup>2</sup> \$374.972 of this figure represents direct state operating assistance to public transit. \$697,281 is provided by the WV Dept. of Health & Human Services and the WV Commission on Aging and is used for the provision of specialized services to the elderly and handicapped. \$90,000 is used by the small urban and rural properties as fare box revenue to offset operating expenses.

**Table 1.3 Federal and State Funding for Public Transit-1995, 2000, 2005, 2006**

State	1995		2000		2005		2006	
	Federal	State	Federal	State	Federal	State	Federal	State
Alabama	\$16,902,560	\$0	\$49,114,988	\$0	\$54,094,510	\$0	\$56,247,544	\$0
Alaska	\$4,841,362	\$0	\$40,378,506	\$0	\$38,432,436	\$59,850,000	\$76,787,423	\$80,830,400
Arizona	\$41,261,418	\$445,000	\$14,709,692	\$329,096	\$153,565,011	\$20,068,000	\$174,611,216	\$18,042,000
Arkansas	\$8,488,925	\$331,900	\$48,283,188	\$0	\$26,317,868	\$2,800,000	\$25,819,615	\$3,277,637
California	\$649,601,617	\$340,162,248	\$803,945,774	\$1,344,778,819	\$1,153,279,693	\$1,399,800,143	\$1,151,009,443	\$2,208,814,477
Colorado	\$29,280,952	\$0	\$88,173,455	\$0	\$147,594,783	\$0	\$165,878,454	\$21,800,000
Connecticut	\$72,346,978	\$113,241,041	\$97,120,786	\$163,266,135	\$111,299,136	\$206,440,541	\$147,583,436	\$225,605,428
Delaware	\$11,593,982	NR	\$11,081,572	\$35,685,145	\$10,655,120	\$72,600,000	\$17,422,095	\$67,180,200
DC	\$170,047,436	\$123,051,000	\$81,882,945	NR	\$133,606,754	\$212,050,288	\$142,720,754	\$212,146,507
Florida	\$149,531,205	\$89,510,720	\$200,817,015	\$92,724,263	\$259,272,931	\$149,738,231	\$305,039,770	\$176,391,501
Georgia	\$83,000,868	\$1,892,582	\$142,249,540	\$306,393,067	\$123,128,967	\$8,222,757	\$142,697,024	\$4,695,983
Hawaii	\$22,001,003	\$0	\$35,239,372	\$0	\$51,633,878	\$0	\$40,033,980	\$0
Idaho	\$4,025,973	\$0	\$5,082,659	\$136,000	\$12,117,956	\$312,000	\$18,301,631	\$312,000
Illinois	\$294,583,255	\$264,992,700	\$360,527,833	\$467,622,300	\$561,650,912	\$445,600,000	\$541,923,753	\$489,200,000
Indiana	\$37,208,727	NR	\$62,917,864	\$29,201,272	\$68,719,898	\$37,046,940	\$88,309,494	\$40,214,028
Iowa	\$21,846,970	\$7,464,513	\$26,916,964	\$10,411,430	\$32,386,921	\$10,140,000	\$35,032,341	\$10,842,863
Kansas	\$10,962,945	\$1,000,000	\$20,870,702	\$6,000,000	\$23,070,245	\$6,000,000	\$29,149,810	\$6,000,000
Kentucky	\$19,134,537	\$612,196	\$31,125,153	NR	\$43,005,382	\$1,400,000	\$40,507,844	\$1,700,000
Louisiana	\$48,047,184	NR	\$42,131,522	NR	\$69,084,959	\$4,962,500	\$61,186,497	\$4,962,500
Maine	\$7,318,204	\$392,000	\$5,557,356	\$420,000	\$11,004,925	\$1,555,000	\$12,568,845	\$505,000
Maryland	\$198,965,485	\$349,848,000	\$123,984,265	\$273,843,580	\$228,507,998	\$727,433,000	\$177,850,286	\$811,485,000
Massachusetts	\$166,754,794	\$531,895,787	\$246,495,785	\$771,356,465	\$246,684,969	\$1,197,137,541	\$284,245,229	\$1,217,790,879
Michigan	\$85,840,495	\$124,400,599	\$100,549,339	\$187,197,690	\$124,405,148	\$195,149,300	\$150,842,978	\$200,984,058
Minnesota	\$39,476,237	\$47,988,633	\$106,819,233	\$80,289,455	\$116,311,774	\$254,527,000	\$81,909,324	\$295,853,000
Mississippi	\$8,142,041	0	\$14,673,609	\$115,185	\$18,616,577	\$800,000	\$21,190,413	\$1,600,000
Missouri	\$53,018,181	\$1,495,000	\$107,250,001	\$17,029,357	\$75,963,242	\$6,600,000	\$95,877,055	\$6,800,000
Montana	\$3,221,003	\$75,000	\$4,654,640	\$75,000	\$9,706,192	\$415,197	\$16,811,952	\$740,891
Nebraska	\$8,824,208	\$1,529,843	\$11,222,741	\$1,539,135	\$18,687,677	\$1,500,000	\$19,909,770	\$1,500,000
Nevada	\$18,357,309	\$437,748	\$28,973,132	NR	\$60,710,520	\$95,000	\$44,667,766	\$92,000
New Hampshire	\$4,268,315	\$12,208	\$9,587,773	\$0	\$9,091,892	\$225,000	\$10,547,857	\$588,000
New Jersey	\$331,862,771	\$458,704,000	\$383,154,150	\$509,237,000	\$453,937,547	\$910,584,000	\$548,423,606	\$847,052,000
New Mexico	\$12,426,863	NR	\$29,447,445	\$0	\$19,137,435	\$2,830,000	\$25,234,316	\$35,650,000
New York	\$787,777,442	\$1,356,600,000	\$844,551,502	\$1,926,571,085	\$1,105,387,901	\$2,169,005,000	\$1,435,645,721	\$2,573,088,000
North Carolina	\$43,670,248	\$22,138,279	\$55,259,602	\$38,246,921	\$119,070,747	\$111,724,897	\$165,772,767	\$66,466,447
North Dakota	\$2,908,485	\$761,329	\$4,615,183	\$1,665,933	\$8,144,188	\$2,203,657	\$10,058,707	\$2,203,657
Ohio	\$118,313,658	\$29,232,523	\$132,460,261	\$42,348,466	\$167,400,743	\$18,300,000	\$189,299,143	\$16,300,000
Oklahoma	\$12,593,429	\$951,497	\$20,282,810	\$3,530,125	\$46,463,304	\$3,250,000	\$28,683,378	\$3,250,000
Oregon	\$127,700,494	\$44,689,000	\$52,338,618	\$15,553,262	\$93,860,159	\$26,140,529	\$96,967,096	\$35,983,883
Pennsylvania	\$262,501,789	\$628,400,000	\$297,215,171	\$731,800,000	\$393,976,710	\$835,223,000	\$400,820,870	\$822,826,000
Rhode Island	\$16,335,161	\$19,121,259	\$15,620,075	\$36,822,442	\$24,521,694	\$34,847,617	\$36,216,303	\$47,182,752
South Carolina	\$13,171,783	\$4,140,384	\$29,052,501	\$4,234,189	\$30,499,933	\$5,943,000	\$34,813,955	\$7,400,004
South Dakota	\$3,776,343	\$300,000	\$4,746,558	\$397,061	\$6,926,646	\$1,891,229	\$15,682,932	\$750,000
Tennessee	\$37,004,538	\$12,458,000	\$38,010,482	\$22,291,000	\$65,656,363	\$34,196,000	\$76,794,316	\$38,050,000
Texas	\$195,305,908	\$17,200,000	\$296,982,717	\$27,945,051	\$310,692,211	\$29,741,067	\$335,848,097	\$28,741,067
Utah	\$25,773,288	\$139,929	\$80,950,767	\$0	\$59,018,290	\$0	\$59,629,129	\$0
Vermont	\$3,324,851	\$860,917	\$7,899,831	NR	\$8,052,386	\$6,266,976	\$7,785,543	\$5,746,599
Virginia	\$45,222,167	\$78,248,186	\$104,760,752	\$163,959,344	\$136,095,292	\$157,600,000	\$151,488,781	\$267,556,000
Washington	\$76,207,278	\$6,434,900	\$149,744,731	\$84,455,509	\$241,576,943	\$30,423,000	\$245,635,593	\$39,338,803
West Virginia	\$9,377,226	\$1,537,898	\$29,773,943	\$1,395,489	\$15,825,633	\$2,258,342	\$24,694,461	\$2,258,342
Wisconsin	\$54,763,914	\$77,321,415	\$65,748,459	\$100,448,100	\$69,407,542	\$109,438,341	\$69,307,615	\$113,411,541
Wyoming	\$1,835,208	\$976,736	\$2,307,708	NR	\$3,105,721	\$2,955,511	\$7,047,713	\$2,388,281
<b>TOTALS</b>	<b>\$4,470,747,013</b>	<b>\$4,760,994,970</b>	<b>\$5,567,260,670</b>	<b>\$7,499,314,371</b>	<b>\$7,371,365,662</b>	<b>\$9,517,290,604</b>	<b>\$8,142,533,641</b>	<b>\$11,065,597,728</b>

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

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

In 2006, once again, all 50 states and the District of Columbia (DC) responded to the Transit Survey. Information from the 2006 survey is summarized followed by an overview of funding changes and historical comparisons for all programs for 2005 and 2006 (for purposes of this summary, DC will be included with the states).

### Sources of State Funds (Table 1.4).

The most utilized sources for transit funding were **gas taxes** (used by 19 states), **general funds** (used by 12 states), **bond proceeds** (used by 10 states), **motor vehicle/rental car sales taxes** (used by 10 states), **general sales taxes** (used by 9 states), **registration/license/title fees** (used by 10 states), and **interest income** (used by 6 states). Twenty-six states reported that they used **other** sources for funding such as state highway funds, trust funds, miscellaneous revenues, fees, or taxes, lottery funds, documentary stamps, and other types of assessments. Six of these 26 states relied solely (100 percent of transit dollars) on these miscellaneous revenue sources.

### Eligible Uses for State Transit Funding (Table 1.5).

Of the 51 transit programs, three reported no state funding for transit. Of those programs providing state transit funding, 35 out of 48 (73 percent) reported specific funding amounts for capital expenditures; 37 out of 48 (77 percent) reported specific funding amounts for operating expenditures; 15 out of 48 (31 percent) reported funding amounts that could be used for either capital or operating expenditures, and 12 out of 48 (25 percent) reported funding for planning, training, studies, or other miscellaneous activities.

Of the total state funds expended for public transportation, \$6.332 billion (57 percent) were allocated for operating expenditures, \$2.288 billion (21 percent) were allocated for capital expenditures, \$1.764 billion (16 percent) were allocated for either capital or operating, and \$681 million (6 percent) were miscellaneous funding allocations. Figure 1.2 is a graphic depiction of the data contained in Table 1.5.

**Table 1.4 Major Sources for Overall Transit Funding**

State	General Fund	Gas Tax	Motor Vehicle/Rental Car Sales Tax	Registration/License/Title Fees	Bond Proceeds	General Sales Tax	Interest Income	Other	Other Description
Alaska	99.4%							0.6%	AL Mental Health Trust Authority
Arizona	0.2%							99.8%	Lottery
Arkansas			89.3%					10.7%	Corporate franchise fee
California		30.7%			0.1%	62.6%		6.6%	Fuel users tax and weight fees
Colorado						100.0%			
Connecticut									No sources given
Delaware		X		X				100.0%	Transportation Trust Fund from gas tax, reg fees, bridge tolls
DC	80.7%				19.2%			0.04%	Federal grant--No source given for 0.02%
Florida		41.6%		19.1%				39.3%	36.8% from documentary stamps/2.5% from rental car surcharges
Georgia						100.0%			
Idaho								100.0%	Miscellaneous revenues
Illinois						100.0%			
Indiana						100.0%			
Iowa			100.0%						
Kansas								100.0%	State Highway Fund
Kentucky									No sources given
Louisiana									No sources given
Maine								100.0%	Misc fees/off-road fuel tax
Maryland		32.9%	31.2%	22.8%	4.3%			8.8%	Corporate Income Tax
Massachusetts		4.2%			22.8%	58.4%		14.6%	Local annual assessment/state infrastructure fund
Michigan		39.8%	28.6%	31.3%			0.1%	0.2%	Motor carrier/limo fees/correct PY expend.
Minnesota	32.6%		41.7%		25.8%				
Mississippi	100.0%								
Missouri	100.0%					X		X	Gen. Fund from state sales and income taxes
Montana		10.1%		89.9%					

Note: X indicates that the state listed this source but did not specify the percentage of funding from the source.

State	General Fund	Gas Tax	Motor Vehicle/Rental Car Sales Tax	Registration/License/Title Fees	Bond Proceeds	General Sales Tax	Interest Income	Other	Other Description	
Nebraska		69.8%	20.6%	9.5%			0.2%			
Nevada							100.0%			
New Hampshire					72.3%				No sources given for 27.7%	
New Jersey	32.9%	13.5%	6.6%		35.5%		0.8%	10.7%	Petroleum gross receipts tax/casino revenue	
New Mexico									No sources given	
New York	4.0%	X	X					X	Petroleum Business Tax, mortgage tax, corporate surcharges.	
North Carolina		90.5%	0.9%						No source given for 8.6%	
North Dakota				100.0%						
Ohio	100.0%									
Oklahoma		X						X		
Oregon		8.6%		9.7%	1.5%		2.1%	78.1%	Property tax/cig tax/transit tax/lottery	
Pennsylvania	38.1%				12.4%	18.9%		30.6%	Vehicle lease tax/auto rent tax/tire tax/lottery/PTAF	
Rhode Island	16.4%	82.2%			1.3%			0.1%	RI capital fund	
South Carolina		100.0%								
South Dakota								100.0%	Special transit funds	
Tennessee		100.0%								
Texas									No sources given	
Vermont								100.0%	Transportation fund	
Virginia		21.0%				28.0%		49.0%	Trust fund--no source given (2%)	
Washington		X	X	X				X		
West Virginia	100.0%									
Wisconsin		33.3%		33.3%				33.3%	Other fees and revenues	
Wyoming							37.2%	62.8%	Statutory funds	
<i>Alabama</i>		<i>These three states do not use state funds for public transit</i>								
<i>Hawaii</i>										
<i>Utah</i>										

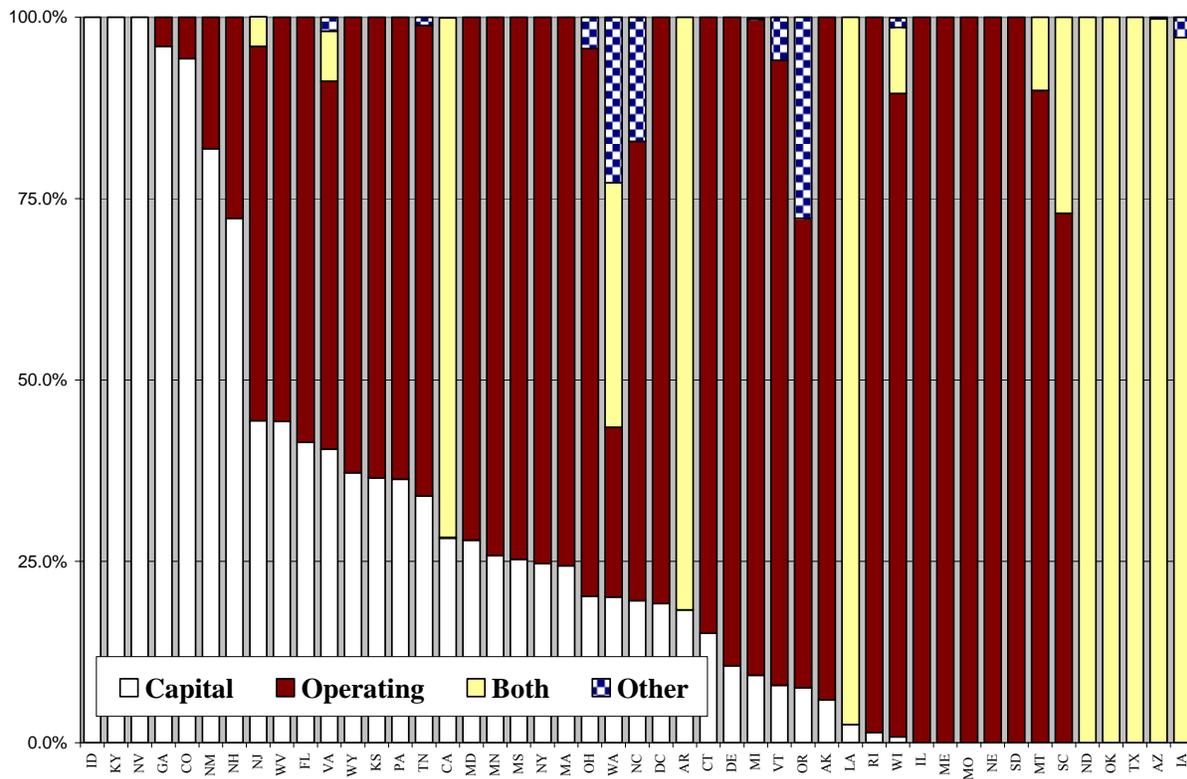
Note: X indicates that the state listed this source but did not specify the percentage of funding from the source.

**Table 1.5 Eligible Uses for State Transit Funding**

State	Total Reported	Capital		Operating		Either/Both		Other	Comments on "Other"
	FY 2006	Amt	%	Amt	%	Amt	%		
Alabama*	\$0								No state funding for public transit
Alaska	\$80,830,400	\$4,736,000	5.9%	\$76,094,400	94.1%				
Arizona	\$18,042,000					\$18,000,000	99.8%	\$42,000	For planning as well
Arkansas	\$3,277,637	\$600,000	18.3%			\$2,677,637	81.7%		
California	\$2,208,814,477	\$623,408,366	28.2%	\$2,937,000	0.1%	\$1,582,469,111	71.6%		
Colorado	\$21,800,000	\$20,554,000	94.3%	\$1,246,000	5.7%				
Connecticut	\$225,605,428	\$34,000,000	15.1%	\$191,605,428	84.9%				
Delaware	\$67,180,200	\$7,100,000	10.6%	\$60,080,200	89.4%				
DC	\$212,146,507	\$40,700,000	19.2%	\$171,446,507	80.8%				
Florida	\$176,391,501	\$72,974,410	41.4%	\$103,417,091	58.6%				
Georgia	\$4,695,983	\$4,507,436	96.0%	\$188,547	4.0%				
Hawaii*	\$0								No state funding for public transit
Idaho	\$312,000	\$312,000	100.0%						
Illinois	\$489,200,000			\$489,200,000	100.0%				
Indiana	\$40,214,028					\$32,700,000	81.3%	\$7,514,028	For maintenance/improvements
Iowa	\$10,842,863					\$10,542,863	97.2%	\$300,000	For marketing/training/technology
Kansas	\$6,000,000	\$2,190,000	36.5%	\$3,810,000	63.5%				
Kentucky	\$1,700,000	\$1,700,000	100.0%						
Louisiana	\$4,962,500	\$124,063	2.5%			\$4,838,437	97.5%		
Maine	\$505,000			\$505,000	100.0%				
Maryland	\$811,485,000	\$226,501,000	27.9%	\$584,984,000	72.1%				
Massachusetts	\$1,217,790,879	\$296,937,802	24.4%	\$920,853,077	75.6%				
Michigan	\$200,984,058	\$18,731,618	9.3%	\$181,752,440	90.4%			\$500,000	For marketing
Minnesota	\$295,853,000	\$76,250,000	25.8%	\$219,603,000	74.2%				
Mississippi	\$1,600,000	\$404,091	25.3%	\$1,195,909	74.7%				
Missouri	\$6,800,000			\$6,800,000	100.0%				
Montana	\$740,891			\$665,891	89.9%	\$75,000	10.1%		
Nebraska	\$1,500,000			\$1,500,000	100.0%				
Nevada	\$92,000	\$92,000	100.0%						Funds not expended during FY
New Hampshire	\$588,000	\$425,000	72.3%	\$163,000	27.7%				
New Jersey	\$847,052,000	\$375,761,000	44.4%	\$436,939,000	51.6%	\$34,352,000	4.1%		
New Mexico	\$35,650,000	\$29,200,000	81.9%	\$6,450,000	18.1%				
New York	\$2,573,088,000			\$1,938,288,000	75.3%			\$634,800,000	For capital, operating, and debt service
North Carolina	\$66,466,447	\$13,035,000	19.6%	\$42,061,272	63.3%			\$11,370,175	For planning and new starts
North Dakota	\$2,203,657					\$2,203,657	100.0%		
Ohio	\$16,300,000	\$3,300,000	20.2%	\$12,300,000	75.5%			\$700,000	For administrative costs
Oklahoma	\$3,250,000					\$3,250,000	100.0%		
Oregon	\$35,983,883	\$2,733,000	7.6%	\$23,287,883	64.7%			\$9,963,000	For debt service/bond repay
Pennsylvania	\$822,826,000	\$298,677,000	36.3%	\$524,149,000	63.7%				
Rhode Island	\$47,182,752	\$656,449	1.4%	\$46,526,303	98.6%				
South Carolina	\$7,400,004			\$5,403,346	73.0%	\$1,996,658	27.0%		
South Dakota	\$750,000			\$750,000	100.0%				
Tennessee	\$38,050,000	\$12,938,000	34.0%	\$24,698,000	64.9%			\$414,000	For training/planning
Texas	\$28,741,067					\$28,741,067	100.0%		
Utah*	\$0								No state funding for public transit
Vermont	\$5,746,599	\$455,000	7.9%	\$4,954,627	86.2%			\$336,972	For planning
Virginia	\$267,556,000	\$108,371,000	40.5%	\$135,612,000	50.7%	\$18,571,000	6.9%	\$5,002,000	For technical studies/projects
Washington	\$39,338,803	\$7,918,342	20.1%	\$9,192,206	23.4%	\$13,250,000	33.7%	\$8,978,255	Funds have not been spent yet or are for planning and implementation
West Virginia	\$2,258,342	\$1,000,000	44.3%	\$1,258,342	55.7%				
Wisconsin	\$113,411,541	\$921,900	0.8%	\$100,634,600	88.7%	\$10,373,000	9.1%	\$1,482,041	For other activities
Wyoming	\$2,388,281	\$888,281	37.2%	\$1,500,000	62.8%				
<b>TOTALS</b>	<b>\$11,065,597,728</b>	<b>\$2,288,102,758</b>	<b>20.7%</b>	<b>\$6,332,052,069</b>	<b>57.2%</b>	<b>\$1,764,040,430</b>	<b>15.9%</b>	<b>\$681,402,471</b>	<b>\$681,402,471 (6.2%) for other purposes</b>

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

**Figure 1.2 Eligible Uses for State Transit Funding**



### Types of State Transit Funding

States were asked to describe whether their transit funds were dedicated, non-dedicated, or some other type of funds (see Table 1.6). Twenty-two states described the types of funds used for all of their transit funding. For those 22 states, \$4.444 billion (71 percent) were dedicated funds, compared to \$1.746 (28 percent) of non-dedicated funding. Two states indicated that some portion of their transit funding fell into the "Other" category, and that these funds were legislated. An additional 10 states provided information on some of their funding but not all of it. Sixteen of 48 states did not provide information on the types of funds used for state transit.

**Table 1.6 Types of State Transit Funding**

State	Total Reported	Dedicated		Non-dedicated		Other		Other
	FY 2006	Amt	%	Amt	%	Amt	%	Description
Alabama*	\$0							
Alaska	\$80,830,400					\$80,830,400	100.0%	Legislated
Arizona	\$18,042,000	\$42,000	0.2%	\$18,000,000	99.8%			
Arkansas	\$3,277,637	\$3,277,637	100.0%					
California	\$2,208,814,477	\$2,008,198,820	90.9%			\$200,615,657	9.1%	No description
Colorado	\$21,800,000	\$21,800,000	100.0%					
Connecticut	\$225,605,428					\$225,605,428	100.0%	No description
Delaware	\$67,180,200			\$67,180,200	100.0%			
DC	\$212,146,507			\$171,303,000	80.7%	\$40,843,507	19.3%	No description
Florida	\$176,391,501					\$176,391,501	100.0%	No description for \$158.3M - <b>\$18M legislated</b>
Georgia	\$4,695,983	\$4,507,436	96.0%	\$188,547	4.0%			
Hawaii*	\$0							
Idaho	\$312,000					\$312,000	100.0%	No description
Illinois	\$489,200,000					\$489,200,000	100.0%	No description
Indiana	\$40,214,028	\$7,514,028	18.7%			\$32,700,000	81.3%	No description
Iowa	\$10,842,863					\$10,842,863	100.0%	No description
Kansas	\$6,000,000					\$6,000,000	100.0%	No description
Kentucky	\$1,700,000					\$1,700,000	100.0%	No description
Louisiana	\$4,962,500					\$4,962,500	100.0%	No description
Maine	\$505,000					\$505,000	100.0%	No description
Maryland	\$811,485,000			\$810,331,000	99.9%	\$1,154,000	0.1%	No description
Massachusetts	\$1,217,790,879	\$1,217,790,879	100.0%					
Michigan	\$200,984,058	\$200,984,058	100.0%					
Minnesota	\$295,853,000			\$295,853,000	100.0%			
Mississippi	\$1,600,000	\$1,600,000	100.0%					
Missouri	\$6,800,000					\$6,800,000	100.0%	<b>\$3.8M in appropriation/not statute - \$3M no description</b>
Montana	\$740,891					\$740,891	100.0%	No description
Nebraska	\$1,500,000			\$1,500,000	100.0%			
Nevada	\$92,000	\$92,000	100.0%					
New Hampshire	\$588,000			\$588,000	100.0%			
New Jersey	\$847,052,000	\$34,352,000	4.1%	\$812,700,000	95.9%			
New Mexico	\$35,650,000			\$3,450,000	9.7%	\$32,200,000	90.3%	Legislated
New York	\$2,573,088,000	\$2,470,072,000	96.0%	\$103,016,000	4.0%			
North Carolina	\$66,466,447	\$61,866,447	93.1%			\$4,600,000	6.9%	No description
North Dakota	\$2,203,657					\$2,203,657	100.0%	No description
Ohio	\$16,300,000			\$16,300,000	100.0%			
Oklahoma	\$3,250,000					\$3,250,000	100.0%	No description
Oregon	\$35,983,883	\$18,689,356	51.9%	\$7,331,527	20.4%	\$9,963,000	27.7%	No description
Pennsylvania	\$822,826,000	\$412,000,000	50.1%	\$410,826,000	49.9%			
Rhode Island	\$47,182,752	\$47,182,752	100.0%					
South Carolina	\$7,400,004					\$7,400,004	100.0%	No description
South Dakota	\$750,000					\$750,000	100.0%	No description
Tennessee	\$38,050,000	\$21,825,000	57.4%	\$16,225,000	42.6%			
Texas	\$28,741,067					\$28,741,067	100.0%	No description
Utah*	\$0							
Vermont	\$5,746,599	\$5,746,599	100.0%					
Virginia	\$267,556,000	\$116,071,000	43.4%			\$151,485,000	56.6%	<b>Includes \$48.4M for grant applications - \$103M not described</b>
Washington	\$39,338,803	\$24,700,000	62.8%			\$14,638,803	37.2%	No description
West Virginia	\$2,258,342					\$2,258,342	100.0%	No description
Wisconsin	\$113,411,541					\$113,411,541	100.0%	No description
Wyoming	\$2,388,281	\$2,388,281	100.0%					
<b>TOTALS</b>	<b>\$11,065,597,728</b>	<b>\$6,680,700,293</b>	<b>60.4%</b>	<b>\$2,734,792,274</b>	<b>24.7%</b>	<b>\$1,650,105,161</b>	<b>14.9%</b>	

**Methods of Distribution of Transit Funds**

Thirty-four states indicated that they allocated funds for capital expenditures. Thirteen states (38 percent) described the distribution method as discretionary, 9 (26 percent) as legislated, 6 (18 percent) as a blend of discretionary and formula-based, 2 (6 percent) as formula-based, 2 (6 percent) as a local pass-thru, and 2 states (6 percent) did not fully describe their distribution methods for their capital funds (see Table 1.7).

