

May 1, 2006

To the Reader:

The American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and the U.S. Department of Transportation Bureau of Transportation Statistics (BTS) are proud to release this joint 2005 Survey of State Funding for Public Transportation. The transportation departments in all 50 states and the District of Columbia responded to the survey.

States provided \$9.5 billion in funding for transit in Fiscal Year 2005 (FY 2005). This compares with about \$7.3 billion in funding provided by the Federal Transit Administration (FTA) of the U.S. Department of Transportation that same year. The \$9.5 billion in state funding for FY 2005 is more than double the \$3.7 billion provided by the states in FY 1990.

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

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

About 48 per cent of the state funding for transit in FY 2005 was designated for operating assistance only, about 19 per cent was for capital purposes only, and the remaining nearly 31 per cent could be used for capital or operating purposes.

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

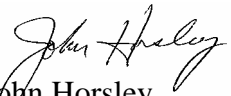
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The report is available on the AASHTO web site at [www.transportation.org](http://www.transportation.org), and at the APTA web site at [www.apta.com](http://www.apta.com).

Sincerely,

  
John Horsley  
Executive Director  
AASHTO

  
William W. Millar  
President  
APTA

  
William Bannister  
Acting Deputy Director  
BTS

# Survey of State Funding for Public Transportation

*2005*



Prepared by the Department of Transportation  
Bureau of Transportation Statistics

# Characteristics of State Funding for Public Transportation--2005

The following report provides a summary of state transit funding for the 50 states and the District of Columbia. Information includes funding sources and amounts, programs, eligible uses and allocation, and per capital state transit funding. The report also includes an overview of the results of transit-related state and local ballot initiatives held in 2005. The report was prepared by the Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Survey Programs.

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# 1.0 Introduction

## ■ Background

This report is the 25<sup>th</sup> compilation of information on state funding of public transportation. The 2005 report was prepared under the auspices of the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transit Association (APTA). It was prepared by the Bureau of Transportation Statistics, Office of Survey Programs.

## ■ Summary Observations

A review of state funding levels over the intervals displayed in Table 1.1 shows that, compared to 1995, the total amount of funds currently programmed for public transit has more than doubled (up \$4.8 billion). In fact, of the 47 states who reported funding in both 1995 and 2005, 39 had increased funding levels ranging from \$212,792 (New Hampshire) to \$1.1 billion (California).

Compared to 2000, funding levels in 2005 increased a total of \$2 billion. In addition, of the 45 states who reported data in 2000, 30 increased funds in 2005. Five states showed no change in funding levels (these five provide no transit funding) and 10 states showed a decline in funding ranging from \$39,135 (Nebraska) to \$298,170,310 (Georgia).

- Six of seven states that provided no funding for transit in 1990 (Arkansas, Idaho, New Mexico, North Dakota, South Dakota, and Wyoming) reported a total of \$16.6 million allotted to transit in 2005.
- Four of eight states that provided no funding for transit in 2000 (Alaska, Arkansas, New Mexico, and New Hampshire) reported a total of \$65.7 million allotted for transit in 2005.
- Compared to 1990, seven states (Delaware, California, Oklahoma, Washington, Kansas, North Carolina, and Mississippi) increased funding levels ranging from 10 times to 25 times their 1990 level while Arizona's and Alaska's funding levels were 52 and 53 times the funds allotted in 1990.
- Compared to 2000, ten states (Delaware, Idaho, Maryland, North Carolina, Minnesota, Oregon, Maine, South Dakota, Montana, and Mississippi) increased their funds from 2 to 7 times their 2000 level while Arizona's 2005 funding level was 61 times the funds allotted in 2000.

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

**Table 1.1 State Funding of Public Transit-1990, 1995, 2000, 2005**

State	1990	1995	2000	2005
Alabama	\$453,600	\$0	\$0	\$0
Alaska	\$1,128,607	\$0	\$0	\$59,850,000
Arizona	\$382,961	\$445,000	\$329,096	\$20,068,000
Arkansas	\$400,000	\$331,900	\$0	\$2,800,000
California	\$113,579,750	\$340,162,248	\$1,344,778,819	\$1,399,800,143
Colorado	\$0	\$0	\$0	\$0
Connecticut	\$87,614,575	\$113,241,041	\$163,266,135	\$206,440,541
Delaware	\$7,406,200	NR	\$35,685,145	\$72,600,000
DC	\$115,007,775	\$123,051,000	NR	\$212,050,288
Florida	\$23,214,100	\$89,510,720	\$92,724,263	\$149,738,231
Georgia	\$1,295,589	\$1,892,582	\$306,393,067	\$8,222,757
Hawaii	\$350,000	\$0	\$0	\$0
Idaho	\$0	\$0	\$136,000	\$312,000
Illinois	\$266,813,600	\$264,992,700	\$467,622,300	\$445,600,000
Indiana	\$16,623,895	NR	\$29,201,270	\$37,046,940
Iowa	\$5,367,893	\$7,464,513	\$10,411,432	\$10,140,000
Kansas	\$390,000	\$1,000,000	\$6,000,000	\$6,000,000
Kentucky	\$468,098	\$612,196	NR	\$1,400,000
Louisiana	\$3,000,000	NR	NR	\$4,962,500
Maine	\$1,949,042	\$392,000	\$420,000	\$1,555,000
Maryland	\$271,066,348	\$349,848,000	\$273,843,580	\$727,433,000
Massachusetts	\$357,508,623	\$531,895,787	\$771,356,463	\$1,197,137,541
Michigan	\$132,816,959	\$124,400,599	\$187,197,690	\$195,149,300
Minnesota	\$38,071,015	\$47,988,633	\$80,289,455	\$254,527,000
Mississippi	\$32,040	0	\$115,185	\$800,000
Missouri	\$0	\$1,495,000	\$17,029,357	\$6,600,000
Montana	\$71,250	\$75,000	\$75,000	\$415,197
Nebraska	\$1,500,000	\$1,529,843	\$1,539,135	\$1,500,000
Nevada	\$320,000	\$437,748	NR	\$95,000
New Hampshire	\$1,166,756	\$12,208	\$0	\$225,000
New Jersey	\$235,225,000	\$458,704,000	\$509,237,000	\$910,584,000
New Mexico	\$0	NR	\$0	\$2,830,000
New York	\$1,422,752,000 <sup>1</sup>	\$1,356,600,000	\$1,926,571,085	\$2,169,005,000
North Carolina	\$5,934,875	\$22,138,279	\$38,246,921	\$111,724,897
North Dakota	\$0	\$761,329	\$1,665,933	\$2,203,657
Ohio	\$32,350,882	\$29,232,523	\$42,348,466	\$18,300,000
Oklahoma	\$259,042	\$951,497	\$3,530,125	\$3,250,000
Oregon	\$6,933,258	\$44,689,000	\$15,553,262	\$26,140,529
Pennsylvania	\$425,666,677	\$628,400,000	\$731,800,000	\$835,223,000
Rhode Island	\$15,253,694	\$19,121,259	\$36,822,442	\$34,847,617
South Carolina	NR	\$4,140,384	\$4,234,189	\$5,943,000
South Dakota	\$0	\$300,000	\$397,061	\$1,891,229
Tennessee	\$9,860,000	\$12,458,000	\$22,291,000	\$34,196,000
Texas	\$8,831,085	\$17,200,000	\$27,945,051	\$29,741,067
Utah	NR	\$139,929	\$0	\$0
Vermont	\$668,644	\$860,917	NR	\$6,266,976
Virginia	\$73,555,000	\$78,248,186	\$163,959,344	\$157,600,000
Washington	\$2,220,900	\$6,434,900	\$84,455,509	\$30,423,000
West Virginia	\$1,261,903 <sup>2</sup>	\$1,537,898	\$1,395,489	\$2,258,342
Wisconsin	\$53,439,491	\$77,321,415	\$100,448,100	\$109,438,341
Wyoming	\$0	\$976,736	NR	\$2,955,511
<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>

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

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

**Table 1.2 Federal and State Funding for Public Transit-1995, 2000, 2005**

State	1995		2000		2005	
	Federal	State	Federal	State	Federal	State
Alabama	\$16,902,560	\$0	\$49,114,988	\$0	\$54,094,510	\$0
Alaska	\$4,841,362	\$0	\$40,378,506	\$0	\$38,432,436	\$59,850,000
Arizona	\$41,261,418	\$445,000	\$14,709,692	\$329,096	\$153,565,011	\$20,068,000
Arkansas	\$8,488,925	\$331,900	\$48,283,188	\$0	\$26,317,868	\$2,800,000
California	\$649,601,617	\$340,162,248	\$803,945,774	\$1,344,778,819	\$1,153,279,693	\$1,399,800,143
Colorado	\$29,280,952	\$0	\$88,173,455	\$0	\$147,594,783	\$0
Connecticut	\$72,346,978	\$113,241,041	\$97,120,786	\$163,266,135	\$111,299,136	\$206,440,541
Delaware	\$11,593,982	NR	\$11,081,572	\$35,685,145	\$10,655,120	\$72,600,000
DC	\$170,047,436	\$123,051,000	\$81,882,945	NR	\$133,606,754	\$212,050,288
Florida	\$149,531,205	\$89,510,720	\$200,817,015	\$92,724,263	\$259,272,931	\$149,738,231
Georgia	\$83,000,868	\$1,892,582	\$142,249,540	\$306,393,067	\$123,128,967	\$8,222,757
Hawaii	\$22,001,003	\$0	\$35,239,372	\$0	\$51,633,878	\$0
Idaho	\$4,025,973	\$0	\$5,082,659	\$136,000	\$12,117,956	\$312,000
Illinois	\$294,583,255	\$264,992,700	\$360,527,833	\$467,622,300	\$561,650,912	\$445,600,000
Indiana	\$37,208,727	NR	\$62,917,864	\$29,201,270	\$68,719,898	\$37,046,940
Iowa	\$21,846,970	\$7,464,513	\$26,916,964	\$10,411,432	\$32,386,921	\$10,140,000
Kansas	\$10,962,945	\$1,000,000	\$20,870,702	\$6,000,000	\$23,070,245	\$6,000,000
Kentucky	\$19,134,537	\$612,196	\$31,125,153	NR	\$43,005,382	\$1,400,000
Louisiana	\$48,047,184	NR	\$42,131,522	NR	\$69,084,959	\$4,962,500
Maine	\$7,318,204	\$392,000	\$5,557,356	\$420,000	\$11,004,925	\$1,555,000
Maryland	\$198,965,485	\$349,848,000	\$123,984,265	\$273,843,580	\$228,507,998	\$727,433,000
Massachusetts	\$166,754,794	\$531,895,787	\$246,495,785	\$771,356,465	\$246,684,969	\$1,197,137,541
Michigan	\$85,840,495	\$124,400,599	\$100,549,339	\$187,197,690	\$124,405,148	\$195,149,300
Minnesota	\$39,476,237	\$47,988,633	\$106,819,233	\$80,289,455	\$116,311,774	\$254,527,000
Mississippi	\$8,142,041	0	\$14,673,609	\$115,185	\$18,616,577	\$800,000
Missouri	\$53,018,181	\$1,495,000	\$107,250,001	\$17,029,357	\$75,963,242	\$6,600,000
Montana	\$3,221,003	\$75,000	\$4,654,640	\$75,000	\$9,706,192	\$415,197
Nebraska	\$8,824,208	\$1,529,843	\$11,222,741	\$1,539,135	\$18,687,677	\$1,500,000
Nevada	\$18,357,309	\$437,748	\$28,973,132	NR	\$60,710,520	\$95,000
New Hampshire	\$4,268,315	\$12,208	\$9,587,773	\$0	\$9,091,892	\$225,000
New Jersey	\$331,862,771	\$458,704,000	\$383,154,150	\$509,237,000	\$453,937,547	\$910,584,000
New Mexico	\$12,426,863	NR	\$29,447,445	\$0	\$19,137,435	\$2,830,000
New York	\$787,777,442	\$1,356,600,000	\$844,551,502	\$1,926,571,085	\$1,105,387,901	\$2,169,005,000
North Carolina	\$43,670,248	\$22,138,279	\$55,259,602	\$38,246,921	\$119,070,747	\$111,724,897
North Dakota	\$2,908,485	\$761,329	\$4,615,183	\$1,665,933	\$8,144,188	\$2,203,657
Ohio	\$118,313,658	\$29,232,523	\$132,460,261	\$42,348,466	\$167,400,743	\$18,300,000
Oklahoma	\$12,593,429	\$951,497	\$20,282,810	\$3,530,125	\$46,463,304	\$3,250,000
Oregon	\$127,700,494	\$44,689,000	\$52,338,618	\$15,553,262	\$93,860,159	\$26,140,529
Pennsylvania	\$262,501,789	\$628,400,000	\$297,215,171	\$731,800,000	\$393,976,710	\$835,223,000
Rhode Island	\$16,335,161	\$19,121,259	\$15,620,075	\$36,822,442	\$24,521,694	\$34,847,617
South Carolina	\$13,171,783	\$4,140,384	\$29,052,501	\$4,234,189	\$30,499,933	\$5,943,000
South Dakota	\$3,776,343	\$300,000	\$4,746,558	\$397,061	\$6,926,646	\$1,891,229
Tennessee	\$37,004,538	\$12,458,000	\$38,010,482	\$22,291,000	\$65,656,363	\$34,196,000
Texas	\$195,305,908	\$17,200,000	\$296,982,717	\$27,945,051	\$310,692,211	\$29,741,067
Utah	\$25,773,288	\$139,929	\$80,950,767	\$0	\$59,018,290	\$0
Vermont	\$3,324,851	\$860,917	\$7,899,831	NR	\$8,052,386	\$6,266,976
Virginia	\$45,222,167	\$78,248,186	\$104,760,752	\$163,959,344	\$136,095,292	\$157,600,000
Washington	\$76,207,278	\$6,434,900	\$149,744,731	\$84,455,509	\$241,576,943	\$30,423,000
West Virginia	\$9,377,226	\$1,537,898	\$29,773,943	\$1,395,489	\$15,825,633	\$2,258,342
Wisconsin	\$54,763,914	\$77,321,415	\$65,748,459	\$100,448,100	\$69,407,542	\$109,438,341
Wyoming	\$1,835,208	\$976,736	\$2,307,708	NR	\$3,105,721	\$2,955,511
<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>

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

## ■ Methodology

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

The 2002 survey was conducted by the Transportation Cooperative Research Program of the Transportation Research Board. Findings were published in Research Results Digest #60. That survey effort established the format for both the data collection procedure and the format of the final report for this year's survey.

In December of 2005, an introductory letter that explained the information-gathering effort for FY 2005, along with a copy of the information submitted by each state during the 2004 survey, was sent by FedEx to all 50 states and the District of Columbia. States were asked to update the information provided during the 2004 effort and return the corrected sheets by Federal Express.

About one week after the initial mailing of survey packets, each state was contacted by phone to ensure that they had received the packet. Through telephone follow-ups, eventually all states submitted their updated information and data collection was terminated on March 31, 2006. A draft report of results was submitted to AASHTO on April 12<sup>th</sup>, 2006 and was published by AASHTO in May 2006.