Of the 37 states who described their funding distribution methods for operating expenditures, eleven (30 percent) used formula-based, nine (24 percent) used discretionary, nine (24 percent) used a blend of discretionary and formula-based, seven (19 percent) used legislated and one used local pass-thru. Of 15 states who allocated funds for either or both capital and operating expenditures, seven (47 percent) used formula-based, three (20 percent) used discretionary, two (13 percent) used a blend of methods, and three (20 percent) used legislated or did not fully describe their distribution methods.

Compared to capital funds, operating funds were more likely to be distributed using a formula-based method. Population, ridership, and previous funding levels were among the commonly reported formula factors.

**Table 1.7 Methods of Distribution for State Transit**

State	Total Reported	Discretionary		Formula-based		Local pass-thru		Other		Other
	FY 2006	Amt	%	Amt	%	Amt	%	Amt	%	Description
Alabama*	\$0									
Alaska	\$80,830,400							\$80,830,400	100.0%	Legislated
Arizona	\$18,042,000			\$18,000,000	99.8%			\$42,000	0.2%	Legislated
Arkansas	\$3,277,637	\$3,277,637	100.0%							
California	\$2,208,814,477	\$480,298,366	21.7%	\$346,662,657	15.7%	\$1,381,853,454	62.6%			
Colorado	\$21,800,000	\$21,800,000	100.0%							
Connecticut	\$225,605,428	\$225,605,428	100.0%							
Delaware	\$67,180,200							\$67,180,200	100.0%	Legislated
DC	\$212,146,507					\$207,333,000	97.7%	\$4,813,507	2.3%	No description
Florida	\$176,391,501	\$83,868,199	47.5%	\$63,169,602	35.8%			\$29,353,700	16.6%	No description
Georgia	\$4,695,983			\$4,695,983	100.0%					
Hawaii*	\$0									
Idaho	\$312,000	\$312,000	100.0%							
Illinois	\$489,200,000			\$489,200,000	100.0%					
Indiana	\$40,214,028			\$32,700,000	81.3%			\$7,514,028	18.7%	No description
Iowa	\$10,842,863	\$300,000	2.8%	\$10,542,863	97.2%					
Kansas	\$6,000,000	\$6,000,000	100.0%							
Kentucky	\$1,700,000			\$1,700,000	100.0%					
Louisiana	\$4,962,500							\$4,962,500	100.0%	No description
Maine	\$505,000			\$505,000	100.0%					
Maryland	\$811,485,000	\$552,733,000	68.1%	\$258,752,000	31.9%					
Massachusetts	\$1,217,790,879	\$296,937,802	24.4%	\$847,112,834	69.6%			\$73,740,243	6.1%	Legislated
Michigan	\$200,984,058	\$20,398,530	10.1%	\$178,085,528	88.6%	\$2,000,000	1.0%	\$500,000	0.2%	Legislated
Minnesota	\$295,853,000							\$295,853,000	100.0%	Legislated
Mississippi	\$1,600,000							\$1,600,000	100.0%	Legislated
Missouri	\$6,800,000			\$3,000,000	44.1%			\$3,800,000	55.9%	Historical
Montana	\$740,891	\$665,891	89.9%	\$75,000	10.1%					
Nebraska	\$1,500,000	\$100,000	6.7%	\$1,400,000	93.3%					
Nevada	\$92,000					\$92,000	100.0%			
New Hampshire	\$588,000			\$163,000	27.7%			\$425,000	72.3%	Veh/facility match
New Jersey	\$847,052,000	\$817,852,800	96.6%			\$29,199,200	3.4%			
New Mexico	\$35,650,000							\$35,650,000	100.0%	Legislated
New York	\$2,573,088,000			\$2,573,088,000	100.0%					Formula/legislated
North Carolina	\$66,466,447	\$4,600,000	6.9%	\$41,661,272	62.7%			\$20,205,175	30.4%	No description
North Dakota	\$2,203,657			\$2,203,657	100.0%					
Ohio	\$16,300,000	\$16,300,000	100.0%							
Oklahoma	\$3,250,000							\$3,250,000	100.0%	No description
Oregon	\$35,983,883	\$20,627,527	57.3%	\$8,100,000	22.5%	\$7,256,356	20.2%			
Pennsylvania	\$822,826,000	\$116,505,000	14.2%	\$706,321,000	85.8%					
Rhode Island	\$47,182,752			\$5,011,731	10.6%			\$42,171,021	89.4%	No description
South Carolina	\$7,400,004	\$4,076,391	55.1%	\$3,323,613	44.9%					
South Dakota	\$750,000			\$750,000	100.0%					
Tennessee	\$38,050,000	\$9,138,000	24.0%	\$28,912,000	76.0%					
Texas	\$28,741,067			\$28,741,067	100.0%					
Utah*	\$0									
Vermont	\$5,746,599	\$5,746,599	100.0%							
Virginia	\$267,556,000	\$5,002,000	1.9%	\$98,112,000	36.7%			\$164,442,000	61.5%	Includes \$108M for Grant apps--\$56M not described
Washington	\$39,338,803	\$11,450,000	29.1%	\$15,203,836	38.6%			\$12,684,967	32.2%	No description
West Virginia	\$2,258,342	\$2,258,342	100.0%							
Wisconsin	\$113,411,541	\$1,257,900	1.1%	\$111,007,600	97.9%			\$1,146,041	1.0%	No description
Wyoming	\$2,388,281							\$2,388,281	100.0%	\$1.5M legislated-\$.89M trust fund interest
<b>TOTALS</b>	<b>\$11,065,597,728</b>	<b>\$2,707,111,412</b>	<b>24.5%</b>	<b>\$5,878,200,243</b>	<b>53.1%</b>	<b>\$1,627,734,010</b>	<b>14.7%</b>	<b>\$852,552,063</b>	<b>7.7%</b>	

## Changes in State Transit Funding (Table 1.8).

Because all states provided information for both the 2005 and 2006 studies, comparisons can be made relative to funding amounts for these two time periods. Changes in funding levels between FY 2005 and FY 2006 are shown using two measures: (1) percent change in *total* funding and (2) percent change in *per capita* funding. The former measure simply computes the difference in raw funding amounts reported over the two years as a percentage. The latter measure is more useful when making historical comparisons across states because it relates population increase to changes in funding levels over time and thereby “normalizes” the effect of varied population growth rates of individual states. Both measures are roughly similar in raw figures (for instance, a 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 1160 percent for New Mexico (corresponding to 1143 percent in *per capita* funding) to no change in funding for 10 states, to a 68 percent decrease in *total* funding (and related 68 percent *per capita* decrease) in Maine. In addition, Colorado did not fund transit in 2005 but provided transit funds in 2006.

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

- A total of 28 states reported increased *total* funding for transit by a range of 0.05 percent (DC) to 1160 percent (New Mexico)
  - One state – Colorado – began funding transit in 2006.
  - Five states – New Mexico, New Hampshire, Mississippi, Montana, and Virginia – reported a 70 percent or greater increase.
  - Six states – California, Oregon, Rhode Island, Alaska, Washington, and South Carolina – reported increases between 25 and 58 percent.
  - Seven states – Kentucky, New York, Florida, Arkansas, Minnesota, Maryland, and Tennessee – reported increases between 11 and 21 percent.
  - Nine states – Illinois, Connecticut, Indiana, Iowa, Wisconsin, Missouri, Michigan, Massachusetts, and DC – reported increases from 0.05 to 10 percent.
- Alabama, Hawaii, Idaho, Kansas, Louisiana, Nebraska, North Dakota, Oklahoma, Utah, and West Virginia reported no change in funding levels in FY 2006.
- Six states – Pennsylvania, Nevada, Texas, New Jersey, Delaware, and Vermont – reported decreases of less than 9 percent.

- Three states – Arizona, Ohio, and Wyoming – reported decreases from 10 percent to 20 percent.
- Four states – North Carolina, Georgia, South Dakota, and Maine – reported decreases of 40 to 68 percent.

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

- Between FY 2005 and FY 2006, 28 states reported increases in *per capita* funding ranging from a 0.1 percent increase (North Dakota) to an 1143 percent increase (New Mexico).
- Four states – New Mexico, New Hampshire, Mississippi, and Montana – reported increases 77 to 1143 percent.
- Seven states – Virginia, California, Rhode Island, Oregon, Alaska, Washington, and South Carolina – reported increases in the 22 to 68 percent range.
- Six states – Kentucky, New York, Florida, Arkansas, Minnesota, and Maryland – reported increases of 11 and 21 percent respectively.
- Eleven states – Tennessee, Connecticut, Illinois, Indiana, Iowa, Louisiana, Wisconsin, Michigan, Missouri, Massachusetts, and North Dakota – reported increases of less than 10 percent.
- Twelve states – West Virginia, Nebraska, Kansas, Oklahoma, Pennsylvania, Idaho, DC, Texas, Nevada, New Jersey, Vermont, and Delaware – reported decreases of less than 10 percent.
- Three states – Ohio, Arizona, and Wyoming – reported decreases from 11 to 20 percent.
- Four states – North Carolina, Georgia, South Dakota, and Maine – reported decreases of 42 to 68 percent.

**Table 1.8 Changes in State Transit Funding Levels, 2005-2006**

State	Population	FY 2006 Transit Funding	FY 2006 Per Capita Costs	Population	FY 2005 Funding	FY 2005 Per Capita	Change-Total Funding	Change-Per Cap. Funding
Alabama*	4,599,030			4,557,808				
Alaska	670,053	\$80,830,400	\$120.63	663,661	\$59,850,000	\$90.18	35.1%	33.8%
Arizona	6,166,318	\$18,042,000	\$2.93	5,939,292	\$20,068,000	\$3.38	-10.1%	-13.4%
Arkansas	2,810,872	\$3,277,637	\$1.17	2,779,154	\$2,800,000	\$1.01	17.1%	15.7%
California	36,457,549	\$2,208,814,477	\$60.59	36,132,147	\$1,399,800,143	\$38.74	57.8%	56.4%
Colorado	4,753,377	\$21,800,000	\$4.59	4,665,177				
Connecticut	3,504,809	\$225,605,428	\$64.37	3,510,292	\$206,440,541	\$58.81	9.3%	9.5%
Delaware	853,476	\$67,180,200	\$78.71	843,524	\$72,600,000	\$86.07	-7.5%	-8.5%
DC	581,530	\$212,146,507	\$364.81	550,521	\$212,050,288	\$385.18	0.0%	-5.3%
Florida	18,089,888	\$176,391,501	\$9.75	17,789,864	\$149,738,231	\$8.42	17.8%	15.8%
Georgia	9,363,941	\$4,695,983	\$0.50	9,072,576	\$8,222,757	\$0.91	-42.9%	-44.7%
Hawaii*	1,285,498			1,275,194				
Idaho	1,466,465	\$312,000	\$0.21	1,429,096	\$312,000	\$0.22	0.0%	-2.5%
Illinois	12,831,970	\$489,200,000	\$38.12	12,763,371	\$445,600,000	\$34.91	9.8%	9.2%
Indiana	6,313,520	\$40,214,028	\$6.37	6,271,973	\$37,046,940	\$5.91	8.5%	7.8%
Iowa	2,982,085	\$10,842,863	\$3.64	2,966,334	\$10,140,000	\$3.42	6.9%	6.4%
Kansas	2,764,075	\$6,000,000	\$2.17	2,744,687	\$6,000,000	\$2.19	0.0%	-0.7%
Kentucky	4,206,074	\$1,700,000	\$0.40	4,173,405	\$1,400,000	\$0.34	21.4%	20.5%
Louisiana	4,287,768	\$4,962,500	\$1.16	4,523,628	\$4,962,500	\$1.10	0.0%	5.5%
Maine	1,321,574	\$505,000	\$0.38	1,321,505	\$1,555,000	\$1.18	-67.5%	-67.5%
Maryland	5,615,727	\$811,485,000	\$144.50	5,600,388	\$727,433,000	\$129.89	11.6%	11.2%
Massachusetts	6,437,193	\$1,217,790,879	\$189.18	6,398,743	\$1,197,137,541	\$187.09	1.7%	1.1%
Michigan	10,095,643	\$200,984,058	\$19.91	10,120,860	\$195,149,300	\$19.28	3.0%	3.2%
Minnesota	5,167,101	\$295,853,000	\$57.26	5,132,799	\$254,527,000	\$49.59	16.2%	15.5%
Mississippi	2,910,540	\$1,600,000	\$0.55	2,921,088	\$800,000	\$0.27	100.0%	100.7%
Missouri	5,842,713	\$6,800,000	\$1.16	5,800,310	\$6,600,000	\$1.14	3.0%	2.3%
Montana	944,632	\$740,891	\$0.78	935,670	\$415,197	\$0.44	78.4%	76.8%
Nebraska	1,768,331	\$1,500,000	\$0.85	1,758,787	\$1,500,000	\$0.85	0.0%	-0.5%
Nevada	2,495,529	\$92,000	\$0.04	2,414,807	\$95,000	\$0.04	-3.2%	-6.3%
New Hampshire	1,314,895	\$588,000	\$0.45	1,309,940	\$225,000	\$0.17	161.3%	160.3%
New Jersey	8,724,560	\$847,052,000	\$97.09	8,717,925	\$910,584,000	\$104.45	-7.0%	-7.0%
New Mexico	1,954,599	\$35,650,000	\$18.24	1,928,384	\$2,830,000	\$1.47	1159.7%	1142.8%
New York	19,306,183	\$2,573,088,000	\$133.28	19,254,630	\$2,169,005,000	\$112.65	18.6%	18.3%
North Carolina	8,856,505	\$66,466,447	\$7.50	8,683,242	\$111,724,897	\$12.87	-40.5%	-41.7%
North Dakota	635,867	\$2,203,657	\$3.47	636,677	\$2,203,657	\$3.46	0.0%	0.1%
Ohio	11,478,006	\$16,300,000	\$1.42	11,464,042	\$18,300,000	\$1.60	-10.9%	-11.0%
Oklahoma	3,579,212	\$3,250,000	\$0.91	3,547,884	\$3,250,000	\$0.92	0.0%	-0.9%
Oregon	3,700,758	\$35,983,883	\$9.72	3,641,056	\$26,140,529	\$7.18	37.7%	35.4%
Pennsylvania	12,440,621	\$822,826,000	\$66.14	12,429,616	\$835,223,000	\$67.20	-1.5%	-1.6%
Rhode Island	1,067,610	\$47,182,752	\$44.19	1,076,189	\$34,847,617	\$32.38	35.4%	36.5%
South Carolina	4,321,249	\$7,400,004	\$1.71	4,255,083	\$5,943,000	\$1.40	24.5%	22.6%
South Dakota	781,919	\$750,000	\$0.96	775,933	\$1,891,229	\$2.44	-60.3%	-60.6%
Tennessee	6,038,803	\$38,050,000	\$6.30	5,962,959	\$34,196,000	\$5.73	11.3%	9.9%
Texas	23,507,783	\$28,741,067	\$1.22	22,859,968	\$29,741,067	\$1.30	-3.4%	-6.0%
Utah*	2,550,063			2,469,585				
Vermont	623,908	\$5,746,599	\$9.21	623,050	\$6,266,976	\$10.06	-8.3%	-8.4%
Virginia	7,642,884	\$267,556,000	\$35.01	7,567,465	\$157,600,000	\$20.83	69.8%	68.1%
Washington	6,395,798	\$39,338,803	\$6.15	6,287,759	\$30,423,000	\$4.84	29.3%	27.1%
West Virginia	1,818,470	\$2,258,342	\$1.24	1,816,856	\$2,258,342	\$1.24	0.0%	-0.1%
Wisconsin	5,556,506	\$113,411,541	\$20.41	5,536,201	\$109,438,341	\$19.77	3.6%	3.3%
Wyoming	515,004	\$2,388,281	\$4.64	509,294	\$2,955,511	\$5.80	-19.2%	-20.1%
<b>Totals</b>	<b>299,398,484</b>	<b>\$11,065,597,728</b>	<b>\$36.96</b>	<b>\$296,410,404.00</b>	<b>\$9,517,290,604</b>	<b>\$32.11</b>		

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

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2006, published in December, 2006."

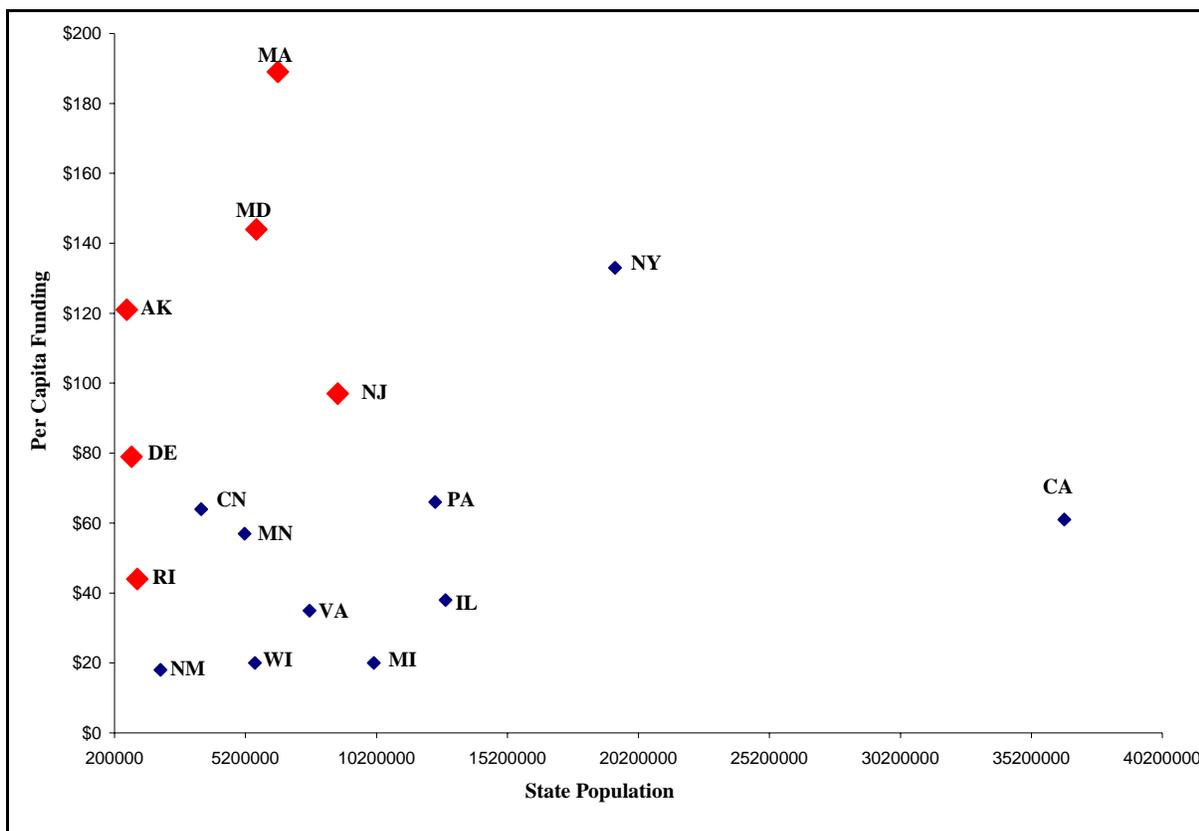
### State and Per Capita Funding

A snapshot of all states surveyed in the FY 2006 effort, shown in Table 1.9, reveals that *total* transit funding by state varies widely across the nation, ranging from zero dollars in funding to \$2.573 billion. Three states – Alabama, Hawaii, and Utah – do not fund transit at the state level. On the other hand, states such as New York, California, Massachusetts, New Jersey, Pennsylvania, Maryland, and Illinois, among others, have made large state investments in transit ranging from \$489 million to \$2.573 billion.

Table 1.10 shows state funding ranked by *per capita* funding levels. Sixteen states reported per capita funding between \$18 and \$364, whereas the remaining 35 states reported zero dollars per capita to slightly less than \$10 per capita.

States that operate transit usually provide significantly higher per-capita funds than those that do not. Figure 1.3 shows that six states that operate transit – indicated by the large diamonds – provided significantly higher funding than states with similar population levels. The “state” that provided the highest level of per capita funding is DC but its totals are artificially high because the DC metro system also serves Virginia and Maryland – a population much larger than that of the District. For that reason, DC is not included in Figure 1.3.

**Figure 1.3 Per Capita Funding by Population and Transit Operator Status, 2006**



**Table 1.9 Level of Investment Reported by All States and DC, Ranked by Total Funding**

State	Population	FY 2006 Transit Funding	FY 2006 Per Capita Costs
New York	19,306,183	\$2,573,088,000	\$133.28
California	36,457,549	\$2,208,814,477	\$60.59
Massachusetts	6,437,193	\$1,217,790,879	\$189.18
New Jersey	8,724,560	\$847,052,000	\$97.09
Pennsylvania	12,440,621	\$822,826,000	\$66.14
Maryland	5,615,727	\$811,485,000	\$144.50
Illinois	12,831,970	\$489,200,000	\$38.12
Minnesota	5,167,101	\$295,853,000	\$57.26
Virginia	7,642,884	\$267,556,000	\$35.01
Connecticut	3,504,809	\$225,605,428	\$64.37
District of Columbia	581,530	\$212,146,507	\$364.81
Michigan	10,095,643	\$200,984,058	\$19.91
Florida	18,089,888	\$176,391,501	\$9.75
Wisconsin	5,556,506	\$113,411,541	\$20.41
Alaska	670,053	\$80,830,400	\$120.63
Delaware	853,476	\$67,180,200	\$78.71
North Carolina	8,856,505	\$66,466,447	\$7.50
Rhode Island	1,067,610	\$47,182,752	\$44.19
Indiana	6,313,520	\$40,214,028	\$6.37
Washington	6,395,798	\$39,338,803	\$6.15
Tennessee	6,038,803	\$38,050,000	\$6.30
Oregon	3,700,758	\$35,983,883	\$9.72
New Mexico	1,954,599	\$35,650,000	\$18.24
Texas	23,507,783	\$28,741,067	\$1.22
Colorado	4,753,377	\$21,800,000	\$4.59
Arizona	6,166,318	\$18,042,000	\$2.93
Ohio	11,478,006	\$16,300,000	\$1.42
Iowa	2,982,085	\$10,842,863	\$3.64
South Carolina	4,321,249	\$7,400,004	\$1.71
Missouri	5,842,713	\$6,800,000	\$1.16
Kansas	2,764,075	\$6,000,000	\$2.17
Vermont	623,908	\$5,746,599	\$9.21
Louisiana	4,287,768	\$4,962,500	\$1.16
Georgia	9,363,941	\$4,695,983	\$0.50
Arkansas	2,810,872	\$3,277,637	\$1.17
Oklahoma	3,579,212	\$3,250,000	\$0.91
Wyoming	515,004	\$2,388,281	\$4.64
West Virginia	1,818,470	\$2,258,342	\$1.24
North Dakota	635,867	\$2,203,657	\$3.47
Kentucky	4,206,074	\$1,700,000	\$0.40
Mississippi	2,910,540	\$1,600,000	\$0.55
Nebraska	1,768,331	\$1,500,000	\$0.85
South Dakota	781,919	\$750,000	\$0.96
Montana	944,632	\$740,891	\$0.78
New Hampshire	1,314,895	\$588,000	\$0.45
Maine	1,321,574	\$505,000	\$0.38
Idaho	1,466,465	\$312,000	\$0.21
Nevada	2,495,529	\$92,000	\$0.04
Alabama	4,599,030	\$0	\$0.00
Hawaii	1,285,498	\$0	\$0.00
Utah	2,550,063	\$0	\$0.00

**Table 1.10 Level of Investment Reported by All States and DC, Ranked by Per Capita Funding**

State	Population	FY 2006 Transit Funding	FY 2006 Per Capita Costs
District of Columbia	581,530	\$212,146,507	\$364.81
Massachusetts	6,437,193	\$1,217,790,879	\$189.18
Maryland	5,615,727	\$811,485,000	\$144.50
New York	19,306,183	\$2,573,088,000	\$133.28
Alaska	670,053	\$80,830,400	\$120.63
New Jersey	8,724,560	\$847,052,000	\$97.09
Delaware	853,476	\$67,180,200	\$78.71
Pennsylvania	12,440,621	\$822,826,000	\$66.14
Connecticut	3,504,809	\$225,605,428	\$64.37
California	36,457,549	\$2,208,814,477	\$60.59
Minnesota	5,167,101	\$295,853,000	\$57.26
Rhode Island	1,067,610	\$47,182,752	\$44.19
Illinois	12,831,970	\$489,200,000	\$38.12
Virginia	7,642,884	\$267,556,000	\$35.01
Wisconsin	5,556,506	\$113,411,541	\$20.41
Michigan	10,095,643	\$200,984,058	\$19.91
New Mexico	1,954,599	\$35,650,000	\$18.24
Florida	18,089,888	\$176,391,501	\$9.75
Oregon	3,700,758	\$35,983,883	\$9.72
Vermont	623,908	\$5,746,599	\$9.21
North Carolina	8,856,505	\$66,466,447	\$7.50
Indiana	6,313,520	\$40,214,028	\$6.37
Tennessee	6,038,803	\$38,050,000	\$6.30
Washington	6,395,798	\$39,338,803	\$6.15
Wyoming	515,004	\$2,388,281	\$4.64
Colorado	4,753,377	\$21,800,000	\$4.59
Iowa	2,982,085	\$10,842,863	\$3.64
North Dakota	635,867	\$2,203,657	\$3.47
Arizona	6,166,318	\$18,042,000	\$2.93
Kansas	2,764,075	\$6,000,000	\$2.17
South Carolina	4,321,249	\$7,400,004	\$1.71
Ohio	11,478,006	\$16,300,000	\$1.42
West Virginia	1,818,470	\$2,258,342	\$1.24
Texas	23,507,783	\$28,741,067	\$1.22
Arkansas	2,810,872	\$3,277,637	\$1.17
Missouri	5,842,713	\$6,800,000	\$1.16
Louisiana	4,287,768	\$4,962,500	\$1.16
South Dakota	781,919	\$750,000	\$0.96
Oklahoma	3,579,212	\$3,250,000	\$0.91
Nebraska	1,768,331	\$1,500,000	\$0.85
Montana	944,632	\$740,891	\$0.78
Mississippi	2,910,540	\$1,600,000	\$0.55
Georgia	9,363,941	\$4,695,983	\$0.50
New Hampshire	1,314,895	\$588,000	\$0.45
Kentucky	4,206,074	\$1,700,000	\$0.40
Maine	1,321,574	\$505,000	\$0.38
Idaho	1,466,465	\$312,000	\$0.21
Nevada	2,495,529	\$92,000	\$0.04
Alabama	4,599,030	\$0	\$0.00
Hawaii	1,285,498	\$0	\$0.00
Utah	2,550,063	\$0	\$0.00

Note: For both Tables 1.9 and 1.10

- the District of Columbia per capita figure is artificially high. WMATA extends well beyond the District boundaries into Maryland and Virginia, and therefore serves a population much larger than that of the District. Per capita figure is calculated only for District investment per District resident population.
- Texas provides funds on a biennial basis. Figures shown are average annual funds for the biennium.

Source for both Tables 1.9 and 1.10: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2006, published in December, 2006."

## 2.0 State Transit Programs

### ■ Methodology

#### Initial Round: Request for Updated Funding Information

This section presents major details of FY 2006 funding programs for each state using the identical diagram and bullet point format developed in the 2002 study. The summary highlights are presented on two levels based on data availability for different respondents. The report includes state funding summaries and historical comparisons of factors such as total funding, per capita funding, fund eligible uses, fund sources, and allocation mechanisms.

This report is organized into three sections. In addition to the introductory section, Section 2.0 contains state transit program details for all states using a diagram and text format, including funding sources and amounts, allocation mechanisms, and program descriptions. Section 2.0 also presents highlights from reported information for all 50 states and the District of Columbia. Section 3.0 presents a summary of results from a subset of recent *state and local ballot initiatives* aimed to increase funding for transit.

Survey packets were sent to all 50 state DOTs and the District of Columbia DOT the week of July 9, 2007. Data collection for the 2006 survey was delayed in order to meet a new mandate to have Office of Management and Budget (OMB) approval for the survey. In addition to OMB approval, the 2006 data collection format was changed in order to collect more detail on the sources, uses, types of funding, and methods of distributing funds.

Packets included the revised survey form with data from 2005 entered into the appropriate boxes, an instruction sheet explaining the new format, and a cover letter from AASHTO and APTA. Through e-mail and telephone follow-ups, eventually all 50 states and the District of Columbia submitted their updated information and data collection was terminated in December 2007. A report of results was submitted to AASHTO in January 2008.

The following basic information was solicited from each state:

- *Sources of funds.* What state taxes or revenues are used to support transit?
- *Nature of programs.* What is the focus of discrete funding programs?
- *Amounts of funding.* What amounts are being contributed from which sources?

- *Eligible uses of funds.* For what purposes are funds provided?
- *Types of Funding.* What limitations are placed on the funds for example, limited to capitol expenditures, operating expenditures, planning or other misc. activities.
- *Allocation mechanisms.* What factors are used in allocating funds to what recipients?

Note: Per capita costs for each state were calculated using the U.S. Census State Population Data (NST-EST2006-01) for July 1, 2006, which was released in December 2006.

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

The state does not provide funding for transit.

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	<b>TOTAL</b>	\$
		Interest income	\$			Explain "Other:"	
	Other:		\$	*Includes planning			
	Other:		\$	Additional remarks on this program:			
	Other:		\$				
	Other:		\$				
	Other:		\$				
	Other:		\$				
		<b>TOTAL</b>	\$				

**NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2006.**

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

- State transit funding for FY 2006 totaled \$80,830,000 or about \$120 per capita.
- The State of Alaska currently has nine public transit systems and two additional systems starting in FY 2008 and two additional systems that will implement services within the next two years.
- Due to the unique geography, large land mass, and extreme climate conditions of Alaska, the cost of transit infrastructure is high. Funding based on population alone does not meet the needs of this state. In the next reauthorization we would like to see funding based on land area and population, comparable to FTA 5311, for all FTA funding programs.

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

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

2-6

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Alaska Marine Highway (Ferry Program)	\$80,330,400	General sales tax	\$	Capital \$4,236,000	Dedicated \$	Discretionary \$
		Vehicle sales tax	\$	Operating* \$76,094,400	Non-ded. \$	Formula-based \$
		Gas tax	\$	Other	Other \$80,330,400	Local pass-thru \$
		Veh reg/lic/title fees	\$	<b>TOTAL</b> \$80,330,400	<b>TOTAL</b> \$80,330,400	Other \$80,330,400
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b> \$80,330,400
		Interest income	\$		Legislated	<b>Explain "Other:"</b>
		Other: General Funds	\$80,330,400			Alaska Marine Highway is state-owned
		Other:	\$		<b>*Includes planning</b>	
		Other:	\$			
		Other:	\$			
		Other:	\$			
		<b>TOTAL</b>	\$80,330,400			
<b>Additional remarks on this program:</b> Much of Alaska is landlocked and only accessible by boat and small plane. Many of these small communities are located on islands. Consequently, the Alaska Marine Highway System is an additional "public transit" system and is the lifeline to medical, shopping, cultural and social activities for many Alaskans.						
Transit purchase of rides, vehicles, planning for new system	\$500,000	General sales tax	\$	Capital \$500,000	Dedicated \$	Discretionary \$500,000
		Vehicle sales tax	\$	Operating* \$	Non-ded. \$	Formula-based \$
		Gas tax	\$	Other \$	Other \$500,000	Local pass-thru \$
		Veh reg/lic/title fees	\$	<b>TOTAL</b> \$500,000	<b>TOTAL</b> \$500,000	Other \$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b> \$500,000
		Interest income	\$		AMHTA authorized receipts legislated	<b>Explain "Other:"</b>
		Other:	\$		<b>*Includes planning</b>	
		Other: AL Mental Health Trust Authority	\$500,000			
		Other:	\$			
		Other:	\$			
		Other:	\$			
		<b>TOTAL</b>	\$500,000			
<b>Additional remarks on this program:</b> The Alaska Mental Health Trust Authority under the Alaska State Department of Revenue, distributes funds each year from the trust fund that is derived from sale of property holdings throughout the state with additional discretionary capital appropriations of general funds from the Legislature. The decline in funding for FY2006 reflects the decline in discretionary capital funds.						
<b>\$80,830,400 TOTAL FUNDS</b>						

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

- State transit funding for FY 2006 totaled slightly more than \$18 million or about \$2.93 per capita.

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

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

2-8

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Planning	\$42,000	General sales tax	\$	Capital	\$42,000	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$		
		Gas tax	\$	Other	\$42,000	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$42,000	<b>TOTAL</b>	\$42,000	Other	\$42,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$42,000
		Interest income	\$	Planning only				<b>Explain "Other:"</b>	
		Other: General Fund	\$42,000					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$42,000								
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
Operating, Capital, and Planning	\$18,000,000	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$18,000,000		
		Gas tax	\$	Other	\$18,000,000	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$18,000,000	<b>TOTAL</b>	\$18,000,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$18,000,000
		Interest income	\$	Both capital and operating		Legislated		<b>Explain "Other:"</b>	
		Other: Lottery	\$18,000,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$18,000,000								
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> For the purpose of providing public or special needs transportation. Distributed only to cities, towns, and counties based on population. (Funds cannot be broken out)					
<b>\$18,042,000</b>		<b>TOTAL FUNDS</b>							

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

- Total state transit funding in FY 2006 was just under \$3.3 million or about \$1.17 per capita.
- Transit funding comes from a dedicated source generated by a tax on rental cars and a corporate franchise fee.
- The funds are used both for capital match and operating assistance for urban and rural transit systems and for expanding Arkansas's 5310 capital grant program.

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

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

2-10

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Urban Systems	\$1,561,358	General sales tax	\$	Capital	\$	Dedicated	\$1,561,358	Discretionary	\$1,561,358
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,561,358	<b>TOTAL</b>	\$1,561,358	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,561,358
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Rental car tax	\$1,357,308						
		Other: Corporate Franchise Fee	\$204,050						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>		\$1,561,358					
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Capital match and operating assistance for urban systems. Funds cannot be broken out.					
Rural Systems	\$1,116,279	General sales tax	\$	Capital	\$	Dedicated	\$1,116,279	Discretionary	\$1,116,279
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,116,279	<b>TOTAL</b>	\$1,116,279	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,116,279
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Rental car tax	\$970,829						
		Other: Corporate Franchise Fee	\$145,450						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>		\$1,116,279					
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Capital match and operating assistance for rural systems. Funds cannot be broken out.					
		<b>\$2,677,637 TOTAL PAGE 1</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
5310 Capital Grants	\$600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Rental car tax	\$ \$ \$ \$ \$ \$ \$600,000	Capital \$600,000 Operating* Other <b>TOTAL \$600,000</b> Explain "Other:" *Includes planning	Dedicated \$600,000 Non-ded. Other <b>TOTAL \$600,000</b> Explain "Other:"	Discretionary \$600,000 Formula-based Local pass-thru Other <b>TOTAL \$600,000</b> Explain "Other:"
<b>Additional remarks on this program:</b> Capital grants for 5310 elderly and disabled.						
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other:	\$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* Other <b>TOTAL \$</b> Explain "Other:" *Includes planning	Dedicated \$ Non-ded. Other <b>TOTAL \$</b> Explain "Other:"	Discretionary \$ Formula-based Local pass-thru Other <b>TOTAL \$</b> Explain "Other:"
<b>Additional remarks on this program:</b>						
	<b>\$2,677,637</b>	<b>Total from page 1</b>				
	<b>\$3,277,637</b>	<b>TOTAL FUNDS</b>				



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

- Total state transit funding for FY 2006 was just over \$2.2 billion, translating to approximately \$60.59 in per capita funding.
- Funding for transit projects programmed in the Traffic Congestion Relief Program began in 2001. Transit projects programmed in the 2006 State Transportation Improvement Program Augmentation was adopted in June 2007.
- State funding supports the full spectrum of transit needs – capital, operations, and planning.
- The primary source of state transit funding continues to be revenues from the ¼ cent of the 7-¼ percent retail sales tax flowing through the “Local Transportation Fund” established by the Transportation Development Act (TDA). Revenues are collected by the State and returned to each county according to the amount that was collected in that county (as a result, they are often characterized as “local” rather than state funds).
- State funding from gasoline and diesel sales taxes also flow to transit through the “State Transit Assistance Fund/Public Transportation Account.”
- The current state transit program structure represents a consolidation and simplification of accounts and programs that support transit.

(California’s fiscal year is July to June)

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Local Transportation Fund	\$1,381,853,454	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$1,381,853,454 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  <b>*Includes planning</b>	\$ \$ \$ \$1,381,853,454 <b>TOTAL</b> <b>Explain "Other:"</b>  <b>*Includes planning</b>	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b>
			<b>TOTAL</b> \$1,381,853,454	<b>Additional remarks on this program:</b> Collected by state - returned to county of origin. Apportioned by population within counties. Supports local transit.		
State Transit Assistance Fund	\$200,615,657	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$200,615,657 \$ \$ \$ \$ \$ \$ \$ \$	Capital Operating* Other <b>TOTAL</b> <b>Explain "Other:"</b>  <b>*Includes planning</b>	\$ \$ \$ \$200,615,657 <b>TOTAL</b> <b>Explain "Other:"</b>  <b>*Includes planning</b>	Discretionary Formula-based Local pass-thru Other <b>TOTAL</b> <b>Explain "Other:"</b>
			<b>TOTAL</b> \$200,615,657	<b>Additional remarks on this program:</b> Allocated to operators by regional planning agencies based on population, prior year fares and local revenues. Supports local transit.		
<b>\$1,582,469,111 TOTAL PAGE 1</b>						

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

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount																						
	Total Prog. Funds	State Sources of Funding																											
Ferry Services in Bay area	\$2,937,000	General sales tax		Capital	\$	Dedicated	\$2,937,000	Discretionary	\$2,937,000																				
		Vehicle sales tax	\$	Operating*	\$2,937,000	Non-ded.	\$	Formula-based	\$																				
		Gas tax	\$2,937,000	Other	\$	Other	\$	Local pass-thru	\$																				
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,937,000	<b>TOTAL</b>	\$2,937,000	Other	\$																				
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>		\$2,937,000																			
		Interest income	\$					<b>Explain "Other:"</b>																					
		Other:	\$																										
		Other:	\$																										
		Other:	\$																										
		Other:	\$																										
		<b>TOTAL</b>	\$2,937,000																										
				<b>*Includes planning</b>																									
				<b>Additional remarks on this program:</b> Allocated to support operation of waterborne ferry services in the Bay area.																									
<hr/>																													
Traffic Congestion Relief Program	\$475,272,000	General sales tax	\$	Capital	\$475,272,000	Dedicated	\$475,272,000	Discretionary	\$475,272,000																				
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$																				
		Gas tax	\$475,272,000	Other	\$	Other	\$	Local pass-thru	\$																				
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$475,272,000	<b>TOTAL</b>	\$475,272,000	Other	\$																				
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>		\$475,272,000																			
		Interest income	\$					<b>Explain "Other:"</b>																					
		Other:	\$																										
		Other:	\$																										
		Other:	\$																										
		Other:	\$																										
		<b>TOTAL</b>	\$475,272,000																										
				<b>*Includes planning</b>																									
				<b>Additional remarks on this program:</b> Eligible capital projects identified in the Governor's budget to ease congestion and enhance connectivity between modes.																									
<hr/>																													
<table> <tr> <td colspan="2"></td> <td><b>\$1,582,469,111</b></td> <td><b>Total from page 1</b></td> <td colspan="6"></td> </tr> <tr> <td colspan="2"></td> <td><b>\$2,060,678,111</b></td> <td><b>TOTAL PAGE 2</b></td> <td colspan="6"></td> </tr> </table>												<b>\$1,582,469,111</b>	<b>Total from page 1</b>									<b>\$2,060,678,111</b>	<b>TOTAL PAGE 2</b>						
		<b>\$1,582,469,111</b>	<b>Total from page 1</b>																										
		<b>\$2,060,678,111</b>	<b>TOTAL PAGE 2</b>																										

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount		Type of Funding by Amount		Method of Distribution by Amount	
State Trans. Improvement Program	\$146,047,000	General sales tax		Capital	\$146,047,000	Dedicated	\$146,047,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$146,047,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$146,047,000	<b>TOTAL</b>	\$146,047,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$146,047,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Fuel users tax and weight fees	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$146,047,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Of the amount available for programming, 75% is allocated to counties by population and 25% is retained by the state for interregional improvements.					
<hr/>									
Proposition 116 Program	\$2,089,366	General sales tax	\$	Capital	\$2,089,366	Dedicated	\$2,089,366	Discretionary	\$2,089,366
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,089,366	<b>TOTAL</b>	\$2,089,366	Other	\$
		Bond proceeds	\$2,089,366	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,089,366
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$2,089,366						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Discretionary grants to local transportation agencies and jurisdictions for rail and fixed guide way projects. Project approval by California Transportation Commission.					
<hr/>									
		<b>\$2,060,678,111 Total from Page 2</b>							
		<b>\$2,208,814,477 TOTAL FUNDS</b>							

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

- A transportation funding bill was passed during the 2002 legislative session that provided state funding for future transit-related purposes. The bill set aside 10 percent of certain general fund transportation funds (Senate Bill 1 of 1997) for strategic, transit-related purposes. These funds are derived from state sales tax revenues that exceed certain thresholds.
- Those thresholds were exceeded for the first time in FY 2006. CDOT determined that funding would be made available for strategic projects, which it defined as capital and planning projects that increased mobility and made strategic regional connections.
- Funding is expected to be available through FY 2010 unless the legislature commits funding to other purposes that reduce the sales taxes revenues that exceed the threshold for Senate Bill 1.

(Colorado's fiscal year is July to June)

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

2-18

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Senate Bill 1 Strategic Transit Program	\$21,800,000	General sales tax	\$21,800,000	Capital	\$20,554,000	Dedicated	\$21,800,000	Discretionary	\$21,800,000
		Vehicle sales tax	\$	Operating*	\$1,246,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$21,800,000	<b>TOTAL</b>	\$21,800,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$21,800,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$21,800,000						
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b>									
		General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$						
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b>									
<b>\$21,800,000 TOTAL FUNDS</b>									

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

- Total state transit funding increased from \$206.4 million in FY 2005 to \$225.6 million in FY 2006. This translates to a rise in per capita state funding from \$58.97 to \$64.37.
- The state funds virtually all transit in Connecticut. Minimal financial support for transit is provided by local governments, mostly for localized paratransit services.
- State operating support for bus services is provided on a deficit basis, driven by historic shares but subject to funding limitations in the state's biennial budget. The bus transit capital funding (FTA Section 5307) process involves pooling state and federally apportioned funds. Annual capital funding commitments are then determined through collaboration between the state and local transit operators.
- The state, through contractual arrangements, operates services in eight urban areas under the title of CT Transit. CT Transit services account for approximately 70 percent of transit services and 80 percent of transit ridership statewide. Through similar contractual arrangements the state subsidizes two commuter rail services, the New Haven Line operated by Metro North Railroad and Shore Line East operated by Amtrak.
- Connecticut DOT, through its Office of Transit and Ridesharing, administers a growing number of programs on a statewide basis, including ridesharing, United We Ride, New Freedoms, and jobs access.

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

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

2-20

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Capital Project Management Plan (Bonded)	\$34,000,000	General sales tax	\$	Capital	\$34,000,000	Dedicated	\$	Discretionary	\$34,000,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$34,000,000	<b>TOTAL</b>	\$34,000,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$34,000,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$34,000,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocated based on priorities negotiated by ConnDOT and Transit Districts.					
<hr/>									
Rail Operations	\$86,241,201	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$86,241,201
		Vehicle sales tax	\$	Operating*	\$86,241,201	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$86,241,201	<b>TOTAL</b>	\$86,241,201	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$86,241,201
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$86,241,201						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Support for commuter rail service.					
<hr/>									
<b>\$120,241,201 TOTAL-PAGE 1</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Bus Operations	\$87,284,423	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$87,284,423
		Vehicle sales tax	\$	Operating*	\$87,284,423	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$87,284,423	<b>TOTAL</b>	\$87,284,423	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$87,284,423
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$87,284,423						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Support for urban, rural, and commuter express bus operations.					
ADA Non-ADA Dialysis	\$18,079,804	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$18,079,804
		Vehicle sales tax	\$	Operating*	\$18,079,804	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$18,079,804	<b>TOTAL</b>	\$18,079,804	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$18,079,804
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$18,079,804						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Support for mandated ADA and local Non-ADA services.					
		\$120,241,201	<b>TOTAL-PAGE 1</b>						
		\$225,605,428	<b>TOTAL FUNDS</b>						



## ■ Delaware State Transit Funding: Major Features

- Total state transit funding decreased from \$72.6 million in FY 2005 to \$67.2 million in FY 2006. This translates to a decrease in per capita state funding from approximately \$89 to \$78.71.
- 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 80 percent of the operating costs of the Delaware Transit Corporation.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Rail Service Paratransit Fixed Route	\$60,080,200	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$60,080,200	Non-ded.	\$60,080,200	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$60,080,200	<b>TOTAL</b>	\$60,080,200	Other	\$60,080,200
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$60,080,200
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Bridge tolls	\$					Legislated	
		Other: Transportation Trust Fund	\$60,080,200	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$60,080,200						
<b>Additional remarks on this program:</b> Operating expenditures on state-wide public transit system. Approved by State Legislature. NOTE: Funding flows into the State Transportation Trust Fund from bridge tolls, gas tax, and vehicle registration fees but none of these are dedicated to transit.									
Capital Program	\$7,100,000	General sales tax	\$	Capital	\$7,100,000	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$7,100,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,100,000	<b>TOTAL</b>	\$7,100,000	Other	\$7,100,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,100,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Bridge tolls	\$					Legislated	
		Other: Transportation Trust Fund	\$7,100,000	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$7,100,000						
<b>Additional remarks on this program:</b> 4.2% on rail preservation; 7.0% on vehicle replacement and expansion amenities; 88.7% on facility preservation, enhancement, and expansion.									
<b>\$67,180,200 TOTAL FUNDS</b>									

## ■ District of Columbia Transit Funding: Major Features

- Total District funding for transit in FY 2006 was approximately \$212 million or about \$364.81 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.

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Operating Subsidy to WMATA	\$166,633,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$166,633,000	Non-ded.	\$166,633,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$166,633,000
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$166,633,000	<b>TOTAL</b>	\$166,633,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$166,633,000
		Interest income	\$	Includes all taxes and user fees collected in DC				<b>Explain "Other:"</b>	
		Other: General Funds	\$166,633,000	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$166,633,000						
<b>Additional remarks on this program:</b> Includes \$86.77 million allocated to Metrobus, \$55.24 million to Metrorail, \$11.81 million to Metro Access and \$10.3 million to debt services.									
School Transit Subsidy to WMATA	\$4,670,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$4,670,000	Non-ded.	\$4,670,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,670,000	<b>TOTAL</b>	\$4,670,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$4,670,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General funds	\$4,670,000	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$4,670,000						
<b>Additional remarks on this program:</b> The DC Omnibus Budget Support Act of 1995 authorizes the payment of 50% of the base fare as subsidy for the transportation of DC students to and from school and related activities.									
<b>\$171,303,000 TOTAL PAGE 1</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Capital Subsidy to WMATA	\$40,700,000	General sales tax	\$	Capital	\$40,700,000	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$40,700,000
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$40,700,000	<b>TOTAL</b>	\$40,700,000	Other	\$
		Bond proceeds	\$40,700,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$40,700,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$40,700,000						
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b> WMATA Capital Program.									
Section 5310 Transportation for the Elderly & Disabled Program	\$91,539	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$91,539	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$91,539	<b>TOTAL</b>	\$91,539	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$91,539
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$91,539						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$91,539						
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b> Private non-profit organizations provide the matching funds associated with this grant.									
	\$171,303,000	<b>Total from page 1</b>							
	\$212,094,539	<b>TOTAL PAGE 2</b>							

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Section 5303 Metropolitan Transit Planning Program	\$41,186	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$41,186	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$41,186	<b>TOTAL</b>	\$41,186	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$41,186
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$41,186						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$41,186						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> DC matching financial assistance to the Metropolitan Planning Organization.					
<hr/>									
Section 5304 Statewide Transit Planning Program	\$10,782	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$10,782	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$10,782	<b>TOTAL</b>	\$10,782	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$10,782
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$10,782						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$10,782						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> DC matching financial assistance for transit planning activities.					
<hr/>									
		<b>\$212,094,539 Total from page 2</b>							
		<b>\$212,146,507 TOTAL FUNDS</b>							

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

- Total state transit funding increased from \$149.7 million in FY 2005 to \$176.4 million in FY 2006 for a per capita cost of \$9.75.
- State funding supports the full spectrum of transit needs – capital, operations, and planning.
- The Florida Legislature created the State New Starts program, funded with general revenues, to provide up to ½ of the nonfederal share of transit new starts projects.
- By state law, a minimum of 15% of state transportation trust fund dollars must be spent for public transportation, which includes transit, rail, aviation, seaports, and intermodal facilities. Transit makes up 5% of state transportation expenditures.
- Florida law 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.)