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?



## ■ Report Contents and Organization

The bulk of this report presents major details of current funding programs in FY 2005 for each state using the identical two-page 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. *Historical comparisons* across factors such as total funding, per capita funding, fund eligible uses, fund sources, and allocation mechanisms are also presented. In addition to the state funding summaries, this report also contains profiles of transit-related ballot initiatives from 2005, tracking results at the state and local level.

This report is organized into four sections. Following this introductory section, Section 2.0 contains state transit program details for all states using a two-page diagram and text format, including funding sources and amounts, allocation mechanisms, and program descriptions. Section 3.0 presents highlights from reported information for all 50 states and the District of Columbia. Section 4.0 presents a summary of results from a subset of recent *state and local ballot initiatives* aimed to increase funding for transit.

## 2.0 State Transit Program Details

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**NOTE: Per capita costs for each state were calculated using the US Census State Population Data (NST-EST2005-01) for July 1, 2005, which was released in December 2005.**

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
			<p><b>NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2005.</b></p>		

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

The state does not provide funding for transit.

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Funds	Alaska Marine Highway (Ferry Program)	\$4,200,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
		\$55,000,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
Alaska Mental Health Trust Authority	Transit purchase of rides, vehicles, planning for new system	\$650,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
<b>Total</b>		<b>\$59,850,000</b>			

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

The State of Alaska currently has eight public transit systems and three additional systems that will implement services within the next three years. 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.

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. We would like to see increased funding from all funding sources, comparable to FTA 5311, resulting from SAFETEA-LU.

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
STP Flexible Funds	Capital Assistance	\$6,500,000	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		ADOT distributes STP flexible funds to rural and urban transit providers. Fund expenditures subject to ADOT approval.
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
State General Fund	Planning	\$68,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input checked="" type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td>Salaries/FTA match</td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:	Salaries/FTA match	Can be used by transit providers to match federal 5313 funds.
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input checked="" type="checkbox"/>																										
Other	<input checked="" type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:	Salaries/FTA match																										
Local Transportation Assistance Fund II (LTAF II)	Operating, Capital, and Planning	\$13,500,000	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		For the purpose of providing public or special needs transportation. Distributed only to cities, towns, and counties.
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$20,068,000</b>																									

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

- State transit funding for FY 2005 totaled slightly more than \$20 million.

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Rental Car Tax (\$2.85 million)	Urban systems	\$1,100,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Capital match and operating assistance for urban systems.
	Capital	<input type="checkbox"/>																									
	Operating	<input type="checkbox"/>																									
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
Rural systems	\$800,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Capital match and operating assistance for rural systems.	
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
5310 Capital Grants	\$900,000	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Capital grants for 5310 elderly and disabled programs	
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$2,800,000</b>																									

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

- Total state transit funding in FY 2005 was \$2.8 million or about \$1.01 per capita.
- Transit funding comes from a dedicated source generated by a tax on rental cars. This funding began in FY 2002 and remained constant in FY 2005.
- The funds are used both for capital match and operating assistance for urban and rural transit systems and for expanding Arkansas's 5310 capital grant program.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
1/4 cent of 7.25% retail sales tax	Local Transportation Fund	\$1,268,108,949	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Collected by state-returned to county of origin. Apportioned by population within counties. Supports local transit.
	State Transit Assistance Fund	\$117,365,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to operators by regional planning agencies based on population, prior year fares and local revenues. Supports local transit.
Public Transportation Account (Gas & Diesel Sales Tax)		\$2,879,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to support operation of water-borne ferry services in the Bay Area.
Traffic Congestion Relief Fund	Traffic Congestion Relief Program	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Eligible capital projects identified in the Governor's FY 2000-2001 budget to ease congestion and enhance connectivity between modes.
State Highway Account (Fuel Users Tax and Weight Fees)	State Transportation Improvement Program	\$10,254,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Of the amount available for programming, 75% is allocated to counties by population and 25% is retained by the State for interregional improvements.
Clean Air and Transportation Improvement Act (Bond Funds)	Proposition 116 Program	\$1,193,194	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary grants to local transportation agencies and jurisdictions for rail and fixed guide way projects. Project approval by California Transportation Commission.
<b>TOTAL</b>		<b>\$1,399,800,143</b>			

## ■ California State Transit Funding: Major Features

- Total state transit funding increased from approximately \$1.3 billion in FY 2003-04 to approximately \$1.4 billion in FY 2004-05, translating to approximately \$38.74 in per capita funding.
- The State of California economy improved in FY 2004-05 providing additional revenues for local transportation needs but the economic recovery has yet to provide similar funding increases for State programs. Most notably, funding for transit projects programmed in the Traffic Congestion Relief Program and in the State Transportation Improvement Program was again transferred to other critical and essential State functions.
- State funding supports the full spectrum of transit needs – capital, operations and planning.
- The primary source of state transit funding continues to be revenues from the  $\frac{1}{4}$  cent of the 7- $\frac{1}{4}$  percent retail sales tax flowing through the “Local Transportation Fund” established by the Transportation Development Act (TDA). Revenues are collected by the State and returned to each county according to the amount that was collected in that county (as a result, they are often characterized as “local” rather than state funds).
- State funding from gasoline and diesel sales taxes also flow to transit through the “State Transit Assistance Fund/Public Transportation Account.”
- The current state transit program structure represents a consolidation and simplification of accounts and programs that support transit.

(California’s 2005 fiscal year is July 1, 2004 to June 30, 2005)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)											
			<table border="1"> <tr><td>Capital</td></tr> <tr><td>Operating</td></tr> <tr><td>Both</td></tr> <tr><td>Planning</td></tr> <tr><td>Other</td></tr> </table>	Capital	Operating	Both	Planning	Other	<table border="1"> <tr><td>Discretionary</td></tr> <tr><td>Formula-based</td></tr> <tr><td>Legislated</td></tr> <tr><td>Dedicated</td></tr> <tr><td>Other</td></tr> <tr><td>Specify:</td></tr> </table>	Discretionary	Formula-based	Legislated	Dedicated	Other	Specify:	
Capital																
Operating																
Both																
Planning																
Other																
Discretionary																
Formula-based																
Legislated																
Dedicated																
Other																
Specify:																
			<table border="1"> <tr><td>Capital</td></tr> <tr><td>Operating</td></tr> <tr><td>Both</td></tr> <tr><td>Planning</td></tr> <tr><td>Other</td></tr> </table>	Capital	Operating	Both	Planning	Other	<table border="1"> <tr><td>Discretionary</td></tr> <tr><td>Formula-based</td></tr> <tr><td>Legislated</td></tr> <tr><td>Dedicated</td></tr> <tr><td>Other</td></tr> <tr><td>Specify:</td></tr> </table>	Discretionary	Formula-based	Legislated	Dedicated	Other	Specify:	
Capital																
Operating																
Both																
Planning																
Other																
Discretionary																
Formula-based																
Legislated																
Dedicated																
Other																
Specify:																
			<table border="1"> <tr><td>Capital</td></tr> <tr><td>Operating</td></tr> <tr><td>Both</td></tr> <tr><td>Planning</td></tr> <tr><td>Other</td></tr> </table>	Capital	Operating	Both	Planning	Other	<table border="1"> <tr><td>Discretionary</td></tr> <tr><td>Formula-based</td></tr> <tr><td>Legislated</td></tr> <tr><td>Dedicated</td></tr> <tr><td>Other</td></tr> <tr><td>Specify:</td></tr> </table>	Discretionary	Formula-based	Legislated	Dedicated	Other	Specify:	
Capital																
Operating																
Both																
Planning																
Other																
Discretionary																
Formula-based																
Legislated																
Dedicated																
Other																
Specify:																

**NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2005.**

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

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

(Colorado’s fiscal year is July to June)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)	
<b>Special Transportation Fund (\$988.2 million)</b> Motor Fuel Tax \$483.8 million Motor Vehicle Receipts \$233.9 million License & Permit Fees \$155.1 million Interest Income \$32.7 million Oil Company Tax \$13.0 million DMV Sales Tax \$69.7 million	Debt Service	\$34,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated based on priorities negotiated by ConnDOT and Transit Districts.	
	Capital Project Management Plan (Bonded)					
	DMV Budgeted Expenses \$49.5 million	Rail Operations	\$75,972,175	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Support for commuter rail service
	DOT Budgeted Expenses \$362.5 million	Bus Operations	\$82,607,056	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Support for urban, rural, and commuter express bus operations.
Other Budgeted Expenses \$92.9 million	ADA Dial-a-Ride Dialysis	\$13,861,310	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Support for mandated ADA and local Dial-a-Ride services.	
<b>TOTAL</b>		<b>\$206,440,541</b>				

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

- Total state transit funding increased from \$200.1 million in FY 2004 to 206.4 million in FY 2005. This translates to a rise in per capita state funding from \$57.13 to \$58.81.
- The state funds virtually all transit in Connecticut. Minimal financial support for transit is provided by local governments, mostly for localized paratransit services.
- State operating support for bus services is provided on a deficit basis, driven by historic shares but subject to funding limitations in the state's biennial budget. The bus transit capital funding process involves pooling state and federally apportioned funds. Annual capital funding commitments are then determined through collaboration between the state and local transit districts.
- The state, through contractual arrangements, operates services in eight service areas under the title of CT Transit. CT Transit services account for approximately 70 percent of transit services and 80 percent of transit ridership statewide.
- Connecticut DOT, through its Office of Transit and Ridesharing, administers a growing number of programs on a statewide basis, including ridesharing and jobs access.
- A recent bus transit governance, management, and finance study explored directions for fundamentally altering current governance, management, and financing practices for transit.

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
<b>State Transit Fund</b> Bridge Tolls Gas Tax Vehicle Registration Fees	Rail Service Paratransit Fixed Route	\$56,300,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Operating expenditures on state-wide public transit system. Approved by State Legislature
	Capital Program	\$16,300,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	
<b>Total</b>		<b>\$72,600,000</b>			

NOTE: On capital side, state match to Federal funding is included above. Total capital budget was \$27.2 million.

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

- Total state transit funding increased from \$72.0 million in FY 2004 to \$72.6 million in FY 2005. This translates to a change in per capita state funding from approximately \$86.70 to \$86.07.
- 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.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Revenue Funds	Operating Subsidy to WMATA	\$166,633,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Includes \$86.77 million allocated to Metrobus, \$5.24 million to Metrorail, \$11.81 million to Metro Access and \$10.3 million to debt services.
	School Transit Subsidy to WMATA	\$4,670,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	The DC Omnibus Budget Support Act of 1995 authorizes the payment of 50% of the base fare as subsidy for the transportation of District students to and from school and related activities.
	Section 5303 Metropolitan Transit Planning Program	\$30,715	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	DC matching financial assistance to the Metropolitan Planning Organization.
	Section 5313(b) Statewide Transit Planning Program	\$16,573	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	DC matching financial assistance for state wide transit planning activities.
State Bonds Funding	Capital Subsidy to WMATA	\$40,700,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	WMATA Capital Program.
<b>Total</b>		<b>\$212,050,288</b>			

NOTE: WMATA = Washington Metropolitan Area Transit Authority

## ■ District of Columbia Transit Funding: Major Features

- Total District funding for transit in FY 2005 was approximately \$212 million or about \$385.18 per capita. The bulk of these funds are dedicated to operating and capital subsidies for the Washington Metropolitan Area Transit Authority (WMATA).<sup>1</sup>
- The District of Columbia uniquely acts as both a state and local funding source.

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

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
<b>Florida Transportation Trust Fund</b> --15% minimum for public transportation* Fuel Taxes \$1,498 million Vehicle Registrations \$699 million Aviation Fuel Tax \$48 million Rental Car Surcharge--\$91 million	*State Transit Block Grant	\$58,216,406	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	FTA Section 5307 recipients. Up to 1/2 non-Federal share of capital expenses and 1/2 eligible operating expenses, not to exceed local contributions.
	Public Transit Service Development Program	\$4,395,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for 2-3 year demonstration projects (local and state) for operations, maintenance, marketing, and technology.
	Transit Corridor Program	\$7,600,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for capital or operating in state-designated corridors.
	Commuter Assistance Program	\$4,371,906	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for TMA and ride-sharing support for up to 1/2 TMA operating costs.
	Park and Ride Program	\$1,075,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Project grants.
	Match Section 5303 Section 5311 Section 5310 Section 5311(f)	\$2,406,436	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for up to 1/2 non-Federal share capital. Includes legislatively mandated dollar for dollar match to Federal Section 5311(f) Intercity Bus Funds which may be used for operating expenses.
	State New Starts	\$54,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Grants for up to 1/2 non-Federal share of capital, reserved as match to Transit New Starts Projects.
	<b>SUBTOTAL</b>	<b>\$132,064,748</b>			

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
	<b>SUBTOTAL</b> (from previous page)	<b>\$132,064,748</b>			
<b>Florida Transportation Trust Fund</b> --15% minimum for public transportation* Fuel Taxes \$1,498 million Vehicle Registrations \$699 million Aviation Fuel Tax \$48 million Rental Car Surcharge-\$91 million	Transportation Disadvantaged Trust Fund (Coordinated Transportation)	\$17,673,483	Capital <input type="checkbox"/> Operating Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary Formula-based <input checked="" type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/>	
	<b>TOTAL</b>	<b>\$149,738,231</b>			

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

NOTE:  
TMA=Transportation Management Agency  
\* Block Grant Formula based on 1/3 population, 1/3 ridership, 1/3 revenue miles.

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

- Total state transit funding increased from \$96.5 million in FY 2004 to \$149.7 million in FY 2005 for a per capita cost of \$8.42.
- 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 4% of state transportation expenditures.
- Florida law requires the Department of Transportation to match FTA Section 5311(f) Intercity Bus Funds on a dollar for dollar basis.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State General Funds	Urban Capital Program	\$7,586,380	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports 1/2 non-Federal share (10%) of priority capital projects in urbanized areas as a "continuation" or baseline budget, based on TIPs. Funds allocated directly by Federal formula. Excess allocated by state formula based on ridership, fare box recovery, revenue vehicle miles, and trips per capita.
	Rural Capital Program	\$446,440	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports 1/2 non-Federal share (10%) of capital projects in 100 small urban and rural areas based on a Rural TIP.
	Enhancement Budget	\$0	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Planning Support	\$189,937	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Supports MPO planning in 15 MPOs with a minimum allocation based on population factors. Balances allocated at DOT's discretion.
	Intercity Bus Program	\$0	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Federal and private sector funds-no state funds-support vehicle purchases.
<b>TOTAL</b>		<b>\$8,222,757</b>			