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
State Transit Block Grant	\$63,169,602	General sales tax	\$	Capital \$240,610	Dedicated \$	Discretionary \$
		Vehicle sales tax	\$	Operating* \$62,928,992	Non-ded. \$	Formula-based \$63,169,602
		Gas tax	\$41,565,598	Other \$	Other \$	Local pass-thru \$
		Veh reg/lic/title fees	\$19,077,220	<b>TOTAL</b> \$63,169,602	<b>TOTAL</b> \$63,169,602	Other \$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	<b>TOTAL</b> \$63,169,602
		Interest income	\$	*Includes planning		Explain "Other:"
		Other: Aviation fuel tax	\$			
		Other: Rental car surchge	\$2,526,784	Additional remarks on this program: FTA Section 5307 recipients. Up to 1/2 non-Federal share of capital expenses and 1/2 eligible operating expenses, not to exceed local contributions.		
		Other:	\$			
		Other:	\$			
		Other:	\$			
<b>TOTAL</b>	<b>\$63,169,602</b>					
Public Transit Service Development Program	\$7,902,582	General sales tax	\$	Capital \$206,989	Dedicated \$	Discretionary \$7,902,582
		Vehicle sales tax	\$	Operating* \$7,695,593	Non-ded. \$	Formula-based \$
		Gas tax	\$5,199,899	Other \$	Other \$	Local pass-thru \$
		Veh reg/lic/title fees	\$2,386,580	<b>TOTAL</b> \$7,902,582	<b>TOTAL</b> \$7,902,582	Other \$
		Bond proceeds	\$	Explain "Other:"	Explain "Other:"	<b>TOTAL</b> \$7,902,582
		Interest income	\$	*Includes planning		Explain "Other:"
		Other: Aviation fuel tax	\$			
		Other: Rental car surchge	\$316,103	Additional remarks on this program: Grants for 2-3 year demonstration projects (local and state) for operations, maintenance, marketing and technology. Eligible for capital uses, but rarely used that way.		
		Other:	\$			
		Other:	\$			
		Other:	\$			
<b>TOTAL</b>	<b>\$7,902,582</b>					
<b>\$71,072,184 TOTAL-PAGE 1</b>						

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit Corridor Program	\$8,490,425	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$8,490,425
		Vehicle sales tax	\$	Operating*	\$8,490,425	Non-ded.	\$	Formula-based	\$
		Gas tax	\$5,586,700	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$2,564,108	<b>TOTAL</b>	\$8,490,425	<b>TOTAL</b>	\$8,490,425	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$8,490,425
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Aviation fuel tax	\$						
		Other: Rental car surchge	\$339,617						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		<b>TOTAL</b>	\$8,490,425						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Grants for capital or operating in state-designated corridors.					
Commuter Assistance Program	\$7,537,081	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$7,537,081	Non-ded.	\$	Formula-based	\$
		Gas tax	\$4,959,399	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$2,276,198	<b>TOTAL</b>	\$7,537,081	<b>TOTAL</b>	\$7,537,081	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,537,081
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Aviation fuel tax	\$						
		Other: Rental car surchge	\$301,484						
		Other:	\$						
		Other:	\$						
Other:	\$								
Other:	\$								
		<b>TOTAL</b>	\$7,537,081						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Grants for TMA and ride-sharing, support for up to 1/2 TMA operating costs.					
		<b>\$71,072,184 Total from page 1</b>							
		<b>\$87,099,690 SUB TOTAL</b>							

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount				
Park and Ride Program	\$2,475,192	General sales tax	\$	Capital	\$2,475,192	Dedicated	\$	Discretionary	\$2,475,192	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$	
		Gas tax	\$1,628,676	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$747,508	<b>TOTAL</b>	\$2,475,192	<b>TOTAL</b>	\$2,475,192	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,475,192	
		Interest income	\$					<b>Explain "Other:"</b>		
		Other: Aviation fuel tax	\$							
		Other: Rental car surchge	\$99,008							
		Other:	\$							
		Other:	\$							
		Other:	\$							
		<b>TOTAL</b>	\$2,475,192							
				<b>*Includes planning</b>						
				<b>Additional remarks on this program:</b> Project grants.						
<hr/>										
Match Section 5303 Section 5311 Section 5310 Section 5311(f)	\$3,751,619	General sales tax	\$	Capital	\$3,651,619	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$100,000	Non-ded.	\$	Formula-based	\$	
		Gas tax	\$2,468,565	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$1,132,989	<b>TOTAL</b>	\$3,751,619	<b>TOTAL</b>	\$3,751,619	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$3,751,619	
		Interest income	\$					<b>Explain "Other:"</b>		
		Other: Aviation fuel tax	\$							
		Other: Rental car surchge	\$150,065							
		Other:	\$							
		Other:	\$							
		Other:	\$							
		<b>TOTAL</b>	\$3,751,619							
				<b>*Includes planning</b>						
				<b>Additional remarks on this program:</b> Grants for up to 1/2 non-Federal share capital. Includes legislatively mandated dollar for dollar match to Federal Section 5311(f) Intercity Bus Funds which may be used for operating expenses.						
<hr/>										
		<b>\$87,099,690 Total from Page 2</b>								
		<b>\$93,326,501 SUBTOTAL</b>								

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
State New Starts	\$65,000,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Aviation fuel tax Other: Rental car surchge Other: Documentary stamps Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$65,000,000 \$ \$	Capital \$65,000,000 Operating* \$ Other \$ <b>TOTAL \$65,000,000</b> <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL \$65,000,000</b> <b>Explain "Other:"</b>	Discretionary \$65,000,000 Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL \$65,000,000</b> <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b> Grants for up to 1/2 non-Federal share of capital, reserved as match to Transit New Starts Projects.						
Transportation Disadvantaged Trust Fund (Coor. Trnsp.)	\$18,065,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Aviation fuel tax Other: Rental car surchge Other: Other:	\$ \$ \$11,886,770 \$5,455,630 \$ \$ \$ \$722,600 \$ \$	Capital \$1,400,000 Operating* \$16,665,000 Other \$ <b>TOTAL \$18,065,000</b> <b>Explain "Other:"</b>  *Includes planning	Dedicated \$ Non-ded. \$ Other \$18,065,000 <b>TOTAL \$18,065,000</b> <b>Explain "Other:"</b> Legislated	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL \$18,065,000</b> <b>Explain "Other:"</b>
<b>Additional remarks on this program:</b>						
<b>\$93,326,501</b>		<b>Total from page 3</b>		NOTE: TMA= Transportation Management Agency		
<b>\$176,391,501</b>		<b>TOTAL FUNDS</b>		NOTE: Block Grant Formula based on 1/3 population, 1/3 ridership 1/3 revenue miles		



## ■ Georgia State Transit Funding: Major Features

- Total state transit funding in FY 2006 was about \$4.8 million or \$0.50 per capita.
- The state transit funding came from the annual state budget appropriations process.
- 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.
- The state provides capital assistance for 14 urban and 103 rural transit systems. In addition, the state provides planning support for 14 MPOs.
- 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 both urban and rural transit systems for operating assistance.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
Urban Capital Program	\$4,150,067	General sales tax	\$4,150,067	Capital	\$4,150,067	Dedicated	\$4,150,067	Discretionary	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$4,150,067
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,150,067	<b>TOTAL</b>	\$4,150,067	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$4,150,067
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$4,150,067				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Under the Governor's Apportionment, supports 1/2 non-Federal share of capital projects in urbanized areas based on local TIPs. State match supports federal formula allocations. Excess federal allocations are distributed by state formula based on ridership, fare box recovery, revenue vehicle miles, and trips per capita.					
Rural Capital Program	\$357,369	General sales tax	\$357,369	Capital	\$357,369	Dedicated	\$357,369	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.		Formula-based	\$357,369
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$357,369	<b>TOTAL</b>	\$357,369	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$357,369
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$357,369				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Supports 1/2 non-Federal share of capital projects in 103 small urban and rural areas based on the State's Rural Transportation Improvement Program (RTIP).					
		<b>\$4,507,436</b>	<b>TOTAL PAGE 1</b>						

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Planning Support Program	\$188,547	General sales tax	\$188,547	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$188,547	Non-ded.	\$188,547
		Gas tax	\$	Other		Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$188,547	<b>TOTAL</b>	\$188,547
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b> \$188,547	
		Other:	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>		\$188,547					
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> The Georgia DOT supports MPO planning in 15 MPOs with a minimum allocation for each MPO based on population factors. A discretionary amount, which is reserved each year, is distributed to MPOs for special planning studies.			
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b> \$	
		Other:	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$				
	\$4,507,436	<b>Total from page 1</b>					
	\$4,695,983	<b>TOTAL FUNDS</b>					



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

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

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

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

2-40

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$
		Interest income	\$			<b>Explain "Other:"</b>	
		Other:	\$	*Includes planning			
		Other:	\$	Additional remarks on this program:			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$				
<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2006.</b></p>							

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

- Total state transit funding in FY 2006 was \$312,000 or \$0.21 per capita.
- State transit funds are taken entirely from Idaho Transportation Department's miscellaneous revenues. Gas tax funds are restricted to road spending by the state constitution, and the legislature has not allowed general fund monies to be appropriated for transit.
- Local matches are generally funded by property taxes or donations.

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



## ■ Illinois State Transit Funding: Major Features

- Total state transit funding in FY 2006 is \$489.2 million or \$38.12 per capita.
- Operating assistance is funded from general revenue funds and includes a fare reimbursement program, debt service on capital bonds, and general operating assistance. Systems can receive operating assistance for providing reduced fare to the elderly and persons with disabilities. The amount available each year is determined through the legislative process.
- General fund operating assistance for downstate transit operators (outside the Metro East area) cannot exceed 55 percent of any recipient's operating budget. The Northeastern Illinois Regional Transportation Authority (RTA) area has a minimum fare box recovery rate of 50 percent.
- State Reduced Fare Program: These funds reimburse transit systems for the loss in revenue incurred by providing reduced fares to students, elderly persons, and persons with disabilities. FY 2006 \$37.3 million.

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



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

- State transit funding increased from \$37 million in FY 2005 to \$40 million in FY 2006. This translates to an increase in per capita state funding from \$5.91 to \$6.37.
- 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 \$15 million in grant awards from these programs in FY 2006.
- Regional transportation authorities have been established in northwest and central Indiana. The Regional Development Authority, representing Lake and Porter counties, includes a Regional Bus Authority charged with developing regional bus service. In central Indiana, the Central Indiana Regional Transportation Authority has been created for the Indianapolis metro area encompassing nine counties.

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

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

2-46

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount		
Public Mass Transportation Fund (.635%)	\$32,700,000	General sales tax	\$32,700,000	Capital	\$	Dedicated	\$	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$32,700,000	
		Gas tax	\$	Other	\$	Other	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$32,700,000	<b>TOTAL</b>	\$32,700,000	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		
		Interest income	\$	<b>*Includes planning</b>		<b>TOTAL \$32,700,000</b>		
		Other:	\$					<b>Explain "Other:"</b>
		Other:	\$	<b>Additional remarks on this program:</b> Allotted based on total boardings, total vehicle miles of travel, and amount of local derived income.				
		Other:	\$					
		Other:	\$					
		Other:	\$					
<b>TOTAL</b>			\$32,700,000					
Commuter Rail Service Fund (.14%)	\$7,514,028	General sales tax	\$7,514,028	Capital	\$	Dedicated	\$7,514,028	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	
		Gas tax	\$	Other	\$7,514,028	Other	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,514,028	<b>TOTAL</b>	\$7,514,028	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		
		Interest income	\$	<b>*Includes planning</b>		<b>TOTAL \$7,514,028</b>		
		Other:	\$					<b>Explain "Other:"</b>
		Other:	\$	<b>Additional remarks on this program:</b> Funding for rail service between South Bend and Chicago. Used for maintenance, improvements, and operation of commuter rail service.				
		Other:	\$					
		Other:	\$					
		Other:	\$					
<b>TOTAL</b>			\$7,514,028					
<b>\$40,214,028 TOTAL FUNDS</b>								

## ■ Iowa State Transit Funding: Major Features

- Total state transit funding in FY 2006 was \$10.5 million or about \$3.64 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.
- Of the total amount available for transit support in any given year, \$300,000 are initially reserved for “special projects” to enhance the transit program, while the rest of the funds are distributed on the basis of a performance-based formula to the state’s 19 urban and 16 regional transit systems to be used at the discretion of the local transit policy board for projects supporting public transit.
- Special projects are generally statewide in scope and include such items as coordination projects with human service agencies, a statewide transit awareness campaign, a fellowship program for transit systems in communities with populations greater than 50,000 (similar to what is made available to rural systems using the FTA Rural Transit Assistance Program [RTAP]), and projects for the introduction of advanced technologies. Of the set-aside special projects, any part not needed for such purposes can be distributed to the transit systems via the formula.
- Iowa’s distribution formula makes an initial split in funding between the state’s urban transit systems and the multi-county regional transit systems. This is based on total revenue miles provided by each peer group. Then within each peer group, each system receives an allocation of state transit assistance, which is based 50 percent on the amount of locally determined income generated in the previous year in comparison with peers, 25 percent on ridership efficiencies in comparison with peers, and 25 percent on revenue miles efficiencies in comparison with peers.
- Formula funds are distributed to transit systems monthly upon receipt by DOT.

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

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

2-48

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
State Transit Assistance (formula projects)	\$10,542,863	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$10,542,863	Operating*	\$	Non-ded.	\$10,542,863		
		Gas tax	\$	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$10,542,863	<b>TOTAL</b>	\$10,542,863	Local pass-thru	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Other	\$
		Interest income	\$					<b>TOTAL</b>	\$10,542,863
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$10,542,863						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Support of public transit operations and capital. Split between regional systems and urban systems based on revenue miles (about 50/50). Within peer groups, distribution 50% based on locally derived income (LDI), 25% based on ridership, and 25% on revenue miles.					
State Transit Assistance Special Projects (fixed)	\$300,000	General sales tax	\$	Capital	\$	Discretionary	\$300,000		
		Vehicle sales tax	\$300,000	Operating*	\$	Non-ded.	\$		
		Gas tax	\$	Other	\$300,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$300,000	<b>TOTAL</b>	\$300,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$300,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$300,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Statewide projects for marketing, training, advanced technologies, etc.					
		<b>\$10,842,863</b>	<b>TOTAL FUNDS</b>						

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

- Total state transit funding in FY 2006 was \$6.0 million or \$2.17 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.)

**Kansas State Transit Funding: Program Structure and Characteristics - Page 1 of 2**

2-50

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Rural Operating Assistance	\$1,600,000	General sales tax	\$	Capital	\$	Discretionary	\$1,600,000
		Vehicle sales tax	\$	Operating*	\$1,600,000	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,600,000	<b>TOTAL</b>	\$1,600,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$				<b>TOTAL</b>
		Other: State Highway Fund	\$1,600,000				<b>Explain "Other:"</b>
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>	\$1,600,000						
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> Discretionary allocation based on identified needs.			
<hr/>							
Urban Operating Assistance	\$2,210,000	General sales tax	\$	Capital	\$	Discretionary	\$2,210,000
		Vehicle sales tax	\$	Operating*	\$2,210,000	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,210,000	<b>TOTAL</b>	\$2,210,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$				<b>TOTAL</b>
		Other: State Highway Fund	\$2,210,000				<b>Explain "Other:"</b>
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>	\$2,210,000						
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> Discretionary allocation based on identified needs.			
<b>\$3,810,000</b>		<b>Subtotal-Page 1</b>					

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Capital Assistance	\$860,000	General sales tax	\$	Capital	\$860,000	Dedicated	\$	Discretionary	\$860,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$860,000	<b>TOTAL</b>	\$860,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$860,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: State Highway Fund	\$860,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$860,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Discretionary allocation based on identified needs.					
<hr/>									
Urban Capital Assistance	\$1,330,000	General sales tax	\$	Capital	\$1,330,000	Dedicated	\$	Discretionary	\$1,330,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,330,000	<b>TOTAL</b>	\$1,330,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,330,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: State Highway Fund	\$1,330,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$1,330,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Discretionary allocation based on identified needs.					
	<b>\$3,810,000</b>	<b>Total from page 1</b>							
	<b>\$6,000,000</b>	<b>TOTAL FUNDS</b>							



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

- Total state transit funding in FY 2006 was \$1.7 million or about \$0.40 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.)

**Kentucky State Transit Funding: Program Structure and Characteristics - Page 1 of 2**

2-54

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Elderly and Disabled Care	\$187,000	General sales tax	\$	Capital	\$187,000	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$187,000	<b>TOTAL</b>	\$187,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b> \$187,000	
		Other:	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>			\$187,000				
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> Formula match of up to 10% of capital projects.			
Rural Capital and Discretionary	\$1,273,000	General sales tax	\$	Capital	\$1,273,000	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,273,000	<b>TOTAL</b>	\$1,273,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b> \$1,273,000	
		Other:	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>			\$1,273,000				
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> Formula match of up to 10% of capital projects.			

**\$1,460,000 TOTAL-PAGE 1**

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Small Urban Capital	\$240,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$240,000 Operating* \$ Other \$ <b>TOTAL \$240,000</b> Explain "Other:"  *Includes planning	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL \$240,000</b> Explain "Other:"  Additional remarks on this program: Formula match of up to 10% of capital projects.	Discretionary \$ Formula-based \$240,000 Local pass-thru \$ Other \$ <b>TOTAL \$240,000</b> Explain "Other:"
		General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other:	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ <b>TOTAL \$</b> Explain "Other:"  *Includes planning	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL \$</b> Explain "Other:"  Additional remarks on this program:	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL \$</b> Explain "Other:"
	\$1,460,000	Total from page 1				
	\$1,700,000	TOTAL FUNDS				



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

- Total state transit funding for FY 2006 was \$4,962,500 or \$1.16 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.)

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

2-58

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
All eligible 5311 (non-urban) programs	\$124,063	General sales tax	\$	Capital	\$124,063	Dedicated	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$		
		Gas tax	\$	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$124,063	<b>TOTAL</b>	\$124,063	Discretionary	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Formula-based	\$
		Interest income	\$					Local pass-thru	\$
		Other:	\$					Other	\$
		Other:	\$					<b>TOTAL</b>	\$124,063
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		<b>TOTAL</b>	\$124,063						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
All 5307 programs	\$4,838,437	General sales tax	\$	Capital	\$	Dedicated	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$		
		Gas tax	\$	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,838,437	<b>TOTAL</b>	\$4,838,437	Discretionary	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Formula-based	\$
		Interest income	\$					Local pass-thru	\$
		Other:	\$					Other	\$
		Other:	\$					<b>TOTAL</b>	\$4,838,437
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		<b>TOTAL</b>	\$4,838,437						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funds may be spent on any transit-related activity.					
		<b>\$4,962,500 TOTAL FUNDS</b>							

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

- Total state transit operating funding in FY 2006 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 Transit Bonus Program (which is capped at 1 percent of the State Highway Tax), gives towns a bonus in their local roads accounts if they increase their contributions to transit.

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

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

2-60

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Public Transportation Fund	\$505,000	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$505,000	Non-ded.	\$505,000
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$505,000	<b>TOTAL</b>	\$505,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>TOTAL \$505,000</b>	
		Other: Misc. fees -off road fuel tax	\$505,000				
		Other:	\$	<b>Additional remarks on this program:</b> Supports local transit operations, matching Federal transit grants.			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$505,000				
Passenger Related Improvements		General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>TOTAL \$</b>	
		Other:	\$				
		Other:	\$	<b>Additional remarks on this program:</b>			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$				
<b>\$505,000 TOTAL FUNDS</b>							

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

- Total state transit funding was \$811.4 million in State Fiscal Year 2006. This equates to \$144.50 in per capita expenditures.
- Funding to support all modal expenditures flows through the Transportation Trust Fund. The state legislature allocates funding to each modal administration based on budget requests.
- For the combined bus, Metro subway, and light rail systems in Baltimore, the Maryland Transit Administration (MTA) is required by statute to recover 40 percent of its transit operating expense through fares, with a goal of 50 percent recovery. For the MARC commuter trains, the MTA is required by statute to recover 50 percent of its transit operating expenses.

(Maryland State Fiscal Year 2006 began on July 1, 2005 and ended on June 30, 2006.)

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Large Urban Area Program (Baltimore)	\$542,068,000	General sales tax	\$	Capital	\$165,886,000	Dedicated	\$	Discretionary	\$542,068,000
		Vehicle sales tax	\$169,125,216	Operating*	\$376,182,000	Non-ded.	\$542,068,000	Formula-based	\$
		Gas tax	\$178,340,372	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$123,591,504	<b>TOTAL</b>	\$542,068,000	<b>TOTAL</b>	\$542,068,000	Other	\$
		Bond proceeds	\$23,308,924	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$542,068,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$47,701,984						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$542,068,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funds Maryland Transit Administration (MTA) services in Baltimore Metro Area and Baltimore/Washington commuter operating expenses.					
<hr/>									
Large Urban Program (DC/MD Suburban Area)	\$256,094,000	General sales tax	\$	Capital	\$59,228,000	Dedicated	\$	Discretionary	\$1,648,000
		Vehicle sales tax	\$79,901,328	Operating*	\$196,866,000	Non-ded.	\$256,094,000	Formula-based	\$254,446,000
		Gas tax	\$84,254,926	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$58,389,432	<b>TOTAL</b>	\$256,094,000	<b>TOTAL</b>	\$256,094,000	Other	\$
		Bond proceeds	\$11,012,042	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$256,094,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$22,536,272						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$256,094,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Formula-based Maryland share of Washington Metropolitan Area Transit Authority (WMATA) and suburban Washington transit systems. Suburban systems are operated by Montgomery County, Prince George's County, and the Corridor Transportation Corporation (CTC) which is a charitable corporation. Subsidy to the CTC is discretionary, not formula based.					
<hr/>									
<b>\$798,162,000 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Small Urban Program	\$2,492,000	General sales tax		Capital	\$537,000	Dedicated		Discretionary	\$2,492,000
		Vehicle sales tax	\$777,504	Operating*	\$1,955,000	Non-ded.	\$2,492,000	Formula-based	
		Gas tax	\$819,868	Other		Other		Local pass-thru	
		Veh reg/lic/title fees	\$568,176	<b>TOTAL</b>	\$2,492,000	<b>TOTAL</b>	\$2,492,000	Other	
		Bond proceeds	\$107,156	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,492,000
		Interest income						<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$219,296						
		Other:							
		Other:							
		Other:							
<b>TOTAL</b>		\$2,492,000							
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Up to 25% operating assistance match for 5307 programs. Up to 10% capital assistance match for 5307.					
Statewide Special Transportation Assistance Program	\$4,306,000	General sales tax		Capital		Dedicated		Discretionary	
		Vehicle sales tax	\$1,343,472	Operating*	\$4,306,000	Non-ded.	\$4,306,000	Formula-based	\$4,306,000
		Gas tax	\$1,416,674	Other		Other		Local pass-thru	
		Veh reg/lic/title fees	\$981,768	<b>TOTAL</b>	\$4,306,000	<b>TOTAL</b>	\$4,306,000	Other	
		Bond proceeds	\$185,158	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$4,306,000
		Interest income						<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$378,928						
		Other:							
		Other:							
		Other:							
<b>TOTAL</b>		\$4,306,000							
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocates 60% of funds evenly to providers; 40% of distribution based on elderly/disabled population to local jurisdiction.					
	\$798,162,000	<b>Total from page 1</b>							
	\$804,960,000	<b>SUBTOTAL OF FUNDS</b>							

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
ADA Services	\$2,427,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$2,427,000
		Vehicle sales tax	\$757,224	Operating*	\$2,427,000	Non-ded.	\$2,427,000	Formula-based	\$
		Gas tax	\$798,483	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$553,356	<b>TOTAL</b>	\$2,427,000	<b>TOTAL</b>	\$2,427,000	Other	\$
		Bond proceeds	\$104,361	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,427,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$213,576						
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$2,427,000						
<b>Additional remarks on this program:</b> Discretionary distribution based on need to counties or human services organizations.									
Job Access	\$1,154,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$1,154,000
		Vehicle sales tax	\$360,048	Operating*	\$1,154,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$379,666	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$263,112	<b>TOTAL</b>	\$1,154,000	<b>TOTAL</b>	\$1,154,000	Other	\$
		Bond proceeds	\$49,622	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,154,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$101,552						
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$1,154,000						
	\$804,960,000	<b>Total from page 2</b>							
	\$808,541,000	<b>SUBTOTAL OF FUNDS</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Transit Program	\$2,827,000	General sales tax	\$	Capital	\$733,000	Dedicated	\$	Discretionary	\$2,827,000
		Vehicle sales tax	\$882,024	Operating*	\$2,094,000	Non-ded.	\$2,827,000	Formula-based	\$
		Gas tax	\$930,083	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$644,556	<b>TOTAL</b>	\$2,827,000	<b>TOTAL</b>	\$2,827,000	Other	\$
		Bond proceeds	\$121,561	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,827,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$248,776						
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$	<b>Additional remarks on this program:</b> Funding for operating expenditures: Base program is a formula of 90% on past needs and current service, and 10% on rural population. New service is based on need and available funding.					
		<b>TOTAL</b>	\$2,827,000						
State Discretionary Capital Program	\$117,000	General sales tax	\$	Capital	\$117,000	Dedicated	\$	Discretionary	\$117,000
		Vehicle sales tax	\$36,504	Operating*	\$	Non-ded.	\$117,000	Formula-based	\$
		Gas tax	\$38,493	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$26,676	<b>TOTAL</b>	\$117,000	<b>TOTAL</b>	\$117,000	Other	\$
		Bond proceeds	\$5,031	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$117,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Corporate Income Tax	\$10,296						
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$	<b>Additional remarks on this program:</b> Provides funds to both small urban and rural operators. Programs are used to provide 100% State funding for vehicles, equipment and facilities that may not be eligible for FTA funds, and to offset federal match requirements for FTA's 5309 program.					
		<b>TOTAL</b>	\$117,000						
	<b>\$808,541,000</b>	<b>Total from page 3</b>							
	<b>\$811,485,000</b>	<b>TOTAL FUNDS</b>							



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

- Total state transit funding for FY 2006 was \$1,217,790,879 or about \$189 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.)