## ■ Georgia State Transit Funding: Major Features

- Total state transit funding in FY 2005 was about \$8.2 million or \$0.91 per capita.
- The majority of the state transit funding budget came from two sources: the Section 5307 Urbanized Area Formula Program (\$8.2 million) and from a special “enhancement” request made from the state legislature by Metropolitan Atlanta Rapid Transit Authority (MARTA) for \$3.6 million
- The state provides capital and planning funds, but no transit operating support.
- State funding for the MARTA is included within the urban capital program.
- All rural providers are local or county governments, some of whom contract with other providers for service. Georgia DOT District Office representatives assist rural areas in service planning and capital budgeting.
- Through the Georgia Transit Association (GTA), transit agencies are currently developing proposals for alternative transportation revenue sources for capital and operating assistance.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
			<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td><input type="text"/></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:	<input type="text"/>	
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<b>HAWAII HAS NO CONTINUOUS SOURCE OF STATE FUNDING FOR TRANSIT.</b>																											
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## ■ **Hawaii State Transit Funding: Major Features**

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Miscellaneous Revenue	Non-urbanized and Seniors and Persons with Disabilities	\$312,000	<table border="1"> <tr><td><input checked="" type="checkbox"/></td><td>Capital</td></tr> <tr><td><input type="checkbox"/></td><td>Operating</td></tr> <tr><td><input type="checkbox"/></td><td>Both</td></tr> <tr><td><input type="checkbox"/></td><td>Planning</td></tr> <tr><td><input type="checkbox"/></td><td>Other</td></tr> </table>	<input checked="" type="checkbox"/>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<table border="1"> <tr><td><input checked="" type="checkbox"/></td><td>Discretionary</td></tr> <tr><td><input type="checkbox"/></td><td>Formula-based</td></tr> <tr><td><input type="checkbox"/></td><td>Legislated</td></tr> <tr><td><input type="checkbox"/></td><td>Dedicated</td></tr> <tr><td><input type="checkbox"/></td><td>Other</td></tr> <tr><td colspan="2">Specify:</td></tr> </table>	<input checked="" type="checkbox"/>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	Specify:		Discretionary allocation for vehicle purchase. First, Federal funds are allocated by formula, state funds are used to complete 80% of vehicle costs, then local dollars provide a 20% match.
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<input type="checkbox"/>	Operating																										
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<input type="checkbox"/>	Other																										
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<b>Total</b>		<b>\$312,000</b>																									

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

- Total state transit funding in FY 2005 was \$312,000 or \$0.22 per capita.
- State transit funds are taken entirely from Idaho Transportation Department's miscellaneous revenues. Gas tax funds are restricted to road spending by the state constitution, and the legislature has not allowed general fund monies to be appropriated for transit.
- Local matches are generally funded by property taxes or donations.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
General Revenue Funds (GRF)	Operating Assistance Program	\$445,600,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		<p>Northeast Illinois (RTA system) receives General Revenue Funds equal to 25% of the RTA sales tax collected in northeast Illinois. The Metro-East system in southwest Illinois receives GRF equal to 80% of 2/32 of the sales tax collected in the region. Other eligible downstate areas receive GRF equal to 80% of 3/32 of the sales tax collected in those areas up to 55% of their operating budget in FY 2005.</p>
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
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Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b><u>\$445,600,000</u></b>																									

NOTE: RTA = Regional Transportation Authority

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

- Total state transit funding in FY 2005 is \$445.6 million or \$34.91 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 2005 \$38.4 million

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Sales and Use Tax (.775% to transit)	Public Mass Transportation Fund (.635%)	\$30,000,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Allotted based on total boardings, total vehicle miles of travel, and amount of local-derived income.
	Capital	<input type="checkbox"/>																									
Operating	<input type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
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Other	<input type="checkbox"/>																										
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	Commuter Rail Service Fund (.14%)	\$7,046,940	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Funding for rail service between South Bend and Chicago. Used for maintenance, improvements, and operation of commuter rail service.
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
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Specify:																											
<b>Total</b>		<b>\$37,046,940</b>																									

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

- State transit funding increased from \$36.2 million in FY 2004 to \$37 million in FY 2005. This translates to an increase in per capita state funding from \$5.80 to \$5.91.
- Operating and capital funds for transit are administered through the public mass transportation fund. The state sales and use tax is applied to this fund.
- The Indiana Department of Transportation administers the section 5303, 5310, 5311, and 5313 grant programs. Indiana has received over \$10.5 million in grant awards from these programs in FY 2005.
- Regional transportation authorities have been established in northwest and central Indiana. The Regional Development Authority, representing Lake and Porter counties, includes a Regional Bus Authority charged with developing regional bus service. In central Indiana, the Central Indiana Regional Transportation Authority has been created for the Indianapolis metro area encompassing nine counties.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
<p>4% of Use Tax on Sale of Motor Vehicles</p> <p>State Transit Assistance (\$10.8 million)</p>	<p>Formula (based on receipts minus diversions)</p>	<p>\$9,840,000</p>	<p>* Capital <input type="checkbox"/></p> <p>Operating <input type="checkbox"/></p> <p>Both <input checked="" type="checkbox"/></p> <p>Planning <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p>	<p>Discretionary <input type="checkbox"/></p> <p>Formula-based <input checked="" type="checkbox"/></p> <p>Legislated <input type="checkbox"/></p> <p>Dedicated <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p> <p>Specify:</p>	<p>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.</p>
	<p>Special Projects (fixed)</p>	<p>\$300,000</p>	<p>** Capital <input type="checkbox"/></p> <p>Operating <input type="checkbox"/></p> <p>Both <input type="checkbox"/></p> <p>Planning <input type="checkbox"/></p> <p>Other <input checked="" type="checkbox"/></p>	<p>Discretionary <input checked="" type="checkbox"/></p> <p>Formula-based <input type="checkbox"/></p> <p>Legislated <input type="checkbox"/></p> <p>Dedicated <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p> <p>Specify:</p>	<p>Statewide projects for marketing, training, advanced technologies, etc.</p>
		<p><b>TOTAL</b></p>	<p><b><u>\$10,140,000</u></b></p>		

\* Based on receipts minus diversions  
 \*\*Fixed

## ■ Iowa State Transit Funding: Major Features

- Total state transit funding in FY 2005 was \$10.1 million or about \$3.42 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. Beginning with July 2004 collections, these monies will once again be placed in a separate dedicated fund as opposed to being run through the state's general fund, as happened from 1993 to 2004.
- The removal of the transit funding from the states General Fund ended the recent practice of Legislative diversions of the transit funds to other General Fund programs. Because the diversions were based on the year of tax collection, verses payment to transit systems, approximately \$700,000 were still diverted during the first three months of state fiscal 2005.
- Of the total amount available for transit support in any given year, \$300,000 are initially reserved for "special projects" to enhance the transit program, while the rest of the funds are distributed on the basis of a performance-based formula to the state's 19 urban and 16 regional transit systems to be used at the discretion of the local transit policy board for projects supporting public transit.
- Special projects are generally statewide in scope and include such items as a statewide transit awareness campaign, a fellowship program for transit systems in communities with populations greater than 50,000 (similar to what is made available to rural systems using the FTA Rural Transit Assistance Program [RTAP]), and projects for the introduction of advanced technologies. Of the set-aside special projects, any part not needed for such purposes can be distributed to the transit systems via the formula.
- Iowa's distribution formula makes an initial split in funding between the state's urban transit systems and the multi-county regional transit systems. This is based on total revenue miles provided by each peer group. Then within each peer group, each system receives an allocation of state transit assistance, which is based 50 percent on the amount of locally determined income generated in the previous year in comparison with peers, 25 percent on ridership 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.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Highway Fund (\$6 million allocated to transit)	Rural Operating Assistance	\$1,600,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Discretionary allocation based on identified needs.
	Urban Operating Assistance	\$2,210,000	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Discretionary allocation based on identified needs.
	Rural Capital Assistance	\$860,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Discretionary allocation based on identified needs.
	Urban Capital Assistance	\$1,330,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Discretionary allocation based on identified needs.
<b>Total</b>		<b>\$6,000,000</b>			