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Operating & Capital Assistance for 15 Regional Transit Authorities (other than MBTA)	\$82,833,625	General sales tax	\$	Capital	\$9,093,382	Dedicated	\$82,833,625	Discretionary	\$9,093,382
		Vehicle sales tax	\$	Operating*	\$73,740,243	Non-ded.	\$	Formula-based	\$
		Gas tax	\$51,737,186	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$82,833,625	<b>TOTAL</b>	\$82,833,625	Other	\$73,740,243
		Bond proceeds	\$9,093,382	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$82,833,625
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Annual local assessment	\$22,003,057					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$82,833,625						
<b>*Includes planning</b>									
<p><b>Additional remarks on this program:</b> For operating assistance, the Commonwealth reimburses the 15 RTAs at least 50% of their net operating deficit and up to 75%. The local communities reimburse at least 25% and up to 50% of the net operating deficit. 231 municipalities pay an annual assessment for the reimbursement of net operating deficit. For capital assistance, Federal funds pay for 80% of the project costs and State funds pay for 20%; except for rural transit authorities which do not receive Federal capital formula funds and the State pays 100%.</p>									
Operating Assistance for MBTA	\$847,112,834	General sales tax	\$711,086,005	Capital	\$	Dedicated	\$847,112,834	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$847,112,834	Non-ded.	\$	Formula-based	\$847,112,834
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$847,112,834	<b>TOTAL</b>	\$847,112,834	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$847,112,834
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Local Assessments	\$136,026,829						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$847,112,834						
<b>*Includes planning</b>									
<p><b>Additional remarks on this program:</b> For operating assistance, dedicated revenue stream for the MBTA which equals 20% of the existing statewide 5% sales tax. 175 municipalities within MBTA's district pay an annual assessment for the reimbursement of operating expenditures.</p>									
<p style="text-align: center;"><b>\$929,946,459 SUBTOTAL OF FUNDS</b></p>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Capital Assistance to MBTA	\$287,844,420	General sales tax	\$	Capital	\$287,844,420	Dedicated	\$287,844,420	Discretionary	\$287,844,420
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$287,844,420	<b>TOTAL</b>	\$287,844,420	Other	\$
		Bond proceeds	\$268,124,178	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$287,844,420
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: State Infrastructure Fund	\$19,720,242						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$287,844,420						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> For capital assistance, used to provide the local match (\$44.3m) for MBTA Federally-funded projects and fund capital needs (\$223.8m) that exceed Federal funding availability. \$19,720,242 is the state share of the Dorchester Branch Rehabilitation Project.					
		General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: State Infrastructure Fund	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$						
	\$929,946,459	<b>Total from page 1</b>							
	\$1,217,790,879	<b>TOTAL FUNDS</b>							



## ■ Michigan State Transit Funding: Major Features

- Total state transit funding in FY 2006 was \$200,984,058 or \$19.91 per capita.
- Michigan provides some level of public transportation in all 83 counties.
- A total of 49 of 79 public transit agencies are locally supported by property tax millages, with the remainder supported by local general funds.
- 79 regular service transit agencies provided approximately 92.4 million rides in FY2006, a 9.5% increase over 2005.
- The Rideshare Program provides limited staff support for 11 local Rideshare Offices that organize, demonstrate, and promote ridesharing activities. Seven of the offices receive federal funds to support the program while four of the offices operate on local funding only. In addition, the MichiVan Program provides fleet management to 193 commuter vanpool groups.
- Two public passenger ferry services receive state assistance--one in eastern Upper Peninsula, which carried 522,252 vehicles and 830,903 passengers and the other providing service from Charlevoix to Beaver Island, carried 6,554 vehicles and 43,308 passengers.
- The state provides operating assistance for five intercity bus routes that carried 82,501 passengers in FY 2006. This is a 3.2% decrease from the previous year.
- The state's three passenger rail corridors carried 664,284 passengers in FY 2006. This is a 7.0% increase from the previous year. Two of the three corridors receive state operating assistance.
- Michigan provides safety oversight for 218 motor bus (charter and intercity) and about 626 limousine carriers. A total of 2,456 motor buses and 2,457 limousines either received an annual safety inspection or were safety certified by the State.

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

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding (1)	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount (2)	Method of Distribution by Amount			
Local Transit Operating Assistance	\$163,276,097	General sales tax	\$0	Capital	\$	Dedicated	\$163,276,097	Discretionary	\$
		Vehicle sales tax	\$46,634,555	Operating*	\$163,276,097	Non-ded.	\$	Formula-based	\$163,276,097
		Gas tax (3)	\$65,052,107	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees (3)	\$51,112,370	<b>TOTAL</b>	\$163,276,097	<b>TOTAL</b>	\$163,276,097	Other	\$
		Bond proceeds (4)	\$0	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$163,276,097
		Interest income	\$120,329					<b>Explain "Other:"</b>	
		Other: Motor carrier and limo fees	\$262,358						
		Other: Correction of PY expenditures	\$94,378						
		Other:	\$0						
		Other:	\$0						
		Other:	\$0						
		<b>TOTAL</b>	\$163,276,097						
<b>See notes 1 - 4 on Page 2</b>									
Public Transportation Development	\$23,828,024	General sales tax	\$0	Capital	\$14,851,681	Dedicated	\$23,828,024	Discretionary	\$7,018,593
		Vehicle sales tax	\$6,805,708	Operating*	\$8,976,343	Non-ded.	\$	Formula-based	\$14,809,431
		Gas tax (3)	\$9,493,509	Other	\$0	Other	\$	Local pass-thru	\$2,000,000
		Veh reg/lic/title fees (3)	\$7,459,185	<b>TOTAL</b>	\$23,828,024	<b>TOTAL</b>	\$23,828,024	Other	\$0
		Bond proceeds (4)	\$0	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$23,828,024
		Interest income	\$17,561					<b>Explain "Other:"</b>	
		Other: Motor carrier and limo fees	\$38,288						
		Other: Correction of PY expenditures	\$13,773						
		Other:	\$0						
		Other:	\$0						
		Other:	\$0						
		<b>TOTAL</b>	\$23,828,024						
<b>See notes 1 - 4 on Page 2</b>									
<b>\$187,104,121</b>		<b>TOTAL PAGE 1</b>		<p><b>Additional remarks on this program:</b> *Includes planning</p> <p><b>Additional remarks on this program:</b> Statutory mandate to provide to eligible transit agencies as a percentage of their eligible costs. Statute provides for maximum percentages: Urban (100,000+) - up to 50% - Non-urban/small urban - up to 60%.</p> <p><b>Additional remarks on this program:</b> Programs include: Match for Federal capital grants (bus/facilities/planning); specialized service and municipal credits (distribution amount set in state law); and other transit programs. Included in formula funds is the federal capital match provided with state funds - Statute requires use of state Comprehensive Transportation Funds to provide 2/3rds of the match to federal capital grants awarded to transit agencies. In practice, MDOT's goal to provide the entire match when possible. Discretionary funds include funds appropriated for programs defined in statute and for which there are statutory minimums for the program, but MDOT has discretion in how the funds are distributed.</p>					

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding (1)	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount (2)	Method of Distribution by Amount			
Intercity Passenger and Freight	\$13,879,937	General sales tax		Capital	\$3,879,937	Dedicated	\$13,879,937		
		Vehicle sales tax	\$3,964,357	Operating*	\$9,500,000	Non-ded.	\$		
		Gas tax (3)	\$5,530,014	Other	\$500,000	Other	\$		
		Veh reg/lic/title fees (3)	\$4,345,011	<b>TOTAL</b>	\$13,879,937	<b>TOTAL</b>	\$13,879,937	Discretionary	\$13,379,937
		Bond proceeds (4)		<b>Explain "Other:"</b>	passenger rail marketing	<b>Explain "Other:"</b>		Formula-based	\$
		Interest income	\$10,229					Local pass-thru	\$
		Other: Motor carrier and limo fees	\$22,303					Other	\$500,000
		Other: Correction of PY expenditures	\$8,023					<b>TOTAL</b>	\$13,879,937
		Other:						<b>Explain "Other:"</b>	Legislated
		Other:							
Other:									
		<b>TOTAL</b>	\$13,879,937						
See notes 1 -4 on Page 2				<b>*Includes planning</b>					
				<b>Additional remarks on these programs:</b> Capital and operating for passenger rail, intercity bus, rail freight (including management of state-owned rail and economic development) and marine passenger capital programs. By statute, these programs combined are to receive 10% of total program distributions each fiscal year.					
<p>(1) The funding sources shown are in proportion to the amount each source contributes to the Comprehensive Transportation Fund (CTF). The CTF supports all the programs shown in these spreadsheets.</p> <p>(2) All revenue to the CTF is dedicated to public transportation by statute.</p> <p>(3) The CTF receives up to 10% of the Michigan Transportation Fund (MTF) revenue after certain deductions. This is effectively over 8% of the MTF. MTF revenue sources include various fuel taxes, vehicle registration fees and other miscellaneous revenues. The vehicle registration fees comprised 44% of the overall MTF revenues in FY2006. The numbers lists 44% of the MTF revenues that went unto the CTF in FY2006 as vehicle registration fees; the remaining 56% was fuel tax.</p> <p>(4) Some of the programs shown are also supported by CTF bond revenues which are in addition to the amounts shown and not subject to the annual appropriations process. Since bond debt service is paid from the CTF, bond revenues are not a revenue source, but a funding tool and are not reported here as a revenue source.</p>									
		<b>\$187,104,121</b>	<b>Total from Page 1</b>						
		<b>\$200,984,058</b>	<b>TOTAL FUNDS</b>						



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

- Total state transit funding rose from \$254.4 million in FY 2005 to \$295.8 million in FY 2006 or \$57.26 per capita.
- MnDOT receives and distributes funding for public transit systems outside the seven-county metropolitan area. The Metropolitan Council MPO receives and distributes funding for the Minneapolis–St. Paul metro area.
- Minnesota’s 2003 Legislature statutorily appropriated 21.5% of annual MVST collections for Twin Cities Metropolitan Area transit operations and 1.43% for Greater Minnesota transit operations.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
GM transit operating and capital assistance	\$18,810,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$18,810,000	Non-ded.	\$18,810,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$18,810,000	<b>TOTAL</b>	\$18,810,000	Other	\$18,810,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$18,810,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General Fund	\$18,810,000					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$18,810,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
GM Transit Fund	\$7,690,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$7,690,000	Operating*	\$7,690,000	Non-ded.	\$7,690,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,690,000	<b>TOTAL</b>	\$7,690,000	Other	\$7,690,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,690,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$7,690,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
		<b>\$26,500,000 SUBTOTAL OF FUNDS</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Commuter Rail State Bonds	\$60,000,000	General sales tax	\$	Capital	\$60,000,000	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$60,000,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$60,000,000	<b>TOTAL</b>	\$60,000,000	Other	\$60,000,000
		Bond proceeds	\$60,000,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$60,000,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$60,000,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Northstar Corridor Commuter Rail Project					
<hr/>									
Metro Area Transit Fund	\$115,600,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$115,600,000	Operating*	\$115,600,000	Non-ded.	\$115,600,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$115,600,000	<b>TOTAL</b>	\$115,600,000	Other	\$115,600,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$115,600,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$115,600,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
	\$26,500,000	<b>Total from page 1</b>							
	\$202,100,000	<b>SUBTOTAL</b>							

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Metro Area Transit Operating Assistance	\$73,453,000	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$73,453,000	Non-ded.	\$73,453,000
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$73,453,000	<b>TOTAL</b>	\$73,453,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$				<b>TOTAL</b> \$73,453,000
		Other: General Fund	\$73,453,000				<b>Explain "Other:"</b> Legislated
		Other:	\$	<b>*Includes planning</b>			
		Other:	\$				
		Other:	\$	<b>Additional remarks on this program:</b>			
		Other:	\$				
		<b>TOTAL</b>	\$73,453,000				
Hiawatha LRT Operations	\$4,050,000	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$4,050,000	Non-ded.	\$4,050,000
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,050,000	<b>TOTAL</b>	\$4,050,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$				<b>TOTAL</b> \$4,050,000
		Other: General Fund	\$4,050,000				<b>Explain "Other:"</b> Legislated
		Other:	\$	<b>*Includes planning</b>			
		Other:	\$				
		Other:	\$	<b>Additional remarks on this program:</b>			
		Other:	\$				
		<b>TOTAL</b>	\$4,050,000				
	\$202,100,000	<b>Total from page 2</b>					
	\$279,603,000	<b>SUBTOTAL</b>					

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Transitways (State Bonds)	\$16,250,000	General sales tax	\$	Capital	\$16,250,000	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$16,250,000
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$16,250,000	<b>TOTAL</b>	\$16,250,000
		Bond proceeds	\$16,250,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b> Legislated	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$16,250,000	<b>Additional remarks on this program:</b>			
		General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$	<b>Additional remarks on this program:</b>			
	\$279,603,000	<b>Total from page 3</b>					
	\$295,853,000	<b>TOTAL FUNDS</b>					



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

- Total state transit funding for FY 2006 was \$1,600,000 or \$0.55 per capita.

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

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

282	FY 2006		State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
	State Programs	Total Prog. Funds					
	Multimodal Transit Program	\$1,600,000	General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: MDOT Gen. Fund Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$ \$ \$ \$ \$1,600,000 \$ \$ \$ \$ \$1,600,000	Capital \$404,091 Operating* \$1,195,909 Other \$ <b>TOTAL</b> \$1,600,000 Explain "Other:" *Includes planning	Dedicated \$1,600,000 Non-ded. \$ Other \$ <b>TOTAL</b> \$1,600,000 Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$1,600,000 <b>TOTAL</b> \$1,600,000 Explain "Other:" Legislated
					Additional remarks on this program: The legislature established a Multi-Modal Transportation Improvement Program. Funds are allocated by percentages contained in the legislation. The funds can be used for capital and operating costs. The legislation does not mandate a specific percentage for these costs. Spending decisions are made based on a competitive application process.		
			General sales tax Vehicle sales tax Gas tax Veh reg/lic/title fees Bond proceeds Interest income Other: Other: Other: Other: Other: <b>TOTAL</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Capital \$ Operating* \$ Other \$ <b>TOTAL</b> \$ Explain "Other:" *Includes planning	Dedicated \$ Non-ded. \$ Other \$ <b>TOTAL</b> \$ Explain "Other:"	Discretionary \$ Formula-based \$ Local pass-thru \$ Other \$ <b>TOTAL</b> \$ Explain "Other:"
					Additional remarks on this program:		
		<b>\$1,600,000 TOTAL FUNDS</b>					

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

- Total state transit funding was \$6.8 million in FY 2006, or about \$1.16 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.
- Seven public urban transit providers and 28 rural transit providers receive state transit operating assistance funds; 202 nonprofit organizations receive Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) funds.
- For FY 2006, state operating assistance funded about 1 percent of the operations budget of large urban systems, 4 percent for small urban systems, and 4 percent of rural systems.
- For FY 2006, MEHTAP offset 11 percent of the total cost of trips provided.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount					
	Total Prog. Funds	State Sources of Funding									
Transit Operating Assistance	\$3,800,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$3,800,000	Non-ded.	\$	Formula-based	\$		
		Gas tax	\$	Other	\$	Other	\$3,800,000	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$3,800,000	<b>TOTAL</b>	\$3,800,000	Other	\$3,800,000		
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$3,800,000		
		Interest income	\$			Dedicated in appropriation but not in statute		<b>Explain "Other:"</b>			
		Other: General revenue (includes state sales and income taxes)	\$3,800,000			*Includes planning		Historical			
		Other:	\$			<b>Additional remarks on this program:</b> Operating assistance for urban and rural public transit providers to partially offset operating deficits.					
		Other:	\$								
		Other:	\$								
		<b>TOTAL</b>	\$3,800,000								
		<hr/>									
Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP)	\$3,000,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$3,000,000	Non-ded.	\$	Formula-based	\$3,000,000		
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$3,000,000	<b>TOTAL</b>	\$3,000,000	Other	\$		
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$3,000,000		
		Interest income	\$			<b>Additional remarks on this program:</b> Offsets operating deficits of not-for-profit agencies that provide mobility trips to seniors and people with disabilities. Allocated based on a formula that takes into account the proposed number and types of trips.					
		Other: General revenue (includes state sales and income taxes)	\$3,000,000							*Includes planning	
		Other:	\$								
		Other:	\$								
		Other:	\$								
		<b>TOTAL</b>	\$3,000,000								
		<hr/>									
<b>\$6,800,000 TOTAL FUNDS</b>											

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

- Total state transit funding was \$740,891 in FY 2006, or about \$0.78 per capita.
- Although the TransADE funding amount is determined annually, the gas tax contribution to transit is fixed.

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

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

2-86

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount				
	Total Prog. Funds	State Sources of Funding								
Transit Capital and Operations	\$75,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$75,000	
		Gas tax	\$75,000	Other	\$75,000	Other	\$75,000	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$75,000	<b>TOTAL</b>	\$75,000	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>		\$75,000
		Interest income	\$	Can be used for both				<b>Explain "Other:"</b>		
		Other: Corporate Income Tax	\$	<b>*Includes planning</b>						
		Other:	\$	<b>Additional remarks on this program:</b> Allocated to six general public providers. The local provider can decide to use the funding for capital, operating or match.						
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
		<b>TOTAL</b>	\$75,000							
<hr/>										
TransADE Elderly and Disabled Services	\$665,891	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$665,891	
		Vehicle sales tax	\$	Operating*	\$665,891	Non-ded.	\$	Formula-based	\$	
		Gas tax	\$	Other	\$	Other	\$665,891	Local pass-thru	\$	
		Veh reg/lic/title fees	\$665,891	<b>TOTAL</b>	\$665,891	<b>TOTAL</b>	\$665,891	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>		\$665,891
		Interest income	\$	<b>*Includes planning</b>				<b>Explain "Other:"</b>		
		Other:	\$	<b>Additional remarks on this program:</b> Competitive allocation for operating expenses for agencies providing services to elderly and disabled persons.						
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
		<b>TOTAL</b>	\$665,891							
		<hr/>								
<b>\$740,891 TOTAL FUNDS</b>										

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

- Total state transit funding was \$1.5 million for FY 2006 or \$0.85 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.
- The Nebraska Department of Roads, through the Rail and Public Transportation Division, administers the Rural Transit Assistance Program (RTAP) on a statewide basis.

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

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

2-88

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit Operations	\$1,400,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$287,840	Operating*	\$1,400,000	Non-ded.	\$1,400,000	Formula-based	\$1,400,000
		Gas tax	\$977,480	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$132,440	<b>TOTAL</b>	\$1,400,000	<b>TOTAL</b>	\$1,400,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,400,000
		Interest income	\$2,240					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$1,400,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
Intercity Bus Service	\$100,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$100,000
		Vehicle sales tax	\$20,560	Operating*	\$100,000	Non-ded.	\$100,000	Formula-based	\$
		Gas tax	\$69,820	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$9,460	<b>TOTAL</b>	\$100,000	<b>TOTAL</b>	\$100,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$100,000
		Interest income	\$160					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$100,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocated for both capital and operating expenditures. Includes vehicle purchase, administration, marketing, and operating costs.					
		<b>\$1,500,000 TOTAL FUNDS</b>							

## ■ Nevada State Transit Funding: Major Features

- Total state transit funding in FY 2006 was \$92,000 or approximately \$0.04 per capita. These funds do not include NDOT staff administration.
- Nevada also receives federal monies for the Rural Transit Assistance Program (RTAP).
- Nevada was awarded a 5309 grant for the Urbanized Area Capital Purchases Program. These funds are distributed through the state prioritization process.

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

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

2-90

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
5310 Vehicle Funding for Specialized Transportation	\$31,000	General sales tax	\$	Capital	\$31,000	Dedicated	\$31,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$31,000
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$31,000	<b>TOTAL</b>	\$31,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$31,000
		Interest income	\$31,000					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$31,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Matches 10% of the required 20% match for Federal funds for purchases of vehicles for providing transit to the elderly and disabled.					
<hr/>									
5309 Vehicle Acquisition	\$61,000	General sales tax	\$	Capital	\$61,000	Dedicated	\$61,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$61,000
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$61,000	<b>TOTAL</b>	\$61,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$61,000
		Interest income	\$61,000					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$61,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Vehicle acquisition. Note: Funds not expended in 2006 as delivery was delayed.					
<b>\$92,000 TOTAL FUNDS</b>									

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

- Total state transit funding in FY 2006 was \$588,000 or approximately \$0.45 per capita.
- These funds consisted of general funds and capital budget (bond) funds.

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

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

2-92

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Operating Assistance	\$163,000	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$163,000	Non-ded.	\$163,000	Formula-based	\$163,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$163,000	<b>TOTAL</b>	\$163,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$163,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$163,000				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Match for local transit systems. Formula based on ridership.					
Capital Match	\$425,000	General sales tax	\$	Capital	\$425,000	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$425,000	Formula-based	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$425,000	<b>TOTAL</b>	\$425,000	Other	\$425,000
		Bond proceeds	\$425,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$425,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$425,000				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Match for transit vehicle purchases and facility projects (10%). (1/2 of 2-year appropriation)					
		<b>\$588,000 TOTAL FUNDS</b>							

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

- Total state transit funding increased from \$823.3 million in 2005 to \$847.1 million in FY 2006, for a per capita funding of \$97.09
- 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 Jersey State Transit Funding: Program Structure and Characteristics - Page 1 of 3

2-94

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit Operations	\$436,939,000	General sales tax	\$	Capital	\$	Discretionary	\$436,939,000		
		Vehicle sales tax*	\$16,678,391	Operating*	\$436,939,000	Non-ded.	\$		
		Motor Fuels Tax*	\$33,768,203	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$436,939,000	<b>TOTAL</b>	\$436,939,000	Local pass-thru	\$
		Bond proceeds*	\$89,120,205	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Other	\$
		Interest income*	\$1,993,811					<b>TOTAL</b>	\$436,939,000
		Other: Petroleum Gross Receipts Tax*	\$16,678,390					<b>Explain "Other:"</b>	
		Other: General Fund Appropriation	\$278,700,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$436,939,000				
*Includes funds received by NJ Transit from the State Transportation Trust Fund (TTF). In 2006, this funding was supported from the following: Bond Proceeds (56.32%); Motor Fuel Tax (21.34%); Vehicle Sales Tax (10.54%); Petroleum Gross Receipts Tax (10.54%); Interest Income (1.26%)				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> General Fund Appropriation includes general support for NJ Transit's operating budget including rail, bus and light rail operations and administrative/operations support costs. TTF funding is restricted to certain eligible operating costs including capital maintenance, vehicle parts, Amtrak access fees and facility lease costs.					
Rail Programs	\$173,458,000	General sales tax	\$	Capital	\$173,458,000	Discretionary	\$173,458,000		
		Vehicle sales tax*	\$18,282,473	Operating*	\$	Non-ded.	\$173,458,000		
		Motor Fuels Tax*	\$37,015,937	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$173,458,000	<b>TOTAL</b>	\$173,458,000	Local pass-thru	\$
		Bond proceeds*	\$97,691,546	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Other	\$
		Interest income*	\$2,185,571					<b>TOTAL</b>	\$173,458,000
		Other: Petroleum Gross Receipts Tax*	\$18,282,473					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$173,458,000				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
<b>\$610,397,000 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Bus LRT Programs	\$41,656,000	General sales tax	\$	Capital	\$41,656,000	Dedicated		Discretionary	\$41,656,000
		Vehicle sales tax*	\$4,390,542	Operating*	\$	Non-ded.	\$41,656,000	Formula-based	\$
		Motor Fuels Tax*	\$8,889,391	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$41,656,000	<b>TOTAL</b>	\$41,656,000	Other	\$
		Bond proceeds*	\$23,460,659	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$41,656,000
		Interest income*	\$524,866					<b>Explain "Other:"</b>	
		Other: Petroleum Gross Receipts Tax*	\$4,390,542						
		Other:							
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>		\$41,656,000					
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
Urban Core Program	\$83,400,000	General sales tax	\$	Capital	\$83,400,000	Dedicated		Discretionary	\$83,400,000
		Vehicle sales tax*	\$8,790,360	Operating*	\$	Non-ded.	\$83,400,000	Formula-based	\$
		Motor Fuels Tax*	\$17,797,560	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$83,400,000	<b>TOTAL</b>	\$83,400,000	Other	\$
		Bond proceeds*	\$46,970,880	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$83,400,000
		Interest income*	\$1,050,840					<b>Explain "Other:"</b>	
		Other: Petroleum Gross Receipts Tax*	\$8,790,360						
		Other:							
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>		\$83,400,000					
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
		<b>\$610,397,000 Total from Page 1</b>							
		<b>\$735,453,000 SUBTOTAL OF FUNDS</b>							

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
System-wide Capital Improvements	\$77,247,000	General sales tax	\$	Capital	\$77,247,000	Dedicated	\$	Discretionary	\$77,247,000
		Vehicle sales tax*	\$8,141,834	Operating*	\$	Non-ded.	\$77,247,000	Formula-based	\$
		Motor Fuels Tax*	\$16,484,510	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$77,247,000	<b>TOTAL</b>	\$77,247,000	Other	\$
		Bond proceeds*	\$43,505,510	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$77,247,000
		Interest income*	\$973,312					<b>Explain "Other:"</b>	
		Other: Petroleum Gross Receipts Tax*	\$8,141,834						
		Other:							
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$77,247,000				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b>					
Elderly and Disabled Programs	\$34,352,000	General sales tax	\$	Capital	\$	Dedicated	\$34,352,000	Discretionary	\$5,152,800
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Motor Fuels Tax	\$	Other	\$34,352,000	Other	\$	Local pass-thru	\$29,199,200
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$34,352,000	<b>TOTAL</b>	\$34,352,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$34,352,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Casino Revenue Fund	\$34,352,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$34,352,000				
	\$735,453,000	<b>Total from Page 2</b>							
	\$847,052,000	<b>TOTAL FUNDS</b>							
				<b>Additional remarks on this program:</b> 85% of the funding received under this program is passed through to each county in the state based on a population-based formula; remaining 15% is allocated to NJ Transit for program administration costs and/or capital projects that benefit Elderly and Disabled citizens.					