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

- Total state transit funding in FY 2005 was \$6.0 million or \$2.19 per capita. The state has programmed \$6.0 million per fiscal year through FY 2009.
- The source of the funds is the state Highway Fund, which is divided between rural (41 percent) and urban (59 percent) transit operators and is used for operating and capital needs.
- The selection process for funding begins by needs requests, which are compiled by various transit operators. These needs requests are then screened by 15 coordinated transit districts (CTDs), which view the requests in light of district wide needs. The recommendations made by the CTDs are then forwarded to the state DOT transit section, which notifies the final fund recipients.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State General Funds (\$1.4 million)	Elderly and Disabled Care	\$160,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula match of up to 10% of capital projects.
	Rural Capital and Discretionary	\$1,000,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula match of up to 10% of capital projects.
	Small Urban Capital	\$240,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula match of up to 10% of capital projects.
<b>Total</b>		<b>\$1,400,000</b>			

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

- Total state transit funding in FY 2005 was \$1.4 million or about \$0.34 per capita.
- The state uses state general funds to match up to one-half of the local shares of capital projects. While state funds are also eligible for operating costs, no state funds have been appropriated for this purpose.
- Prioritization of funds occurs in the following order: elderly and disabled program, rural program, small urban systems, and large urban areas.
- Generally, the state requests funding for about 150 elderly and disabled program vehicles and is provided funding for approximately 40. Vehicle replacement criteria such as mileage, age, clientele, ridership, and other vehicle factors are used to prioritize funds. Funds are not available for service expansion, only system preservation (i.e., replacement of aging vehicles).

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Parish Transportation Trust funds Mass Transit Acct.	All eligible 5311 (non-urban) programs	\$124,063	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Funds for 5311 Capital projects.
	All 5307 Programs	\$4,838,437	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Funds may be spent on any transit-related activity.
<b>Total</b>		<b>\$4,962,500</b>			

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

- Total state transit funding for FY 2005 was \$4,962,500 or \$1.10 per capita.
- A total of \$4,838,437 was allocated to 12 urban and small urban transit providers in accordance with a formula established in the Louisiana Legislature.
- \$124,063 was allocated to fund 5311 capital projects for rural transit providers.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
DOT Non-Highway Funds	Public Transportation Fund	\$505,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Supports local transit operations, matching federal transit grants.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
*General Fund Bonds	Passenger Related Improvements	\$1,050,000	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Transit bus and passenger ferry replacement, matching Federal grants, and state investment in capital for transit to reduce seasonal congestion.
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input checked="" type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$1,555,000</b>																									

\* Bonds usually issued on a biannual basis.

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

- Total state funding in FY 2005 was \$505,000 for operating and a bond for capital match has been approved for \$1,050,000 or \$1.18 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.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Taxes (34.4%) Motor Vehicle Excise Taxes (32.8%)	Transportation Trust Fund	\$477,163,000	Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Discretionary funding: \$366 million for operating, \$111.2 million for capital. Funds MD Transit Admin. Services in Baltimore Metro Area and Baltimore/Washington commuter operating expenses.
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
Motor Vehicle Fees (23.3%) Corporate Income Taxes (9.5%) Bond Proceeds (0%)	Large Urban Area Program (Baltimore Area) Large Urban Program (DC/MD Suburban Area)	\$236,008,000	Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>	Formula-based Maryland share of Washington Metro Area Transit Authority (WMATA) needs and the suburban Washington transit systems.
	Small Urban Program	\$2,492,000	Other <input type="checkbox"/>	Dedicated <input type="checkbox"/>	25% operating assistance match for 5307 programs. 10% capital assistance match for 5307.
	Statewide Special Transportation Assistance Prg.	\$4,306,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Allocates 60% of funds evenly to providers; 40% of distribution based on elderly/disabled population to local jurisdictions.
	Statewide Grant Program		Operating <input checked="" type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
	ADA Services	\$2,357,000	Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	Distribution based on need to counties or human services organizations.
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
<b>SUB-TOTAL</b>		<b>\$722,326,000</b>			

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

Source	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
<div style="border: 1px solid black; padding: 5px; width: fit-content;">Job Access</div>	\$1,154,000	<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Specify:</td> <td></td> </tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Matches FTA grant for low income access to jobs.
Capital	<input type="checkbox"/>																									
Operating	<input checked="" type="checkbox"/>																									
Both	<input type="checkbox"/>																									
Planning	<input type="checkbox"/>																									
Other	<input type="checkbox"/>																									
Discretionary	<input checked="" type="checkbox"/>																									
Formula-based	<input type="checkbox"/>																									
Legislated	<input type="checkbox"/>																									
Dedicated	<input type="checkbox"/>																									
Other	<input type="checkbox"/>																									
Specify:																										
<div style="border: 1px solid black; padding: 5px; width: fit-content;">Rural Transit Program</div>	\$3,953,000	<table border="0"> <tr> <td>Capital</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Both</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Specify:</td> <td></td> </tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Funding for operating expenditures: 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.
Capital	<input type="checkbox"/>																									
Operating	<input type="checkbox"/>																									
Both	<input checked="" type="checkbox"/>																									
Planning	<input type="checkbox"/>																									
Other	<input type="checkbox"/>																									
Discretionary	<input checked="" type="checkbox"/>																									
Formula-based	<input checked="" type="checkbox"/>																									
Legislated	<input type="checkbox"/>																									
Dedicated	<input type="checkbox"/>																									
Other	<input type="checkbox"/>																									
Specify:																										
<b>TOTAL</b>																										
				<b><u>\$727,433,000</u></b>																						

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

- Total state transit funding was \$727.4 million in State Fiscal Year 2005. This equates to \$129.89 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 2005 began on July 1, 2004 and ended on June 30, 2005.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
80% General Fund 20% Highway Fund	Operating assistance for 15 Regional Transit Authorities (other than the MBTA)	\$50,182,638	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	The Commonwealth reimburses the 15 RTAs at least 50% of their net operating deficit and up to 75%. The local communities reimburse at least 25% and up to 50% of the net operating deficit.
Local Assessments	Operating assistance for 15 Regional Transit Authorities (other than the MBTA)	\$20,272,297	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	231 municipalities pay an annual assessment for the reimbursement of the next operating deficit.
100% Highway Fund	Capital assistance for 15 Regional Transit Authorities (other than the MBTA)	\$7,931,208	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Federal funds pay for 80% of the project costs and State funds pay for 20%; except for rural transit authorities which do not receive Federal capital formula funds and the State pays 100%.
Sales Tax Revenue	Operating assistance for the MBTA	\$704,620,528	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Dedicated revenue stream for the MBTA which equals 20% of the existing statewide 5% sales tax.
Local Assessments	Operating assistance for the MBTA	\$137,732,280	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	175 municipalities within MBTA's district pay an annual assessment for the reimbursement of operating expenditures.
MBTA Revenue Bonds	Capital assistance through MBTA guaranteed bonds	\$254,718,549	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Used to provide the local match (\$23.1m) for MBTA Federally-funded projects and fund capital needs (\$231.6m) that exceed Federal funding availability.
State Infrastructure Fund	Capital assistance to MBTA for specific project	\$21,680,041	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	State share of the Dorchester Branch Rehabilitation Project.
		<b>TOTAL</b>			
		<b>\$1,197,137,541</b>			

RTA = Regional Transit Authority  
 MBTA = Massachusetts Bay Transportation Authority

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

- Total state transit funding for FY 2005 was \$1,197,137,541 or about \$187 per capita.
- Transit funding comes from a variety of sources including the general fund, highway fund, local assessments, sales tax revenue, MBTA Revenue Bonds, and the State Infrastructure Fund.