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

- Total state transit funding for FY 2006 is \$35,650,000 resulting in a per capita figure of \$18.24.
- The 2006 legislature provided \$2.7 million for the Park and Ride Program and \$32.2 million for the Rail Runner Express Commuter Rail program.
- The 2004 legislative session passed a regional transportation district (RTD) bill with taxing authority. This bill provides for dedicated state transit funds from the State Road Fund to establish the transit districts.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
New Mexico Park-and-Ride Bus Service	\$2,700,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$2,700,000	Non-ded.	\$2,700,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,700,000	<b>TOTAL</b>	\$2,700,000	Other	\$2,700,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,700,000
		Interest income	\$	Contracted Service				<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>				Legislatively approved	
		Other:	\$	<b>Additional remarks on this program:</b> For operation of statewide Park and Ride Bus Service. Seven routes with over 90 daily departures. www.nmparkandride.com					
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$2,700,000				
<hr/>									
Regional Transit Districts	\$750,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$750,000	Non-ded.	\$750,000	Formula-based	\$
		Gas tax	\$	Other		Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$750,000	<b>TOTAL</b>	\$750,000	Other	\$750,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$750,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>				Legislated	
		Other:	\$	<b>Additional remarks on this program:</b> Funds will be used to provide seed money (planning) for Regional Transit Districts throughout New Mexico. One RTD has created their Service and Business Plan using these funds, and three more are in the process of using or beginning to use these funds. Language was added to RTD Legislation to allow a County Options Gross Receipts Tax at a rate not to exceed 0.5% for RTDs. To date (8/15/07) four RTDs have been certified. County Options Gross Receipts Tax has not yet been presented to voters for approval.					
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$750,000				
<hr/>									
		<b>\$3,450,000</b>	<b>SUBTOTAL OF FUNDS</b>						





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

- Provides record level funding of \$2.573 billion in FY 2006; or approximately \$133.28 per capita.
- Operating assistance is administered through the Statewide Mass Transportation Operating Assistance (STOA) program. The program is funded through the general fund, the Mass Transportation Operating Assistance (MTOA) fund, and the Dedicated Mass Transportation Trust fund (DMTTF).
- MTOA is the dedicated tax portion of the STOA.
- The Metropolitan Transportation Authority (MTA), Staten Island Ferry, New York City DOT, the four upstate regional transportation authorities, and Westchester, Nassau, and Suffolk Counties receive STOA funding through a specific line item in the state budget. The remaining bus systems receive STOA through an incentive-based passenger and vehicle mile formula.
- The state provides 50 percent of the nonfederal share of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) federally funded transit capital projects for systems other than the MTA (not to exceed 10 percent of the project cost). As part of a multiyear transportation program for systems other than the MTA, the state also provides state funds to address priority capital needs that exceed available federal resources. MTA capital requirements are addressed from the state contribution to the MTA multiyear capital program.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Section 18b STOA Operating Assistance Program	\$36,569,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$36,569,000	Non-ded.	\$36,569,000	Formula-based	\$36,569,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$36,569,000	<b>TOTAL</b>	\$36,569,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$36,569,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: General Fund	\$36,569,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
<b>TOTAL</b>	\$36,569,000								
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> Statewide Mass Transportation Operating Assistance (STOA) provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.</p>									
Additional Upstate Operating Assistance	\$21,447,000	General sales tax	\$	Capital	\$	Dedicated		Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$21,447,000	Non-ded.	\$21,477,000	Formula-based	\$21,447,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$21,447,000	<b>TOTAL</b>	\$21,447,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$21,447,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: General Fund	\$21,447,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
<b>TOTAL</b>	\$21,447,000								
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> No local match required for general funds provided in addition to Section 18b requirement. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.</p>									
<b>\$58,016,000 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
MTA Student Reduced Fare Program	\$45,000,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$45,000,000	Non-ded.	\$45,000,000	Formula-based	\$45,000,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$45,000,000	<b>TOTAL</b>	\$45,000,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$45,000,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: General Fund	\$45,000,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$45,000,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Special funds to support MTA Student Reduced Fare Program - 100% match provided by New York City. Appropriation provided pursuant to a legislative line item in state budget.					
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Metropolitan MTOA Downstate Account	\$182,540,000	General sales tax	\$	Capital	\$	Dedicated	\$182,540,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$182,540,000	Non-ded.	\$	Formula-based	\$182,540,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$182,540,000	<b>TOTAL</b>	\$182,540,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$182,540,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	N/A						
		Other: Portion of corporate surcharge	N/A						
		Other: 3/8% sales tax	N/A						
		Other: Portion of long lines tax	N/A						
Other:	\$								
		<b>TOTAL</b>	\$182,540,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> STOA provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
<hr/>									
	\$58,016,000	<b>Total from Page 1</b>							
	\$285,556,000	<b>SUBTOTAL OF FUNDS</b>							

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
Metropolitan MTOA Downstate Account	\$1,476,630,000	General sales tax	\$	Capital	\$	Dedicated	\$1,476,630,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$1,476,630,000	Non-ded.		Formula-based	\$1,476,630,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,476,630,000	<b>TOTAL</b>	\$1,476,630,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,476,630,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	N/A						
		Other: Portion of corporate surcharge	N/A			<b>*Includes planning</b>			
		Other: 3/8% sales tax	N/A						
		Other: Portion of long lines tax	N/A						
Other:	\$								
		<b>TOTAL</b>	\$1,476,630,000	<b>Additional remarks on this program:</b> Dedicated non-matching assistance for transit systems within the 12-county metro transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
Public Transportation System Operating Fund-Upstate Account	\$4,896,000	General sales tax	\$	Capital	\$	Dedicated	\$4,896,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$4,896,000	Non-ded.		Formula-based	\$4,896,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,896,000	<b>TOTAL</b>	\$4,896,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$4,896,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	\$4,896,000			<b>*Includes planning</b>			
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$4,896,000	<b>Additional remarks on this program:</b> STOA provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
	\$285,556,000	<b>Total from Page 2</b>							
	\$1,767,082,000	<b>SUBTOTAL OF FUNDS</b>							

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

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
Public Transportation System Operating Fund-Upstate Account	\$87,706,000	General sales tax	\$	Capital	\$	Dedicated	\$87,706,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$87,706,000	Non-ded.	\$	Formula-based	\$87,706,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$87,706,000	<b>TOTAL</b>	\$87,706,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$87,706,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	\$87,706,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$87,706,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Dedicated non-matching assistance for transit systems outside the 12-county metro transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
MTA Capital and Operating Assistance	\$634,800,000	General sales tax	\$	Capital	\$	Dedicated	\$634,800,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$634,800,000
		Gas tax	\$	Other	\$634,800,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$634,800,000	<b>TOTAL</b>	\$634,800,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$634,800,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	N/A						
		Other: Portion of motor vehicle tax	N/A						
		Other: Portion of motor fuel tax	N/A						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$634,800,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service. Appropriation provided pursuant to a legislative line item in state budget.					
	\$1,767,082,000	<b>Total from Page 3</b>							
	\$2,489,588,000	<b>SUBTOTAL OF FUNDS</b>							

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Non-MTA Capital and Operating Assistance	\$34,000,000	General sales tax	\$	Capital	\$34,000,000	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$34,000,000		
		Gas tax	\$	Other	\$34,000,000	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	<b>\$34,000,000</b>	<b>TOTAL</b>	<b>\$34,000,000</b>	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	<b>\$34,000,000</b>
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	N/A						
		Other: Portion of motor vehicle tax	N/A						
		Other: Portion of motor fuel tax	N/A						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	<b>\$34,000,000</b>				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Dedicated share of transit allocation of trust fund for non-MTA systems. Used for state share of Federally-funded capital projects (10%) for non-MTA systems (\$18.0 million). Local sponsors match the remaining non-Federal share (10%). The balance (\$16 million) funds a 100% state-supported non-MTA capital program to address needs that exceed available Federal funds.					
Additional Non-MTA Operating Assistance	\$24,100,000	General sales tax	\$	Capital	\$24,100,000	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$24,100,000	Formula-based	\$24,100,000		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	<b>\$24,100,000</b>	<b>TOTAL</b>	<b>\$24,100,000</b>	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	<b>\$24,100,000</b>
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Petroleum Business Tax	N/A						
		Other: Portion of motor vehicle tax	N/A						
		Other: Portion of motor fuel tax	N/A						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	<b>\$24,100,000</b>				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Portion of trust fund redirected to address operating assistance needs. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.					
		<b>\$2,489,588,000</b>	<b>Total from Page 4</b>						
		<b>\$2,547,688,000</b>	<b>TOTAL FUNDS</b>						

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Suburban Transportation Fund	\$25,400,000	General sales tax	\$	Capital	\$	Dedicated	\$25,400,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$25,400,000	Non-ded.	\$	Formula-based	\$25,400,000
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$25,400,000	<b>TOTAL</b>	\$25,400,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$25,400,000
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: Portion of Mortgage Recording Tax	\$25,400,000						
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$	<b>Additional remarks on this program:</b> Provides additional operating assistance to the MTA Commuter Railroads. Appropriation provided pursuant to a legislative line item in state budget.					
Other:	\$								
<b>TOTAL</b>	\$25,400,000								
		General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$	<b>Additional remarks on this program:</b>					
		Other:	\$						
		<b>TOTAL</b>							
	\$2,547,688,000	<b>Total from Page 5</b>							
	\$2,573,088,000	<b>TOTAL FUNDS</b>							



## ■ North Carolina State Transit Funding: Major Features

- Total state transit funding in FY 2006 was \$66.7 million or \$7.50 per capita.
- NC DOT continued to promote regional coordination/consolidation of public transportation services to provide increased mobility options to citizens. Six public meetings were conducted in locations throughout the state to examine opportunities to coordinate the work of existing single-county and urban transportation systems to form more comprehensive operations serving larger geographic areas. Trips across county lines are common for purposes of medical services, employment, and training programs. Currently, seven multi-county transportation systems serve passengers in 24 counties, and 5 rural and urban systems are combined. Interest in regional coordination continues to grow.
- Provided \$1.2 million to fund transportation for attendees at the High Point Furniture Market. The market boosts the state's economy by more than \$1 billion annually.
- Earned the environmental leadership distinction of having the highest percentage of state agencies designated as "Best Workplaces for Commuters" of any state in the country. Sponsored by the U.S. Environmental Protection Agency and the U.S. Department of Transportation, the program recognizes employers offering outstanding commuter benefits such as free or low-cost bus passes, strong telework programs, carpooling matching, and vanpool subsidies.
- Obtained funding for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for a total of 24 transit projects around the state. Projects include expanding express commuter service to major metropolitan areas from neighboring cities, converting transit vans to bio-diesel, and providing new transit services for colleges and universities.
- Reduced an estimated 162,920,512 miles in vehicle miles traveled (VMT) in urban areas with fixed route transit services, representing approximately a 7.3 percent reduction in the expected growth of VMT in the state. This resulted in an estimated 405.83 ton reduction in nitrogen oxides (NOx) emissions.
- Attracted a growing number of citizens statewide to the [sharetheridenc.org](http://sharetheridenc.org) Web site, the online carpool/vanpool/biking/walking matching service. To date, 12,392 persons have registered in the ShareTheRideNC database. Over the past year, this has resulted in the estimated savings of \$8,513,642 in commuting costs and an estimated reduction of parking needs in the amount of 3, 691 spaces.

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

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Urban and Regional Maintenance Assistance	\$29,911,272	General sales tax	\$	Capital	\$	Dedicated	\$29,911,272	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$29,911,272	Non-ded.	\$	Formula-based	\$29,911,272
		Gas tax	\$29,911,272	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$29,911,272	<b>TOTAL</b>	\$29,911,272	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$29,911,272
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$29,911,272						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Formula allocation to fixed route systems for operations only. State share cannot exceed local.					
Urban Bus Facilities	\$2,585,000	General sales tax	\$	Capital	\$2,585,000	Dedicated	\$2,585,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,585,000	<b>TOTAL</b>	\$2,585,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,585,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$2,585,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funding for 1/2 local match for urban and regional FTA capital grants (5307 and 5309).					
		<b>\$32,496,272 SUBTOTAL OF FUNDS</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Statewide Transit Development Program	\$4,600,000	General sales tax	\$	Capital	\$	Dedicated	\$4,600,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$4,600,000	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,600,000	<b>TOTAL</b>	\$4,600,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b> \$4,600,000	
		Other:	\$			<b>Explain "Other:"</b> Legislated	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$4,600,000	<b>Additional remarks on this program:</b> Discretionary funds used to match FTA funding apportionments, local and statewide Transportation Demand Management programs, regional transit planning activities and demonstration projects.			
Elderly and Disabled Program	\$5,500,000	General sales tax	\$	Capital	\$	Dedicated	\$5,500,000
		Vehicle sales tax	\$	Operating*	\$5,500,000	Non-ded.	\$
		Gas tax	\$5,500,000	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$5,500,000	<b>TOTAL</b>	\$5,500,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b> \$5,500,000	
		Other:	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$5,500,000	<b>Additional remarks on this program:</b> Formula allocation to 100 counties for operation assistance only.			
	\$32,496,272	<b>Total from Page 1</b>					
	\$42,596,272	<b>SUBTOTAL OF FUNDS</b>					

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Capital Program	\$7,750,000	General sales tax	\$	Capital	\$7,750,000	Dedicated	\$7,750,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$7,750,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,750,000	<b>TOTAL</b>	\$7,750,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,750,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$7,750,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Capital grants to non-urbanized area transportation systems; matches FTA Section 5311 capital projects.					
Rural Facilities Program	\$600,000	General sales tax	\$	Capital	\$600,000	Dedicated	\$600,000	Discretionary	\$
		Vehicle sales tax	\$600,000	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$600,000	<b>TOTAL</b>	\$600,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$600,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$600,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Project grants for administrative and operations facilities in non-urbanized areas.					
\$42,596,272		Total from Page 2							
\$50,946,272		SUBTOTAL OF FUNDS							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Urban and Rural Technology Program	\$2,100,000	General sales tax	\$	Capital	\$2,100,000	Dedicated	\$2,100,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*		Non-ded.	\$	Formula-based	\$
		Gas tax	\$2,100,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,100,000	<b>TOTAL</b>	\$2,100,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,100,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$2,100,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Project grants to urban and rural systems to improve customer convenience and system effectiveness.					
Rural Intercity Service Program	\$400,000	General sales tax	\$	Capital	\$	Dedicated	\$400,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$400,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$400,000	<b>TOTAL</b>	\$400,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$400,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$400,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Dedicated operating funds for regional/intercity services for contract operations through state and/or local jurisdictions.					
		<b>\$50,946,272 Total from Page 3</b>							
		<b>\$53,446,272 SUBTOTAL OF FUNDS</b>							

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Operating Assistance for Rural General Public Service	\$4,500,000	General sales tax	\$	Capital	\$4,500,000	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$4,500,000	Non-ded.	\$4,500,000		
		Gas tax	\$4,500,000	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,500,000	<b>TOTAL</b>	\$4,500,000	Local pass-thru	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Other	\$
		Interest income	\$					<b>TOTAL</b>	\$4,500,000
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$4,500,000				
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b> Formula allocation to rural agencies serving the general public for operating assistance only.									
Regional New Starts	\$4,070,175	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$		
		Gas tax	\$4,070,175	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,070,175	<b>TOTAL</b>	\$4,070,175	Local pass-thru	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Other	\$
		Interest income	\$					<b>TOTAL</b>	\$4,070,175
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
				<b>TOTAL</b>	\$4,070,175				
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b> Funds up to 25% of cost of New Start Projects, subject to appropriations .									
\$53,446,272		<b>Total from Page 4</b>							
\$62,016,447		<b>TOTAL FUNDS</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Transportation Program Administration	\$2,700,000	General sales tax	\$	Capital	\$	Dedicated	\$2,700,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$2,700,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,700,000	<b>TOTAL</b>	\$2,700,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$2,700,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$2,700,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funding for rural transportation system administrative costs (urban area counties and human service only rural systems).					
Work First Program	\$1,750,000	General sales tax	\$	Capital	\$	Dedicated	\$1,750,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$1,750,000	Non-ded.	\$	Formula-based	\$1,750,000
		Gas tax	\$1,750,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,750,000	<b>TOTAL</b>	\$1,750,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,750,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$1,750,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Formula allocation to all 100 counties to assist with Work First and employment transportation needs.					
		<b>\$62,016,447 Total from Page5</b>							
		<b>\$66,466,447 TOTAL FUNDS</b>							



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

- Total state transit funding in FY 2006 was just over \$2.2 million or \$3.47 per capita.
- State funding covers about 21.5 percent of all federal and state transit funding in North Dakota.
- State aid for public transit funds in North Dakota are not restricted and can be used by transit project recipients for all transit costs, including operating costs, capital costs, transit planning costs, and the costs of matching federal transit funds.

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

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
State Transit Operating/Capital/ and Planning Assistance	\$2,203,657	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$2,203,657		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$2,203,657	<b>TOTAL</b>	\$2,203,657	<b>TOTAL</b>	\$2,203,657	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$2,203,657	<b>Explain "Other:"</b>	
		Interest income	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> State statutory formula distribution of funds to each county for public transportation operators in that county, based in population and base funding amount. For 2006, the base is \$18,000 per county plus \$1.92 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, the state aid funds are split between/among providers.			
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$2,203,657								
		General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$		
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$		
		Interest income	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b>			
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$						
		<b>\$2,203,657 TOTAL FUNDS</b>							

## ■ Ohio State Transit Funding: Major Features

- Total state transit funding decreased 64% from \$45.1 million in FY 2001 to \$16.3 million in FY 2006.
- The per capita state investment decreased from \$3.99 in FY 2001 to \$1.42 in FY 2006.
- In FY 2006, ODOT flexed \$70.0 million in highway funds for transit capital projects such as the construction of transit centers, park and ride lots, and the purchase of replacement vehicles.
- State funding supports capital and planning in all areas; it supports operating assistance only in areas with populations of less than 200,000.
- The formula used to allocate funding to the Rural Transit Program recipients incorporates: ridership (50 percent), revenue miles of service (25 percent), and level of local support (25 percent). A .5% allocation reduction is imposed for Non-compliance with requirements and timeliness of.
- The formula used to allocate funding to the Urban Transit Program recipients incorporates: ridership (20%), revenue miles (20%), farebox revenue (10%), cost per hour (20%), passengers per mile (20%), farebox recovery (10%).
- Ohio has another source of funding for major transit projects - the Transportation Review Advisory Committee (TRAC). Appointed by the governor and the Ohio General Assembly, this program annually funds major new construction projects, including transit. Examples of projects funded are \$75M for a BRT project and several downtown transit centers.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
Ohio Urban Transit Program	\$ 5,500,000	General sales tax	\$	Capital	\$2,900,000	Dedicated	\$	Discretionary	\$5,500,000
		Vehicle sales tax	\$	Operating*	\$2,600,000	Non-ded.	\$5,500,000	Formula-based	
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$5,500,000	<b>TOTAL</b>	\$5,500,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$5,500,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General Revenue Fund	\$ 5,500,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$ 5,500,000							
				<b>*Includes Planning and ADA</b>					
				<b>Additional remarks on this program:</b>					
				This program provides financial assistance to public transportation systems in areas with populations of 50,000 or greater. A transit system may use its funds for up to 50% of the non-federal share of operating expenses, 10% of planning expenses, or 80% of capital expenses. In an urbanized area with a population of 200,000 or greater, funding is limited to capital projects only.					
Ohio Rural Transit Program	\$ 3,300,000	General sales tax	\$	Capital	\$ 400,000	Dedicated		Discretionary	\$3,300,000
		Vehicle sales tax	\$	Operating	\$2,900,000	Non-ded.	\$3,300,000	Formula-based	
		Gas tax	\$	Other		Other		Local pass-thru	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$3,300,000	<b>TOTAL</b>	\$3,300,000	Other	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$3,300,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General Revenue Fund	\$ 3,300,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$ 3,300,000							
				<b>Additional remarks on this program:</b>					
				This program provides financial assistance to public transportation systems in areas with populations less than 50,000. Program funds may be used for up to 30% of the non-federal share of operating expenses and 10% of capital expenses.					
		<b>\$8,800,000</b>	<b>SUBTOTAL</b>						

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Ohio Coordination Program	\$ 800,000	General sales tax	\$	Capital	\$	Discretionary	\$ 800,000
		Vehicle sales tax	\$	Operating	\$ 800,000	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$ 800,000	<b>TOTAL</b>	\$ 800,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$ 800,000
		Other: General Revenue Fund	\$ 800,000			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>	\$ 800,000						
<b>Additional remarks on this program:</b> This program provides financial assistance to assist in the coordination of transportation services among transportation providers.							
Elderly and Disabled Transit Fare Assistance Program	\$6,000,000	General sales tax	\$	Capital	\$	Discretionary	\$6,000,000
		Vehicle sales tax	\$	Operating	\$ 6,000,000	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$ 6,000,000	<b>TOTAL</b>	\$ 6,000,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$ 6,000,000
		Other: General Revenue Fund	\$ 6,000,000			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>	\$ 6,000,000						
<b>Additional remarks on this program:</b> This program provides financial assistance to public transportation systems who offer reduced fares to the elderly and people with disabilities.							
	<b>\$8,800,000</b>	<b>Total from Page 1</b>					
	<b>\$700,000</b>	<b>Administration costs</b>					
	<b>\$16,300,000</b>	<b>TOTAL FUNDS</b>					



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

- Total state transit funding in FY 2006 was just over \$3.2 million or \$1.10 per capita. All state transit funds were appropriated to the Public Transit Revolving Fund (PTRF).
- Funding sources included \$850,000 from the state fuel tax that is dedicated to the PTRF every year and \$1.9 million in funds appropriated by the legislature.
- Five percent of funds appropriated to the PTRF are set aside for new starts.
- By state statute, Oklahoma County and Tulsa County transit services receive 20 percent each from the PTRF annually.
- The balance of money appropriated to the PTRF is distributed to all other public transit providers using a pro rata share of the vehicle revenue miles.

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

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
New Starts	\$162,500	General sales tax	\$	Capital	\$	Dedicated	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$		
		Gas tax	\$	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$162,500	<b>TOTAL</b>	\$162,500	Discretionary	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Formula-based	\$
		Interest income	\$					Local pass-thru	\$
		Other:	\$					Other	\$
		Other:	\$					<b>TOTAL</b>	\$162,500
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>			\$162,500				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Urban and rural new starts, including expansion of service mode by existing operators.					
Metro Transit	\$617,500	General sales tax	\$	Capital	\$	Dedicated	\$		
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$		
		Gas tax	\$	Other	\$	Other	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$617,500	<b>TOTAL</b>	\$617,500	Discretionary	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		Formula-based	\$
		Interest income	\$					Local pass-thru	\$
		Other:	\$					Other	\$
		Other:	\$					<b>TOTAL</b>	\$617,500
		Other:	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>			\$617,500				
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> For all purposes.					
<b>\$780,000 SUB-TOTAL</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Tulsa Transit	\$617,500	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$617,500	<b>TOTAL</b>	\$617,500	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$617,500
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$617,500	<b>Additional remarks on this program:</b> For all purposes.					
All other public transportation providers	\$1,852,500	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,852,500	<b>TOTAL</b>	\$1,852,500	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,852,500
		Interest income	\$					<b>Explain "Other:"</b>	
		Lottery	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$1,852,500	<b>Additional remarks on this program:</b>					
	\$780,000	<b>Total from Page 1</b>							
	\$3,250,000	<b>TOTAL FUNDS</b>							



## ■ Oregon State Transit Funding: Major Features

- Total state transit funding increased in FY 2006 to just under \$36 million. Per capita investment for FY 2006 was \$9.72.
- 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.)

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Special Transportation Fund	\$10,900,000	General sales tax	\$	Capital	\$10,900,000	Discretionary	\$2,800,000
		Vehicle sales tax	\$	Operating*	\$10,900,000	Non-ded.	\$8,100,000
		Gas tax (non-hgwy)	\$3,100,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$10,900,000	<b>TOTAL</b>	\$10,900,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$750,000			<b>TOTAL</b>	\$10,900,000
		Other: Cigarette tax	\$3,550,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Other: DMV ID card fee	\$3,500,000				
		Other:	\$	<b>*Includes planning</b>			
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$10,900,000				
<b>Additional remarks on this program:</b> Distributed through ODOT Public Transit Division to counties and districts for senior and disabled transportation - 75% of fund allocation based on population, 25% based on a competitive grant process.							
TriMet Urban Light Rail Program	\$9,963,000	General sales tax	\$	Capital	\$	Discretionary	\$9,963,000
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$	Other	\$9,963,000	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$9,963,000	<b>TOTAL</b>	\$9,963,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$9,963,000
		Other: Lottery	\$9,963,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$9,963,000				
<b>Additional remarks on this program:</b> Discretionary allocation of lottery profits for debt service and bond repayment for Portland West Side Light Rail.							
<b>\$20,863,000 SUBTOTAL OF FUNDS</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Oregon Passenger Rail Program	\$5,131,527	General sales tax	\$	Capital	\$	Dedicated	\$5,131,527
		Vehicle sales tax	\$	Operating*	\$5,131,527	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$5,131,527	<b>TOTAL</b>	\$5,131,527
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$	<b>Explain "Other:"</b> Legislated		<b>TOTAL</b> \$5,131,527	
		Other: Gen. property & income tax	\$5,131,527				
		Other:	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> Discretionary allocation for operation, equipment, and track improvements for Oregon High Speed Rail Program through ODOT Rail Division. Also includes \$131,527 match for AMTRAK Thruway bus connection to rail.	
		Other:	\$				
		Other:	\$				
Other:	\$						
<b>TOTAL</b>	<b>\$5,131,527</b>						
Commuter Rail Program	\$2,200,000	General sales tax	\$	Capital	\$2,200,000	Dedicated	\$2,200,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,200,000	<b>TOTAL</b>	\$2,200,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$	<b>Explain "Other:"</b> Legislated		<b>TOTAL</b> \$2,200,000	
		Other: Lottery	\$2,200,000				
		Other:	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> 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. Being developed.	
		Other:	\$				
		Other:	\$				
Other:	\$						
<b>TOTAL</b>	<b>\$2,200,000</b>						
	<b>\$20,863,000</b>	<b>Total from Page 1</b>					
	<b>\$28,194,527</b>	<b>SUBTOTAL OF FUNDS</b>					

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit District Assistance	\$7,256,356	General sales tax	\$	Capital	\$	Dedicated	\$7,256,356	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$7,256,356	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$7,256,356
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,256,356	<b>TOTAL</b>	\$7,256,356	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,256,356
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Mass Transit Tax	\$7,256,356						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$7,256,356								
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> To transit and transportation districts for transit operations and capital expenditures. Allocated to those eligible as a percent (0.6%) of state wages paid locally. Cannot receive more than their own taxing resources (i.e. a 50% match). Distributed by Dept of Administrative Services rather than ODOT.					
Connect Oregon	\$533,000	General sales tax	\$	Capital	\$533,000	Dedicated	\$533,000	Discretionary	\$533,000
		Vehicle sales tax	\$	Operating*		Non-ded.		Formula-based	
		Gas tax	\$	Other		Other		Local pass-thru	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$533,000	<b>TOTAL</b>	\$533,000	Other	
		Bond proceeds	\$533,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$533,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$533,000								
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> New program to support improvements to multimodal infrastructure targeted economic benefit. \$13 million in transit projects -- \$533,000 reimbursed in 2006.					
		<b>\$28,194,527 Total from Page 2</b>							
		<b>\$35,983,883 TOTAL FUNDS</b>							

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

- Total state transit funding varies by fiscal year, primarily based on transit agency billings for bond funded capital projects. Reimbursements requested by transit agencies for bond funded capital projects decreased from \$140 million to \$102.2 million. The total of all other state assistance increased from \$695 million to \$720.6 million.
- The funding sources include state general fund, dedicated funds (including both Public Transportation Assistance Fund [PTAF] and Act 3 Revenue Enhancement Initiative), Lottery Funds, and General Obligation Bond Proceeds.
- The state has a constitutional restriction prohibiting the use of highway funds for public transportation.
- State-dedicated PTAF and Act 3 funds are exclusively for public transportation.
- In this fiscal year, the Governor flexed \$210 million in federal highway funds to fill a funding gap on an interim basis. In November 2006 a transportation funding and reform commission recommended an annual increase in public transportation funding of \$760 million for operating and capital projects. In 2007 the legislature passed Act 44 which provides an additional \$300 million in the first year, increasing to \$350 million in the second year, to \$400 million in the third year and then increasing by approximately 3% in subsequent years.

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

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Operating Assistance	\$294,321,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$294,321,000	Non-ded.	\$294,321,000	Formula-based	\$294,321,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$294,321,000	<b>TOTAL</b>	\$294,321,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$294,321,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General Fund	\$294,321,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$294,321,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocated by legislative formula: \$291.9 million for urban \$2.4 million for rural. Eligible uses include all standard categories of operating assistance.					
<hr/>									
Dedicated Public Transportation Assistance Fund (PTAF)	\$176,594,000	General sales tax	\$80,542,000	Capital	\$176,594,000	Dedicated	\$176,594,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$176,594,000
		Gas tax	\$	Other	\$	Other		Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$176,594,000	<b>TOTAL</b>	\$176,594,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$176,594,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Vehicle Lease Tax	\$52,777,000						
		Other: Auto Rental Tax	\$31,615,000						
		Other: Tire Tax	\$11,660,000						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$176,594,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> \$168 million for urban; \$4 million for rural; \$2.3 million for community transportation; and \$2.3 million for technical assistance. Eligible uses include capital assistance for urban, rural and community transportation systems. Up to 50% of urban or rural PTAF may be used for asset maintenance. Technical assistance funds may also be used for training and demonstration projects.					
<hr/>									
<b>\$470,915,000 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount		
Dedicated Supplemental Funds (Act 3 Revenue Enhancement Initiative)	\$75,000,000	General sales tax	\$75,000,000	Capital	\$19,900,000	Dedicated	\$75,000,000	
		Vehicle sales tax	\$	Operating*	\$55,100,000	Non-ded.	\$	
		Gas tax	\$	Other	\$	Other		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$75,000,000	<b>TOTAL</b>	\$75,000,000	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		
		Interest income	\$				<b>TOTAL</b>	\$75,000,000
		Other:	\$				<b>Explain "Other:"</b>	
		Other:	\$					
		Other:	\$					
		Other:	\$					
		<b>TOTAL</b>	\$75,000,000					
				<b>*Includes planning</b>				
				<b>Additional remarks on this program:</b> \$69.7 million for urban; \$4.1 million for rural; and \$1.2 million 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.				
Senior Citizen Transportation Program Fixed-Route & Shared Ride Service	\$157,964,000	General sales tax	\$	Capital	\$	Dedicated	\$157,964,000	
		Vehicle sales tax	\$	Operating*	\$157,964,000	Non-ded.	\$	
		Gas tax	\$	Other		Other		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$157,964,000	<b>TOTAL</b>	\$157,964,000	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		
		Interest income	\$				<b>TOTAL</b>	\$157,964,000
		Lottery	\$153,435,000				<b>Explain "Other:"</b>	
		General Fund	\$4,529,000					
		Other:	\$					
		Other:	\$					
		<b>TOTAL</b>	\$157,964,000					
				<b>*Includes planning</b>				
				<b>Additional remarks on this program:</b> Funds provide 100% fare reimbursement for providing free senior citizens fares during off-peak hours for Fixed-Route Service (funded with \$80.1m Lottery and \$4.5m Supplemental General Funds) and 85% of eligible fares for Shared-Ride Service (funded with \$73.4m Lottery Funds) which has no peak hour restriction.				
		<b>\$470,915,000</b>	<b>Total from Page 1</b>					
		<b>\$703,879,000</b>	<b>SUBTOTAL OF FUNDS</b>					

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
Discretionary Capital Assistance Program	\$102,183,000	General sales tax	\$	Capital	\$102,183,000	Dedicated	\$	Discretionary	\$102,183,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$102,183,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$102,183,000	<b>TOTAL</b>	\$102,183,000	Other	\$
		Bond proceeds	\$102,183,000	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$102,183,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$102,183,000							
				<b>*Includes planning</b>					
				<p><b>Additional remarks on this program:</b> 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. Pennsylvania provides \$125 million annually for this program. The \$102.2 million represents actual transit agency billings for bond financed capital projects.</p>					
Intercity Transportation Program	\$7,413,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$7,413,000
		Vehicle sales tax	\$	Operating*	\$7,413,000	Non-ded.	\$7,413,000	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,413,000	<b>TOTAL</b>	\$7,413,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,413,000
		Interest income	\$					<b>Explain "Other:"</b>	
		General Fund	\$7,413,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$7,413,000							
				<b>*Includes planning</b>					
				<p><b>Additional remarks on this program:</b> Allocated for specific projects as determined by the Department. Funds are used for operating assistance only and include \$5.9 m for the Intercity Rail Program and \$1.5 m for the Intercity Bus Program.</p>					
<b>\$703,879,000 Total from Page 2</b>									
<b>\$813,475,000 SUBTOTAL OF FUNDS</b>									





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

- Total state transit funding increased from \$34.8 million in FY 2005 to \$47.2 million in FY 2006 for a per capita figure of \$44.19.
- Rhode Island voters passed a referendum in November 2006 to spend \$1.26 million for bus purchases and \$7.0 million for commuter rail projects.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Operating Assistance	\$34,100,352	General sales tax	\$	Capital	\$	Dedicated	\$34,100,352	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$34,100,352	Non-ded.	\$	Formula-based	\$
		Gas tax	\$34,100,352	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$34,100,352	<b>TOTAL</b>	\$34,100,352	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$34,100,352
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$34,100,352						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocated to RI Public Transit Authority (RIPTA) operations. Uses 7.25 cents per gallon from Motor Fuel Tax.					
Department of Elderly Affairs Program	\$7,414,220	General sales tax	\$	Capital	\$	Dedicated	\$7,414,220	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$7,414,220	Non-ded.	\$	Formula-based	\$
		Gas tax	\$4,703,497	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,414,220	<b>TOTAL</b>	\$7,414,220	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,414,220
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>			\$7,414,220						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocated for elderly/disabled reduced fares for RIPTA fixed-route services, RIPTA ADA services, and Department of Elderly Affairs elderly transportation. Uses 1.0 cents per gallon of the Motor Fuel Tax. In addition, General Fund allocation for elderly transportation services provided by RIPTA.					
<b>\$41,514,572 SUBTOTAL</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Capital Program	\$656,449	General sales tax	\$	Capital	\$656,449	Dedicated	\$656,449	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$656,449	<b>TOTAL</b>	\$656,449	Other	\$
		Bond proceeds	\$ 635,354	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$656,449
		Interest income	\$			Legislated		<b>Explain "Other:"</b>	
		Other: RI Capital Fund Program	\$ 21,095					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$656,449						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funds 20% state match of Federal funds for bus purchases (\$.64 m). In addition, used \$.02 m for acquisition/design/consrtruction of transit facilities. Bond proceeds include \$119,934 from RIDOT and \$515,420 from the RI Dept. of Administration.					
Department of Human Services	\$ 5,011,731	General sales tax	\$	Capital	\$	Dedicated	\$5,011,731	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$5,011,731	Non-ded.	\$	Formula-based	\$5,011,731
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$5,011,731	<b>TOTAL</b>	\$5,011,731	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$5,011,731
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Lottery	\$						
		Other: General Fund	\$ 5,011,731						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$ 5,011,731						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funds are used to purchase RIPTA bus passes for clients eligible for the State's RIte Care Program (managed care).					
		<b>\$41,514,572 Total from Page 1</b>							
		<b>\$47,182,752 TOTAL FUNDS</b>							



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

- Total state transit funding in FY 2006 was \$7.4 million or \$1.71 per capita.
- An additional \$1.4 million in state general funds was made available to the state mass transit budget early in state fiscal year 2005-2006.
- The majority of the state transit funding budget—\$7.4 million in FY 2006—is used for matching FTA funds that are awarded in South Carolina.
- The South Carolina Department of Transportation, through its legislative liaison, is currently lobbying the state legislature for an increase in the state’s motor fuel tax allocation for mass transit and to continue to make this funding source permanent and dedicated.

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

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
State Match for Large Urban Operators	\$1,996,658	General sales tax	\$	Capital	\$	Discretionary	\$1,996,658
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$1,996,658	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,996,658	<b>TOTAL</b>	\$1,996,658
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$1,996,658
		Other:	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>		\$1,996,658					
<b>Additional remarks on this program:</b> Match for FTA 5307 funds. Can be used for both operating and capital expenses.							
State Match for Small Urban Operators	\$1,479,733	General sales tax	\$	Capital	\$	Discretionary	\$1,479,733
		Vehicle sales tax	\$	Operating*	\$1,479,733	Formula-based	\$
		Gas tax	\$1,479,733	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,479,733	<b>TOTAL</b>	\$1,479,733
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$1,479,733
		Other:	\$	<b>*Includes planning</b>		<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
<b>TOTAL</b>		\$1,479,733					
<b>Additional remarks on this program:</b> Match for FTA 5309 funds. Can be used for both operating and administration expenses.							
<b>\$3,476,391 SUBTOTAL OF FUNDS</b>							

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount				
State Match for Rural (non-urban) Operators	\$3,323,613	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$	
		Vehicle sales tax	\$	Operating*	\$3,323,613	Non-ded.	\$	Formula-based	\$3,323,613	
		Gas tax	\$3,323,613	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$3,323,613	<b>TOTAL</b>	\$3,323,613	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>		\$3,323,613
		Interest income	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> Match for FTA 5311 funds. Can be used for operating, administrative, and technical assistance/planning expenses. Up to 20% can be used as match.		<b>Explain "Other:"</b>		
		Other:	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
<b>TOTAL</b>	\$3,323,613									
State Mass Transit Programs	\$600,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$600,000	
		Vehicle sales tax	\$	Operating*	\$600,000	Non-ded.	\$	Formula-based	\$	
		Gas tax	\$600,000	Other	\$	Other	\$	Local pass-thru	\$	
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$600,000	<b>TOTAL</b>	\$600,000	Other	\$	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>		\$600,000
		Interest income	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> Funds special programs and special projects of the Mass Transit Office.		<b>Explain "Other:"</b>		
		Other: Mass Transit Tax	\$							
		Other:	\$							
		Other:	\$							
		Other:	\$							
<b>TOTAL</b>	\$600,000									
	<b>\$3,476,391</b>	<b>Total from Page 1</b>								
	<b>\$7,400,004</b>	<b>TOTAL FUNDS</b>								



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

- Total state transit funding in FY 2006 was \$750,000 or \$.96 per capita.
- State funding came from the Public and Specialized Transportation Fund (\$750,000).

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



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

- Eighteen (18) urban and ten (10) rural systems provide public transportation services in all of Tennessee's ninety-five (95) counties. These public transit agencies operated a total of 1,400 buses, trolleys, and vans to serve the mobility needs of Tennesseans.
- TDOT has completed the development of its Long Range Multi-Modal Transportation Plan. Public Transportation is a significant element of the Long Range Plan.
- TDOT continues its commitment to statewide coordination of transportation services. Since July 1, 2004, TDOT has managed the transportation portion of the Families First Welfare to Work Program for the Tennessee Department of Human Services. TDOT is also using its United We Ride grant funds to increase coordination efforts among other state and local government partners for the provision of transportation to human service program participants.

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Urban Capital Assistance	\$12,405,000	General sales tax	\$	Capital	\$12,405,000	Dedicated	\$12,405,000	Discretionary	\$8,650,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$3,755,000
		Gas tax	\$12,405,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$12,405,000	<b>TOTAL</b>	\$12,405,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$12,405,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$12,405,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Match for 5307, 5309 (bus, rail, rail modernization new starts), and STP/Flex Funds. 10% state match.					
<hr/>									
Urban Operating Assistance	\$16,225,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$16,225,000	Non-ded.	\$16,225,000	Formula-based	\$16,225,000
		Gas tax	\$16,225,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$16,225,000	<b>TOTAL</b>	\$16,225,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$16,225,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$16,225,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Match of up to 50% of non-Federal share.					
<hr/>									
<b>\$28,630,000 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Rural Transportation	\$5,932,000	General sales tax	\$	Capital	\$285,000	Dedicated	\$5,932,000	Discretionary	
		Vehicle sales tax	\$	Operating*	\$5,473,000	Non-ded.	\$	Formula-based	\$5,932,000
		Gas tax	\$5,932,000	Other	174,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$5,932,000	<b>TOTAL</b>	\$5,932,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$5,932,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$5,932,000							
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Discretionary match of 5311 funds, operating assistance.					
Job Access (Rural/Urban)	\$3,000,000	General sales tax	\$	Capital	\$	Dedicated	\$3,000,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$3,000,000	Non-ded.	\$	Formula-based	\$3,000,000
		Gas tax	\$3,000,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$3,000,000	<b>TOTAL</b>	\$3,000,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$3,000,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$3,000,000							
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Match of Federal funds for the Jobs Access Program.					
		\$28,630,000		<b>Total from Page 1</b>					
		\$37,562,000		<b>SUBTOTAL OF FUNDS</b>					

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Elderly and Disabled (5310)	\$248,000	General sales tax	\$	Capital	\$248,000	Dedicated	\$248,000	Discretionary	\$248,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$248,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$248,000	<b>TOTAL</b>	\$248,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$248,000
		\TN3 Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>		\$248,000					
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b> State match of 10% of capital (half of non-Federal match).									
MPO Statewide Planning (5303 and 5313b)	\$143,000	General sales tax	\$	Capital	\$	Dedicated	\$143,000	Discretionary	\$143,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$143,000	Other	\$143,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$143,000	<b>TOTAL</b>	\$143,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$143,000
		Interest income	\$	Planning				<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>		\$143,000					
<b>*Includes planning</b>									
<b>Additional remarks on this program:</b> Match of Federal funds for planning, Statewide planning 5313b used for technical assistance program.									
<b>\$37,562,000 Total from Page 2</b>									
<b>\$37,953,000 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Urban/Rural Training Assistance and Student Intern Program	\$97,000	General sales tax	\$	Capital	\$	Dedicated	\$97,000	Discretionary	\$97,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$97,000	Other	\$97,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$97,000	<b>TOTAL</b>	\$97,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$97,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$97,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Allocated for training assistance and student intern program.					
Ridesharing/ Park-and-Ride Lots/ Special Projects (BRT Feasibility Study)	\$0	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$						
		<b>\$37,953,000</b>	<b>Total from Page 3</b>						
		<b>\$38,050,000</b>	<b>TOTAL FUNDS</b>						



## ■ Texas State Transit Funding: Major Features

- Total state transit funds remained at \$57.5 million from the FY 2004-2005 biennium to the FY 2006-2007 biennium or \$1.22 per capita.
- Of the state funds allocated for transit, 100% was allocated by formula (i.e. 80% needs and 20% performance).
- Generally speaking, state funds are available to Section 5307 recipients that have populations between 50,000 and 200,000. Certain 5307 recipients who have more than 200,000 in population, but do not have a transit tax, may also be eligible for state assistance. Although most state funding does not require any matching funds, some 5307 systems, because of their locations in areas served by a transit authority, must match state funds with local funds.
- Effective FY 2005, Texas changed the formula for allocating state funds. The new formula considers demographic and performance factors.

(Texas' fiscal year is September to August.)

### Texas State Transit Funding: Program Structure and Characteristics

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
All eligible 5311 (non-urban programs)	\$18,681,694	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$18,681,694		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$18,681,694	<b>TOTAL</b>	\$18,681,694	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$18,681,694
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$18,681,694						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> 100% of 5311 funds are allocated to recipients based on 80% needs and 20% performance.					
Eligible 5307 programs in areas between 50,000 and 200,000 pop.	\$10,059,373	General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$10,059,373		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$10,059,373	<b>TOTAL</b>	\$10,059,373	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$10,059,373
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$10,059,373						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> 100% of 5307 funds are allocated to recipients based on 80% needs and 20% performance.					
		<b>\$28,741,067 TOTAL FUNDS</b>							

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

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

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
		General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$
		Interest income	\$			<b>Explain "Other:"</b>	
	Other:		\$	*Includes planning			
	Other:		\$	<b>Additional remarks on this program:</b>			
	Other:		\$				
	Other:		\$				
	Other:		\$				
		<b>TOTAL</b>	\$				

**NO STATE FUNDING PROVIDED  
FOR TRANSIT IN FY 2006.**

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

- State funds in the transit operating budget in FY 2006 totaled \$5,746,599 or \$9.21 per capita.
- State funds are available to Section 5307 recipients that have populations between 50,000 and 200,000 and Section 5311 non-urbanized recipients. There are currently one 5307 and eleven 5311 recipients in Vermont.
- 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: Major Features**

- Total state transit funding for FY 2006 was \$257.6 million for a per capita figure of \$35.01.
- The Commonwealth Transportation Trust Fund provides most state funding for transit in Virginia. Various taxes and fees, including general sales tax, gasoline, and motor vehicle taxes are used to support the fund. About 14.7 percent of the fund was allocated to transit in FY 2006. In FY 2006, there was a special appropriation of state general funds for public transportation in the amount of \$75 million.
- 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 FY 2006, an additional \$33.1 million in state highway funds and toll revenues supported transit projects.

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

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Transit Operating Assistance	\$98,112,000	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$98,112,000	Non-ded.	\$98,112,000
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$98,112,000	<b>TOTAL</b>	\$98,112,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$98,112,000
		Other: Transportation Trust	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$98,112,000				
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> Allocated based on each system's operating expenses as a percentage of the statewide total. The source of fundings is Virginia's Transportation Trust Fund which is a combination of all the funding sources listed except bond proceeds.			
Transit Capital Assistance	\$108,371,000	General sales tax	\$75,000,000	Capital	\$108,371,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$48,371,000
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$108,371,000	<b>TOTAL</b>	\$108,371,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$			<b>TOTAL</b>	\$108,371,000
		Other: Transportation Trust	\$33,371,000			<b>Explain "Other:"</b>	
		Other:	\$			Grant applications	\$48,371,000
		Other:	\$			Direct Appropriations	\$60,000,000
		Other:	\$				
		<b>TOTAL</b>	\$108,371,000				
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> In FY06 \$60M was appropriated for three specific projects. The balance of funds was allocated based on grant application subject to approval by the Commonwealth Transportation.			
		<b>\$206,483,000 SUBTOTAL OF FUNDS</b>					

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Transit & Congestion Management Special Project Assistance	\$5,002,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$5,002,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$5,002,000	<b>TOTAL</b>	\$5,002,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$5,002,000
		Interest income	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> Discretionary grants subject to review and approval by Commonwealth Transportation Board. The funds support congestion management projects, transit technical studies and transit demonstration projects.		<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$5,002,000								
Northern VA Transportation Commission	\$37,500,000	General sales tax	\$	Capital	\$	Dedicated	\$37,500,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$37,500,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$37,500,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$37,500,000	<b>TOTAL</b>	\$37,500,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$37,500,000
		Interest income	\$	<b>*Includes planning</b>		<b>Additional remarks on this program:</b> Funding to support the Northern VA share of the Washington Metropolitan Area Transit Authority's operating expenses.		<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>	\$37,500,000								
	\$206,483,000	<b>Total from Page 1</b>							
	\$248,985,000	<b>SUBTOTAL OF FUNDS</b>							

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
Potomac and Rappahannock Transportation Commission	\$18,571,000	General sales tax	\$	Capital	\$18,571,000	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$		
		Gas tax	\$18,571,000	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$18,571,000	<b>TOTAL</b>	\$18,571,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$18,571,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$18,571,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Funding to support the operating and capital expenses of the Virginia Railway Express (commuter rail), Omni ride (commuter and local bus) and other transportation projects and services.					
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		General sales tax	\$	Capital	\$	Discretionary	\$		
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$		
		Gas tax	\$	Other	\$	Local pass-thru	\$		
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$						
	\$248,985,000	<b>Total from Page 2</b>							
	\$267,556,000	<b>TOTAL FUNDS</b>							

## ■ Washington State Transit Funding: 2006 Major Features

- Total state transit funding for FY 2005-2007 is \$87.2 million. For FY 2006, \$45 million in appropriated funds were programmed for transit projects.
- The population of the state is 6,395,798. The service area population of the 28 transit systems is 5,468,665.
- Most transit agencies are municipal corporations or operate under the authority of county government. Three are operated under the authority of a city government. Voter-approved taxes, fares, federal grants, and other operating revenue fund local transit agencies. In 2006, the total revenue for public transit operations was \$1,640.1 million.
- The most common form of local transit revenue is the sales tax. In 2006, \$985.0 million in sales tax was raised by the local transit agencies. Sound Transit, the regional transit authority, also raises revenue through the motor vehicle excise tax. In 2006, this amounted to \$68.4 million.
- State funding for public transportation and passenger rail services comes from the state Multimodal Transportation Fund. Fees, sales tax on new and used cars, and other non-gas tax revenues are the main source of funding for this account. In 2005, the State Legislature also added weight fees on vehicles that can be used for non-highway projects. The Washington State Constitution prohibits the use of gas tax on non-highway programs.
- In May 2003, the Washington State Legislature passed a 10-year transportation funding program that established new grants for public transportation, special needs/paratransit services, vanpool and commute trip reduction. The new revenue is also available for both capital and operating projects within the passenger rail program.
- In 2005, the Legislature added a 9-cent gas tax and new weight fees on vehicles. Both of these new revenue sources have been challenged. The voters upheld the gas tax increase in a November 2005 election.

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

[Washington DOT's fiscal year is from July to June]

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Rural Mobility Grants	\$7,000,000	General sales tax	\$	Capital	\$450,777	Dedicated	\$7,000,000	Discretionary	\$3,500,000
		Vehicle sales tax	\$	Operating*	\$3,049,223	Non-ded.	\$	Formula-based	\$3,500,000
		Gas tax	\$	Other	\$3,500,000	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,000,000	<b>TOTAL</b>	\$7,000,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,000,000
		Interest income	\$	Formula funds for capital or operating.				<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$7,000,000							
<b>Additional remarks on this program:</b> Competitive and formula grants for transit capital and operating in rural areas. \$3.5 Million in state funds are distributed to the rural and small urban transit agencies that receive less than 80% of the average state per capital sales tax.									
FTA 5311	\$7,945,949	General sales tax	\$	Capital	\$872,445	Dedicated		Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$3,652,085	Non-ded.	\$	Formula-based	
		Gas tax	\$	Other	\$3,421,419	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$7,945,949	<b>TOTAL</b>	\$7,945,949	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$7,945,949
		Interest income	\$	Other funds have not been obligated				<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$7,945,949							
<b>Additional remarks on this program:</b>									
<b>\$14,945,949 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount
Paratransit and Special Needs Grants	\$12,500,000	General sales tax	\$	Capital \$259,102	Dedicated \$12,500,000	Discretionary \$2,750,000
		Vehicle sales tax	\$	Operating* \$2,490,898	Non-ded. \$	Formula-based \$9,750,000
		Gas tax	\$	Other \$9,750,000	Other \$	Local pass-thru \$
		Veh reg/lic/title fees	\$	<b>TOTAL</b> \$12,500,000	<b>TOTAL</b> \$12,500,000	Other \$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b> \$12,500,000
		Interest income	\$	Formula funds for capital and operating for special needs		<b>Explain "Other:"</b>
		Other:	\$	<b>*Includes planning</b>		
		Other:	\$			
		Other:	\$			
		Other:	\$			
<b>TOTAL</b>		\$12,500,000				
<b>Additional remarks on this program:</b> Competitive and formula grants for capital and operating grants for transit services provided to individuals with special needs. \$9.75 Million per year in state grant funds are distributed to 28 public transit agencies based on their expenditures for demand response services in 2003.						
FTA 5310	\$1,886,018	General sales tax	\$	Capital \$1,886,018	Dedicated \$	Discretionary \$
		Vehicle sales tax	\$	Operating* \$	Non-ded. \$	Formula-based \$
		Gas tax	\$	Other \$	Other \$	Local pass-thru \$
		Veh reg/lic/title fees	\$	<b>TOTAL</b> \$1,886,018	<b>TOTAL</b> \$1,886,018	Other \$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b> \$1,886,018
		Interest income	\$			<b>Explain "Other:"</b>
		Other:	\$	<b>*Includes planning</b>		
		Other:	\$			
		Other:	\$			
		Other:	\$			
<b>TOTAL</b>		\$1,886,018				
	<b>\$14,945,949</b>	<b>Total from Page 1</b>				
	<b>\$29,331,967</b>	<b>SUBTOTAL OF FUNDS</b>				

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
JARC FTA 5316	\$1,220,096	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$1,220,096
		Gas tax	\$	Other	\$1,220,096	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,220,096	<b>TOTAL</b>	\$1,220,096	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,220,096
		Interest income	\$	No 2006, 5316 funds were obligated.				<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$1,220,096							
<b>Additional remarks on this program:</b> Combined small urban and rural apportionments; \$758,209 and \$461,887 respectively.									
Vanpool Grants	\$4,450,000	General sales tax	\$	Capital	\$4,450,000	Dedicated	\$4,450,000	Discretionary	\$4,450,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$4,450,000	<b>TOTAL</b>	\$4,450,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$4,450,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other:	\$	<b>*Includes planning</b>					
		Other:	\$						
		Other:	\$						
		Other:	\$						
<b>TOTAL</b>		\$4,450,000							
<b>\$29,331,967</b>	<b>Total from Page 2</b>								
<b>\$35,002,063</b>	<b>SUBTOTAL OF FUNDS</b>								
<b>Additional remarks on this program:</b> Grants to expand van pooling programs. Can be used for capital purchases of new vans only. In 2006, \$3.9 Million was added in a supplemental budget request to the \$5.0 Million already appropriated for the 2005-2007 biennium, totaling \$8.9 Million.									