(Massachusetts fiscal year is from July to June.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)	
Not less than 6% of 4%* sales tax on automotive-related items  Miscellaneous Revenue and Interest	Comprehensive Transportation Fund	\$161,680,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to local transit agencies. Eligible operating expenditure caps: Urban (100,000+) - up to 50% Non-urban/small urban - up to 60%	
			<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:		Match for Federal capital grants (bus/facilities/planning); specialized service and municipal credits (distribution amount set in state law); and other transit programs.
			<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:		
Local Transit Operating Assistance	Public Transportation Development	Intercity Passenger and Freight**	<b>TOTAL \$195,149,300</b>			
Gas tax revenue \$.19/gallon Vehicle Registration Revenue	Michigan Transportation Fund	10% of balance after deduction of new (FY 97) gas tax revenue and costs of collection and certain other disbursements.	* Reduced in FY 2004 and 2005 **Certain payments (e.g. loan repayments, fees, etc) are deposited in the bus equipment fund, rail freight fund, or rail infrastructure loan fund for use in those programs.			

## ■ Michigan State Transit Funding: Major Features

- Total state transit funding in FY 2005 is \$195,149,300. This translates to a per capita funding level of approximately \$19.28.
- Michigan provides some level of public transportation in all 83 counties.
- A total of 52 of 78 public transit agencies are locally supported by property tax millages, with the remainder supported by local general funds.
- The 104 specialized service providers transported 1.53 million passengers statewide in FY 2004. In FY 2005, it's anticipated that the 102 specialized service providers will transport 1.47 million passengers.
- The Rideshare Program provides limited staff support for 11 local Rideshare Offices that organize, demonstrate, and promote ridesharing activities. Eight of the offices receive federal funds to support the program while three of the offices operate on local funding only. In addition, the MichiVan Program provides fleet management to 146 commuter vanpool groups.
- The marine program supports three ferry services in the Eastern Upper Peninsula, which carried 537,070 vehicles and 852,539 passengers. The other marine program in Michigan provides service from Charlevoix to Beaver Island, which carried 6,410 vehicles, and 41,915 passengers.
- The state supports five intercity routes, which carried 85,223 passengers in FY 2005. This was a 6.4% increase from the previous year.
- There are 201 regular route and charter carriers licensed in Michigan and 2, 979 buses are registered to operate.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Mn/DOT Greater Minnesota	\$16,958,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	GM Transit Fund	\$7,947,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Commuter Rail (State Bonds)	\$37,500,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Northstar Corridor Commuter Rail Project
Motor Vehicle Sales Tax (MVST)*	Metro Area Transit Fund	\$119,699,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Metro Area Transit operating assistance	\$52,273,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Hiawatha LRT Operations	\$3,900,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
		<b>TOTAL</b>			<b>\$238,277,000</b>

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

**CONTINUED ON NEXT PAGE**

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
	<p><b>General Fund</b></p> <p>Mn/DOT Greater Minnesota</p> <p>See previous page</p>	<p><b>SUBTOTAL</b> \$238,277,000 (from previous page)</p>	<p><input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other</p>	<p><input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <b>Specify:</b></p>	<p>Funds for construction of the Cedar BRT and planning/design for Central, Red Rock, and Rush Line Corridors</p>
	<p><b>Motor Vehicle Sales Tax (MVST)*</b></p> <p>Metropolitan Council-Twin Cities Metro Area</p> <p>Transitways (State Bonds)</p>	\$16,250,000			
		<b>TOTAL</b> <u>\$254,527,000</u>			

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

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

- Total state transit funding rose from \$208.2 million in FY 2000 to \$254.5 million in FY 2005. This translates to a per capita cost of \$49.59.
- MnDOT receives and distributes funding for public transit systems outside the seven-county metropolitan area. The Metropolitan Council MPO receives and distributes funding for the Minneapolis–St. Paul metro area.
- In the metropolitan 7-county region property tax replacement aid is also allocated directly to 13 communities that have opted out of the regional transit system. On the previous page, these pass-throughs are included in the Metro Area Transit funds.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
MDOT General Funds	Multi-modal Transit Program	\$800,000	<table border="1"> <tr><td><input type="checkbox"/></td><td>Capital</td></tr> <tr><td><input type="checkbox"/></td><td>Operating</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Both</td></tr> <tr><td><input type="checkbox"/></td><td>Planning</td></tr> <tr><td><input type="checkbox"/></td><td>Other</td></tr> </table>	<input type="checkbox"/>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<table border="1"> <tr><td><input type="checkbox"/></td><td>Discretionary</td></tr> <tr><td><input type="checkbox"/></td><td>Formula-based</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Legislated</td></tr> <tr><td><input type="checkbox"/></td><td>Dedicated</td></tr> <tr><td><input type="checkbox"/></td><td>Other</td></tr> <tr><td colspan="2">Specify:</td></tr> </table>	<input type="checkbox"/>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	Specify:		The legislature established a Multi-Modal Transportation Improvement Program. Funds are allocated by percentages contained in the legislation.
<input type="checkbox"/>	Capital																										
<input type="checkbox"/>	Operating																										
<input checked="" type="checkbox"/>	Both																										
<input type="checkbox"/>	Planning																										
<input type="checkbox"/>	Other																										
<input type="checkbox"/>	Discretionary																										
<input type="checkbox"/>	Formula-based																										
<input checked="" type="checkbox"/>	Legislated																										
<input type="checkbox"/>	Dedicated																										
<input type="checkbox"/>	Other																										
Specify:																											
<b>TOTAL</b>		<u>\$800,000</u>																									

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

- Total state transit funding for FY2005 was \$800,000 or \$0.27 per capita.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																								
General Revenue	Transit Operating Assistance	\$3,800,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> <tr><td>Historical</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	Specify:		Historical		Operating assistance for urban and rural public transit providers to partially offset operating deficits.
	Capital	<input type="checkbox"/>																											
Operating	<input checked="" type="checkbox"/>																												
Both	<input type="checkbox"/>																												
Planning	<input type="checkbox"/>																												
Other	<input type="checkbox"/>																												
Discretionary	<input type="checkbox"/>																												
Formula-based	<input type="checkbox"/>																												
Legislated	<input type="checkbox"/>																												
Dedicated	<input type="checkbox"/>																												
Other	<input checked="" type="checkbox"/>																												
Specify:																													
Historical																													
	Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP)	\$2,800,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> <tr><td>Historical</td><td></td></tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Historical		Offsets operating deficits of not-for-profit agencies that provide mobility trips to seniors and people with disabilities. Allocated based on a formula that takes into account the proposed number and types of trips.
Capital	<input type="checkbox"/>																												
Operating	<input checked="" type="checkbox"/>																												
Both	<input type="checkbox"/>																												
Planning	<input type="checkbox"/>																												
Other	<input type="checkbox"/>																												
Discretionary	<input checked="" type="checkbox"/>																												
Formula-based	<input type="checkbox"/>																												
Legislated	<input type="checkbox"/>																												
Dedicated	<input type="checkbox"/>																												
Other	<input type="checkbox"/>																												
Specify:																													
Historical																													
<b>Total</b>		<b>\$6,600,000</b>																											

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

- Total state transit funding was \$6.6 million in FY 2005, or about \$1.14 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 30 rural transit providers receive state transit operating assistance funds; 195 nonprofit organizations receive Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) funds.
- For FY 2005, 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 2005, MEHTAP offset 11 percent of the total cost of trips provided.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
State Gas Tax	Transit Capital and Operations	\$75,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Allocated to six general public provider transit districts for capital and operations.
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
Motor Vehicle License Fees	TransADE Elderly and Disabled Services	\$340,197	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Competitive allocation to agencies providing service to elderly and disabled persons, based on need and degree of service coordination.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input checked="" type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
<b>Total</b>		<b>\$415,197</b>																									

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

- Total state transit funding was \$415,197 in FY 2005, or about \$0.44 per capita.
- Although the TransADE funding amount is determined annually, the gas tax contribution to transit is fixed.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Highway Trust Fund (\$1.0 million)	Transit Operations	\$1,400,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	
			Operating <input checked="" type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
General Fund (\$0.5 million)	Intercity Bus	\$100,000	Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	Allocated for both capital and operating expenditures. Includes vehicle purchase, administration, marketing, and operating costs.
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
			Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
<b>Total</b>		<b>\$1,500,000</b>			

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

- Total state transit funding was \$1.5 million for FY 2005 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.)