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

State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Commuter Trip Reduction	\$2,853,000	General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$2,853,000	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$2,853,000	<b>TOTAL</b>	\$2,853,000
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$2,853,000
		Interest income	\$	Other includes planning, implementation and public awareness	<b>Explain "Other:"</b>		
		Other:	\$	<b>*Includes planning</b>			
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$2,853,000	<b>Additional remarks on this program:</b> This program is required under state law. Funds are passed through to nine counties based on the number of affected worksites and the performance of the trip reduction program the previous year. These figures represent half of biennial funding appropriated by the Washington State Legislature to reduce trips among affected worksites across the state. Figures include commuter trip reduction implementation, public awareness, and planning.			
Trip Reduction Performance	\$750,000	General sales tax	\$	Capital	\$	Dedicated	\$750,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$750,000	<b>TOTAL</b>	\$750,000
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$750,000
		Interest income	\$	<b>*Includes planning</b>	<b>Explain "Other:"</b>		
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$750,000	<b>Additional remarks on this program:</b> Develop a market to reduce trips. This innovative competitive grant program purchases trip reduction based on an annualized rate. The trip reduction cost must be less than the cost of expanding capacity on the road.			
	\$35,002,063	<b>Total from Page 3</b>					
	\$38,605,063	<b>SUBTOTAL OF FUNDS</b>					

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
5317 New Freedom	\$733,740	General sales tax	\$	Capital	\$	Dedicated	\$
		Vehicle sales tax	\$	Operating*		Non-ded.	\$733,740
		Gas tax	\$	Other	\$733,740	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$733,740	<b>TOTAL</b>	\$733,740
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$				<b>TOTAL</b> \$733,740
		Other:	\$				<b>Explain "Other:"</b>
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$733,740				
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> Total includes small urban and rural apportionments; \$472,243 and \$261,497 respectively. No appropriated funds for 2006 New Freedom have been spent.</p>							
		General sales tax	\$	Capital	\$	Dedicated	
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$
		Gas tax	\$	Other	\$	Other	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>		<b>TOTAL</b>	
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>	
		Interest income	\$				<b>TOTAL</b>
		Other:	\$				<b>Explain "Other:"</b>
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>					
	\$38,605,063	<b>Total from Page 4</b>					
	\$39,338,803	<b>TOTAL FUNDS</b>					

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

- Total state transit funding in FY 2006 was \$2.3 million or \$1.24 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.)

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Operating Assistance to Rural Transit (5311)	\$1,258,342	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$1,258,342
		Vehicle sales tax	\$	Operating*	\$1,258,342	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,258,342	<b>TOTAL</b>	\$1,258,342	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,258,342
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General Revenue	\$1,258,342						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	<b>TOTAL</b>	\$1,258,342							
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> 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.					
<hr/>									
Match for Statewide Capital Discretionary FTA 5309 Grants	\$1,000,000	General sales tax	\$	Capital	\$1,000,000	Dedicated	\$	Discretionary	\$1,000,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,000,000	<b>TOTAL</b>	\$1,000,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,000,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: General Revenue	\$1,000,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
	<b>TOTAL</b>	\$1,000,000							
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> 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.					
<hr/>									
<b>\$2,258,342 TOTAL FUNDS</b>									

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

- Total state transit funding in FY 2006 was just over \$113.4 million, for a current per capita funding level of \$20.41.
- State funding covers about 38 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.)

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

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Survey of State Funding for Public Transportation

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
State Transit Operating Assistance	\$100,634,600	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$100,634,600	Non-ded.	\$	Formula-based	\$100,634,600
		Gas tax	\$33,544,867	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$33,544,867	<b>TOTAL</b>	\$100,634,600	<b>TOTAL</b>	\$100,634,600	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$100,634,600
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Other fees and revenues	\$33,544,866						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$100,634,600						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Based on equalized percentages of combined state and federal operating expenses within 3-tier system based on system size.					
<hr/>									
Transportation Employment and Mobility Program	\$336,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$336,000
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$112,000	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$112,000	<b>TOTAL</b>	\$336,000	<b>TOTAL</b>	\$336,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$336,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Other fees and revenues	\$112,000						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$336,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Grants emphasizing transportation services that link low-income individuals with jobs & that encourage innovative alternatives to driving alone. Eligible projects include transit, bike, pedestrian, TMA formation, planning and access-to-jobs initiatives, including private-sector pilot efforts.					
<hr/>									
<b>\$100,970,600 SUBTOTAL OF FUNDS</b>									

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

State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount		Method of Distribution by Amount		
	Total Prog. Funds	State Sources of Funding							
County Elderly and Disabled Program	\$10,373,000	General sales tax	\$	Capital	\$	Dedicated	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$10,373,000
		Gas tax	\$3,457,667	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$3,457,667	<b>TOTAL</b>	\$10,373,000	<b>TOTAL</b>	\$10,373,000	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$10,373,000
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Other fees and revenues	\$3,457,666						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$10,373,000						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Provides aid to counties for specialized transit services to the elderly and disabled communities.					
Elderly and Disabled Capital Assistance Program	\$921,900	General sales tax	\$	Capital	\$921,900	Dedicated	\$	Discretionary	\$921,900
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$307,300	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$307,300	<b>TOTAL</b>	\$921,900	<b>TOTAL</b>	\$921,900	Other	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$921,900
		Interest income	\$					<b>Explain "Other:"</b>	
		Other: Other fees and revenues	\$307,300						
		Other:	\$						
		Other:	\$						
		Other:	\$						
Other:	\$								
		<b>TOTAL</b>	\$921,900						
				<b>*Includes planning</b>					
				<b>Additional remarks on this program:</b> Used to acquire vehicles for elderly and disabled transportation services. Grants made primarily to private, non-profit organizations and local public bodies.					
		<b>\$100,970,600 Total from Page 1</b>							
		<b>\$112,265,500 SUBTOTAL OF FUNDS</b>							

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

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State Programs	FY 2006 Total Prog. Funds	State Sources of Funding	Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount	
Intercity Passenger Rail	\$1,146,041	General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$382,014	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$382,014	<b>TOTAL</b>	\$1,146,041	<b>TOTAL</b>	\$1,146,041
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$1,146,041
		Interest income	\$			<b>Explain "Other:"</b>	
		Other: Other fees and revenue	\$382,014				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$1,146,041				
				<b>*Includes planning</b>			
				<b>Additional remarks on this program:</b> Funding for Wisconsin's share of the cost of AMTRAK service between Milwaukee and Chicago.			
<hr/>							
		General sales tax	\$	Capital	\$	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$	<b>TOTAL</b>	\$
		Bond proceeds	\$	<b>Explain "Other:"</b>	<b>Explain "Other:"</b>	<b>TOTAL</b>	\$
		Interest income	\$			<b>Explain "Other:"</b>	
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		Other:	\$				
		<b>TOTAL</b>	\$				
	\$112,265,500	<b>Total from Page 2</b>					
	<b>\$113,411,541</b>	<b>TOTAL FUNDS</b>					

## ■ Wyoming State Transit Funding: Major Features

- Total state transit funding in FY 2006 was just under \$2.4 million or \$4.64 per capita.
- Gas tax revenues are restricted to highway use only. Transit funds can only come from other portions of the state highway fund, or State General Funds.
- During FY 2006, Wyoming DOT did not flex any dollars of congestion mitigation air quality (CMAQ) funds to the public transit program.
- During FY 2005, Wyoming did not receive an FTA Section 5309 capital discretionary funding appropriation.
- Other funding sources for Wyoming public transit are local match funds and FTA Sections 5311, 5311i, the Rural Transit Assistance Program (RTAP), 5304, 5310, 5303, 5307, and 5311(f), Intercity Bus..

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

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

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State Programs	FY 2006		Dollar Amounts	Eligible Uses by Amount	Type of Funding by Amount	Method of Distribution by Amount			
	Total Prog. Funds	State Sources of Funding							
Operating and Capital Assistance	\$1,500,000	General sales tax	\$	Capital	\$	Dedicated	\$1,500,000	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$1,500,000	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$1,500,000	<b>TOTAL</b>	\$1,500,000	Other	\$1,500,000
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$1,500,000
		Interest income	\$	Operating and admin		Legislated		<b>Explain "Other:"</b>	
		Other: Statutory funds	\$1,500,000					Legislated	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$1,500,000						
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> Allocated to local transit providers to supplement and help match 5307 and 5311 funding.</p>									
Transportation Enterprise Fund	\$888,281	General sales tax	\$	Capital	\$888,281	Dedicated	\$888,281	Discretionary	\$
		Vehicle sales tax	\$	Operating*	\$	Non-ded.	\$	Formula-based	\$
		Gas tax	\$	Other	\$	Other	\$	Local pass-thru	\$
		Veh reg/lic/title fees	\$	<b>TOTAL</b>	\$888,281	<b>TOTAL</b>	\$888,281	Other	\$888,281
		Bond proceeds	\$	<b>Explain "Other:"</b>		<b>Explain "Other:"</b>		<b>TOTAL</b>	\$888,281
		Interest income	\$888,281					<b>Explain "Other:"</b>	
		Other:	\$					Interest from Trust Fund	
		Other:	\$						
		Other:	\$						
		Other:	\$						
		Other:	\$						
		<b>TOTAL</b>	\$888,281						
<p><b>*Includes planning</b></p> <p><b>Additional remarks on this program:</b> Purchase of public transit vehicles.</p>									
<b>\$2,388,281 TOTAL FUNDS</b>									

## 3.0 Overview of State and Local Ballot Initiatives

### ■ Overview

The trend of voter-approved investment in public transportation declined in 2006, with 41 of 62 ballot measures being passed by voters (67% approval rate in 2006 compared to 82% in 2005). The number of transit-related referenda was about twice that considered during 2005 (28 ballot issues). Though the 2006 approval rate declined, the rate has remained well above 50% since 2003 (82% in 2005, 80% in 2004, 64% in 2003, and 46% in 2002).

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

Table 3.1 shows the ballot results by funding type. A total of 55 ballot issues dealt with funding initiatives. Thirty-four of these initiatives relied on new, increased, or renewed sales taxes and nineteen relied on new, increased, or renewed property taxes. While most of the property tax ballot initiatives were passed (89%), only half (50%) of the sales tax initiatives were passed.

**Table 3.1 2006 Ballot Results, by Type of Initiative**

Initiative Type	Total	Approved by Voters	
		Number	Percent
All Initiatives	62	41	67%
■ Funding Initiatives Only	55	36	65%
● Sales Tax, New	15	7	47%
● Sales Tax, Increase	13	5	38%
● Sales Tax, Renewal	6	5	83%
● Property Tax, New	7	6	86%
● Property Tax, Increase	6	5	83%
● Property Tax, Renewal	6	6	100%
● Bond Issue	1	1	100%
● Reallocate Fuel Tax	1	1	100%

### ■ Ballot Initiatives Approved by Voters

Table 3.2 summarizes the 41 ballot issues approved by voters in 2006.

**Table 3.2 Approved Ballot Initiatives**

	Date	State	City	Initiative
1	5/2/2006	OH	Stark County	The Stark Area Regional Transit Authority asked voters for a new five-year extension of a .25 cent sales tax that expires in 2007. The tax was approved in 1997 and renewed in 2002. The tax generates approximately \$11.5 million annually for bus service in Stark County. 57% yes
2	5/9/2006	WV	Kanawha County	Voters overwhelmingly passed a measure to renew a property tax levy to support local transportation, ambulance, and emergency services. This measure will generate \$13 million in revenue, of which \$6.18 million will support the regional transportation authority. The levy is for 6.09 cents per \$100 of property evaluation, or 14 cents a day for the owner of a house assessed at \$70,000
3	5/9/2006	WV	Cabell County	Voters approved a 5-year property tax levy to benefit the transit authority.
4	5/9/2006	WV	Parkersburg	Voters renewed the operating levy that supports the Mid-Ohio Valley Transit Authority. It will generate \$1.1 million a year for the transit authority.
5	5/16/2006	AZ	Tucson	On May 16, voters approved a \$2.1 billion half-cent sales tax increase for transportation. 60% yes
6	5/16/2006	AZ	Tucson	On May 16, voters approved a regional transportation plan. 58% yes
7	8/8/2006	MI	Benzie County	County voters considered a 5-year, .5 mills increase for local transit service. The ballot measure will generate \$500K annually. 58% yes
8	8/8/2006	MI	Delta County	Voters approved millages of up to .60 mills in Escanaba and Gladstone Townships, and up to .50 mills in Maple Ridge Township.
9	8/8/2006	MI	Flint	Voters approved the ninth consecutive millage for the Mass Transportation Authority--a renewal of the current 0.40 mill tax rate.
10	8/8/2006	MI	Ingham County	Voters approved an additional .08 mills for five years for public transportation primarily serving seniors and persons with disabilities through out the Capital Area Transportation Authority. The new tax is in addition to the existing 0.40 millage set to expire in 2010.
11	8/8/2006	MI	Kalkaska County	County voters considered a 0.25 mills increase for five years to support the Kalkaska Public Transportation Authority. The tax will raise an estimated \$160K annually. 60% yes
12	8/8/2006	MI	Macomb County	The Suburban Mobility Authority for Regional Transportation (SMART), which provides bus service in the Detroit suburbs, asked Wayne, Oakland, and Macomb counties to put a 4-year, 0.6-mill property tax renewal on the Aug. 8 primary ballot. The millage, which generates about \$50 million annually and represents about half the agency's budget, expires Nov. 30. 70% yes
13	8/8/2006	MI	Manistee County	County officials asked voters to raise an estimated \$300K annually over the next 7 years with a .33 mills tax levy. Funding will support and expand the county's Dial-a-Ride public transportation service. 76% yes
14	8/8/2006	MI	Oakland County	The Suburban Mobility Authority for Regional Transportation (SMART), which provides bus service in the Detroit suburbs, asked Wayne, Oakland, and Macomb counties to put a 4-year, 0.6-mill property tax renewal on the Aug. 8 primary ballot. The millage, which generates about \$50 million annually and represents about half the agency's budget, expires Nov. 30. 76% yes

**Table 3.2 Approved Ballot Initiatives (continued)**

	Date	State	City	Initiative
15	8/8/2006	MI	Van Buren County	Voters approved the county's first tax dedicated to public transportation purposes. The measure set the 50-year property tax rate at up to 0.25 of a mill, or a maximum of an estimated \$25 per year on a property with a taxable value of \$100,000.
16	8/8/2006	MI	Wayne County	The Suburban Mobility Authority for Regional Transportation (SMART), which provides bus service in the Detroit suburbs, asked Wayne, Oakland, and Macomb counties to put a 4-year, 0.6-mill property tax renewal on the Aug. 8 primary ballot. The millage, which generates about \$50 million annually and represents about half the agency's budget, expires Nov. 30. 70% yes
17	8/8/2006	MI	Wexford County	Wexford voters considered two ballot measures--one measure to renew for four more years a .4 mills levy worth \$360K annually (70% yes). The second measure will provide a new, 4-year .2 mills tax to raise \$180K annually. Both measures fund public transportation (61% yes)
18	11/7/2006	AZ	Statewide	Proposition 104, sponsored by the Arizona Legislature, amended the Arizona Constitution to allow incorporated cities and towns to include debt for the acquisition and development of public safety, law enforcement, fire and emergency facilities, and streets and transportation facilities in the 20% debt limit. 59% yes
19	11/7/2006	CA	Statewide	Proposition 1A--known as Transportation Funding Protection--closed the loophole that allowed state legislators to divert revenue from the gasoline sales tax to other state needs.
20	11/7/2006	CA	Statewide	Proposition 1B--Improvements now to sustain the economy and quality of life. This element of the Rebuild California Plan provides \$20 billion to expand and repair the most dangerous and congested highways, with funds for public transit and to reduce air pollution.
21	11/7/2006	CA	Statewide	Proposition 1C--The Housing and emergency Shelter Trust Fund Act of 2006 includes the following transportation related programs: (1) Regional Planning, Housing and Infill Incentive Account. \$850 million for incentive capital grants for infill housing and parks, water, sewer, and transportation improvements, traffic mitigation, and environmental cleanup of brown fields (contaminated properties) associated with infill development, of which no more than \$200 million is allocated for parks; (2) Transit-oriented Development Implementation Program--\$300 million for loans to cities, counties, transit agencies, and developers for housing and other uses developed in close proximity to a transit station.
22	11/7/2006	CA	Fresno County	The Measure C Reauthorization Steering Committee asked voters to renew Measure "C", a half-cent sales tax for transportation. The current tax is scheduled to expire at the end of the year. 77% yes
23	11/7/2006	CA	Orange County	OCTA officials placed a 30-year renewal of Measure M on the ballot. The extension will raise an estimated \$11.8 billion. Without an extension, Measure M would expire in 2010. Measure M funds transportation improvement projects in three distinct areas: 1) Freeways; 2) Streets and Roads; and 3) Transit. 68% yes

**Table 3.2 Approved Ballot Initiatives (continued)**

	Date	State	City	Initiative
24	11/7/2006	CA	Tulare County	This measure allows Transportation Authority (“TCTA”) to be implemented, imposing a one-half (½) cent retail transactions and use tax countywide within Tulare County. The tax will be effective for thirty (30) years and may fund the construction, maintenance, improvement, and operation in Tulare County of streets, roads, and highways, and the construction, improvement, and operation of public transit systems as provided in the 2006 ½ Cent Transportation Sales Tax Measure Expenditure Plan (“Expenditure Plan”) adopted by the TCTA. 67% yes
25	11/7/2006	CA	San Joaquin County	Voters considered a renewal of Measure K, a half cent sales tax. The renewal would set aside 30% of total revenue for public transportation. The measure could generate \$2.5 billion over 30 years. 77% yes
26	11/7/2006	MI	Holland & Holland Township	Voters in Holland and Holland Township were asked to approve a tax to expand Macatawa Area Express bus service. The MAX Transportation Authority approved asking for 0.4 mills, which would raise up to \$973,000 annually for five years. 61% yes
27	11/7/2006	MI	Kalamazoo and Kalamazoo County	Voters approved a request to levy up to 0.45 mills to operate and provide public transportation to the county of Kalamazoo for two years. The transit agency said this is the first time the entire county has been asked to support a transit millage, rather than just the city of Kalamazoo.
28	11/7/2006	MN	Statewide	Voters were asked to consider a constitutional amendment to dedicate car and truck sales taxes solely to transportation. The change would generate approximately \$300 million annually. 57% yes
29	11/7/2006	MO	Kansas City	A citizen-petitioned ballot initiative extends a 3/8s cent sales tax for 25 years (beginning in 2009) to fund projects including rail, transit, and a new gondola project. 54% yes
30	11/7/2006	NJ	Statewide	This ballot initiative will dedicate an additional \$78 billion to the current \$468 million dedication. This amendment does not change the motor fuels tax rates. Rather, it dedicates an additional portion of the existing motor fuels tax to funding the state transportation system. A no vote would have left the dedication at the existing 9 cents per gallon.
31	11/7/2006	OH	Delaware County	Central Ohio Transit Authority Board approved a 10-year .25 percent sales tax levy on the November ballot. The tax will provide an estimated \$45 million annually for regional transit. 51% yes
32	11/7/2006	OH	Fairfield County	Central Ohio Transit Authority Board approved a 10-year .25 percent sales tax levy on the November ballot. The tax will provide an estimated \$45 million annually for regional transit. 51% yes
33	11/7/2006	OH	Franklin County	Central Ohio Transit Authority Board approved a 10-year .25 percent sales tax levy on the November ballot. The tax will provide an estimated \$45 million annually for regional transit. 51% yes
34	11/7/2006	OH	Licking County	Central Ohio Transit Authority Board approved a 10-year .25 percent sales tax levy on the November ballot. The tax will provide an estimated \$45 million annually for regional transit. 51% yes
35	11/7/2006	RI	Statewide	The Rhode Island Public Transit Authority (RIPTA) asked voters to approve \$2,350,829 in GO bonds to provide the local share of federal capital funding for the development of a new bus storage, maintenance, and administrative facility. 75% yes

**Table 3.2 Approved Ballot Initiatives (continued)**

	Date	State	City	Initiative
36	11/7/2006	TX	Grapevine	The City Council voted unanimously in favor of a sales tax referendum. Voters were asked to approve a 1/2 cent sales tax to fund commuter rail service connecting the city to Fort Worth. The sales would generate an estimated \$9 million annually for the rail line. 73% yes
37	11/7/2006	UT	Salt Lake County	A 1/4 cent sales tax increase was approved by Utahans to fund the building of more TRAX lines, roadways (including the new Mountain View Corridor), and commuter rail. The exact order and priority of the projects will be decided by local government officials. With Proposition 3's increased funding, many road and rail projects planned for completion 30 years from now can be finished by 2015. 64% yes
38	11/7/2006	UT	Utah County	Utah County residents voted for the Opinion Question, which funds critical transportation projects with a one-quarter of 1% sales tax increase. 87% of the funds generated by the increase will go toward funding and operating the new Front Runner Commuter Rail service to Salt Lake County. 69% yes
39	11/7/2006	WA	King County	The King County Commission approved a new sales tax measure for the November ballot. The .1 cent increase would fund bus service. The levy would raise an estimated \$50 million annually for transit. 56% yes
40	11/7/2006	WA	Seattle	Mayor Nickels proposed a \$1.8 billion tax increase to pay for Seattle's backlog of street, bridge, and sidewalk repairs, plus a host of transit, bike path, and safety improvements. The package will be funded through a mix of property taxes, new taxes on commercial parking lots, and an employer tax. The new parking and employer taxes could be imposed without voter approval. 54% yes
41	11/7/2006	WA	Selah City	Voters approved a measure to pay for bus service with a three-tenths of a cent increase in the city's sales tax. Currently the service is funded by a grant that is set to expire June 30, 2007. 62% yes

■ **Ballot Initiatives Defeated by Voters**

Voters defeated 21 initiatives (33% of total) during 2006. California accounted for over half (12 of 21) of the ballot defeats. California voters defeated seven ballots requesting new sales taxes and five ballots requesting increases (4) or renewal (1) of sales taxes. Table 3.3 summarizes the defeated funding initiatives.

**Table 3.3 Defeated Ballot Initiatives**

	Date	State	City	Initiative
1	5/16/2006	AZ	Flagstaff	A transportation finance package that included a transportation sales tax increase from .0017 to .0033 cents, removal of sales and transit tax sunset dates, and an increase in city expenditure limits by \$25 million, to \$100 million annually. 47%
2	5/16/2006	CA	Merced County	After failing to garner the required 2/3 majority vote in 2002, voters again failed to meet the required 67% to pass Measure G, a sales tax increase that would have raised the city's sales tax to 8.25 percent. 63% yes - needed 67%
3	5/16/2006	CA	Stanislaus County	Failed to pass a measure that would have imposed a 30-year 5% retail transactions and use tax for local transportation purposes.
4	5/16/2006	OR	Salem	A five-year property tax increase plan to support expanded bus service and other transit projects in the Salem-Keizer area. The increase would generate approximately \$28 million over five years. The measure passed but tax increases require at least 50% of all registered voters to participate. Officials may resubmit the measure in November 2006. 52% yes
5	6/6/2006	CA	Monterey County	The Transportation Agency for Monterey County voted to ask the Board of Supervisors to place a half cent sales tax on the 2006 ballot. The new tax would fund 14 different transportation plan projects, including rail and bus service. 57% yes - needed 67%
6	6/6/2006	CA	Napa County	After an unsuccessful attempt in 2004, voters again defeated an initiative to fund transportation improvements in the county with a half cent sales tax. The tax would generate \$537 million over thirty years. Six percent of the revenue would be dedicated to transit. 52% yes - needed 67%
7	6/6/2006	CA	Santa Clara County	County officials put a quarter-cent sales tax measure on the ballot. The revenue would fund a variety of projects, including a BART extension to San Jose. 42% yes
8	6/6/2006	CA	Solano County	The Solano County Board of Supervisors unanimously approved a proposed 30-year, half-cent sales tax increase. Nineteen percent of the total funding would support commuter and senior transit. The measure would raise an estimated \$1.57 billion. 46% yes
9	6/13/2006	ND	Bismarck	A six and a half year, half-cent sales tax increase to be dedicated to a wide array of local infrastructure and facilities projects, including the local transit system. The tax was expected to raise \$32 million. 33% yes
10	8/8/2006	MI	Delta County	Voters in Wells Township defeated a measure to provide for millages of up to .30 mills for the Delta Area Transit Authority.
11	11/7/2006	CA	Kern County	Voters considered Measure I--a 20-year, half cent sales tax increase. The measure would generate an estimated \$1 billion over the life of the tax. Projects would include roads and public transportation. 56% yes - needs 67%
12	11/7/2006	CA	Marin County	The Sonoma-Marina Area Rail Transit agency placed a two-county, quarter-cent sales tax measure on the November ballot to fund passenger rail service from Cloverdale to Larkspur. The system is expected to cost \$340 million to build and \$10 million to \$12 million a year to operate and maintain. 57% yes - needs 67%
54	11/7/2006	CA	Sonoma County	The Sonoma-Marina Area Rail Transit agency placed a two-county, quarter-cent sales tax measure on the November ballot to fund passenger rail service from Cloverdale to Larkspur. The system is expected to cost \$340 million to build and \$10 million to \$12 million a year to operate and maintain. 69% yes <b>NOTE: The defeat of this measure in Marin County means the overall funds are not approved for Sonoma County.</b>

**Table 3.3 Defeated Ballot Initiatives (continued)**

	<b>Date</b>	<b>State</b>	<b>City</b>	<b>Initiative</b>
14	11/7/2006	CA	Merced County	Measure G would raise the sales tax in the city of Merced to 8.25 percent, generating \$446 million for transportation improvements over the next 30 years. 61% yes - needs 67%
15	11/7/2006	CA	Santa Barbara County	Local officials asked voters to extend Measure D, a half cent sales tax for transportation. The 30-year extension would raise an estimated \$1 billion. Officials were also considering a new quarter cent levy to supplement local projects. The funding plan called for increased funding for transit, bicycle, and safe routes to school. 54% yes - needs 67%
16	11/7/2006	CA	Stanislaus County	Measure K would have provided for the imposition of a one-half of one percent retail transactions and use tax by the Stanislaus County Transportation Authority for local transportation purposes for a period of 30 years. 57% - needs 67%
17	11/7/2006	CO	Boulder County	Issue 1A would have funded improvements to public transit, provided incentives to increase transit use, and dramatically improved the countywide trail network for commuting and recreation. It was based on a 0.2% countywide sales tax (that is 2 cents on a ten dollar purchase) that would decrease to 0.05% after December 31, 2020. The transit and trails plans were developed with broad public input, and input from every municipality in the county. 42% yes
18	11/7/2006	FL	Broward County	County Commissioners approved sending to the voters a 30-year, 1 cent sales tax increase for transportation. The tax would fund a \$12.6 billion transit investment plan. Of the total, \$5.4 billion would fund new buses, commuter rail, and light rail. 39% yes
19	11/7/2006	WA	Spokane	Prop 1 - Voters decided on a light rail advisory. This measure would allow STA to identify funding sources and create a funding plan for constructing a light rail system. 44% yes
20	11/7/2006	WA	Spokane	Prop 2 - The measure would allow STA to begin purchase of right of way and preliminary design for the project. 46% yes
21	11/7/2006	WA	Union Gap	Voters defeated a plan to raise the sales tax from 7.9 percent to 8.1 percent to cover expanded bus services. The cost quoted for running the bus in Union Gap was \$351,803. defeated by 9 votes

**End Notes**

<sup>i</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>.

## State Transit Program Contacts

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