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Interest on NDOT Trust Fund	5310 Vehicle Funding for Specialized Transportation	\$50,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Matches 10% of the required 20% match for Federal funds for purchases of vehicles for providing transit to the elderly and disabled.
	5311 Non-Urbanized Area Capital	\$45,000	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Matches one-half of the non-Federal share of 5311 capital projects.
Interest on NDOT Trust Fund	5309 Vehicle Acquisition	\$0	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify: <input type="text"/>	Estimate for vehicle acquisition.
<b>Total</b>		<b>\$95,000</b>			

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

- Total state transit funding in FY 2005 was \$95,000 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. When available, these funds will be distributed through the state prioritization process.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Funds (\$2.8m appropriated to DOT)	Operating Assistance	\$125,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match for local transit systems under Section 5311. Formula based on ridership.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
State Capital Budget (bonds \$75m in 2-year budget)	Capital Match	\$100,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match for transit vehicle purchases (10%). (1/2 of 2-year appropriation)
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
<b>Total</b>					<b>\$225,000</b>

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

- Total state transit funding in FY 2005 was \$225,000 or approximately \$0.17 per capita.
- These funds consisted of general funds and capital budget (bond) funds.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Transit Operations	\$278,700,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Operating budget items.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Capital - Facilities, equipment, and maintenance.
Motor Fuels Taxes \$565 million	Rail Programs	\$244,973,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Capital - Facilities, equipment, and maintenance.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Capital - Facilities, equipment, and maintenance.
Petroleum Product Gross Receipt Tax \$250 million	Bus-LRT Programs	\$100,910,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Capital - Facilities, equipment, and maintenance.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Individual major capital projects
Casino Revenues \$482.1 million	Urban Core Program	\$158,475,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Discretionary project grants
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Elderly and disabled capital projects
	System-wide Capital Improvements	\$102,239,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Elderly and Disabled Programs	\$25,287,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	
		<b>\$910,584,000</b>			

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

- Total state transit funding increased from \$837.5 million in 2004 to \$910.6 million in FY 2005, for a per capita funding of \$104.45.
- Public transit services throughout New Jersey are provided by a single state agency, the New Jersey Transit Corporation (NJ Transit).
- NJ Transit elderly and disabled programs are funded from a separate casino revenue fund.
- The New Jersey Transportation Trust Fund supports both transit and highway programs. The portion of the trust fund shown here reflects expenditures for transit purposes.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Road Fund	Park and Ride Commuter Bus Service	\$2,080,000	Capital Operating Both <input checked="" type="checkbox"/> Planning Other	Discretionary Formula-based Legislated Dedicated Other <input checked="" type="checkbox"/> Specify: legislatively approved DOT budget	For operation of Statewide Park and Ride Commuter Bus Service.
State Road Fund	Regional Transit Districts	\$750,000	Capital Operating Both Planning <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary Formula-based Legislated <input checked="" type="checkbox"/> Dedicated Other Specify:	Funds will be used to provide seed money for up to three Regional Transit Districts, throughout New Mexico.
Gross Receipts Tax	Regional Transit Districts	\$0	Capital Operating Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>	Discretionary Formula-based Legislated <input checked="" type="checkbox"/> Dedicated Other Specify:	Language was added to RTD Legislation to allow Local Option Gross Receipts Tax at a rate not to exceed .5% for RTD's. To date only two RTDS have been certified. Local Option Tax has not been presented to voters for approval.
<b>TOTAL</b>					<b>\$2,830,000</b>

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

- Total state transit funding for FY 2005 is \$2,830,000 resulting in a per capita figure of \$1.47.
- The 2005 legislature approved a DOT budget that provides \$1.6 million for Park and Ride Commuter bus service statewide.
- The 2004 legislative session passed a regional transportation district (RTD) bill with taxing authority. This bill provides for dedicated state transit funds in FY 2004 and FY 2005 from the State Road Fund to establish the transit districts.

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Section 18-b STOA Operating Assistance Program	\$36,569,000	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Statewide Mass Transportation Operating Assistance (STOA) provided under Section 18-b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.
	Additional Upstate Operating Assistance	\$21,447,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	No local match required for general funds provided in addition to Section 18-b requirement. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.
	MTA Student Reduced Fare Program	\$45,000,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Special funds to support MTA Student Reduced Fare Program. 100% match provided by New York City.
<b>SUBTOTAL</b>		<b>\$103,016,000</b>			

PAGE ONE

\$103,016,000

SUBTOTAL

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\*Metropolitan Transportation Commuter District (MTCD) only.

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
	<b>SUBTOTAL</b> (from previous page)	<b>\$103,016,000</b>																									
Suburban Transportation Fund (portion of mortgage recording tax)	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Mass Transportation Operating Assistance Fund (MTOA)</div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Metropolitan MTOA Downstate Account</div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Public Transportation System Operating Assistance Fund Upstate Account</div>	\$182,540,000	<table border="0"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td colspan="2"><b>Specify:</b></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	<b>Specify:</b>		STOA provided under Section 18-b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.
Capital		<input type="checkbox"/>																									
Operating		<input checked="" type="checkbox"/>																									
Both		<input type="checkbox"/>																									
Planning		<input type="checkbox"/>																									
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
<b>Specify:</b>																											
Portion of Corporate Franchise Tax Surchage*	\$1,157,947,000	<table border="0"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td colspan="2"><b>Specify:</b></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	<b>Specify:</b>		Dedicated non-matching assistance for transit systems within the 12-county metropolitan transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.	
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
<b>Specify:</b>																											
1/4% Sales Tax*	\$4,896,000	<table border="0"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td colspan="2"><b>Specify:</b></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	<b>Specify:</b>		STOA provided under Section 18-b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.	
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
<b>Specify:</b>																											
Long Lines Tax* (Transportation/transmission companies)																											
Portion of Base Petroleum Business Tax (55% MMTOA/45% PTOA)		\$64,506,000	<table border="0"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td colspan="2"><b>Specify:</b></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	<b>Specify:</b>		Dedicated non-matching assistance for transit systems outside the 12-county metropolitan transportation district. Portion of appropriation provided pursuant to a legislative line item in the state budget; portion provided pursuant to a passenger revenue and vehicle mile formula.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input checked="" type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
<b>Specify:</b>																											
	<b>SUBTOTAL</b>	<b>\$1,512,905,000</b>																									

\*Metropolitan Transportation Commuter District (MTCD) only.

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																				
	<b>SUBTOTAL</b> (see previous page)	<b>\$1,512,905,000</b>																							
	<div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">Dedicated Mass Transportation Trust Fund (DMTTF)</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">                     Portion of Base Petroleum Business Tax                 </div> <div style="border: 1px solid black; padding: 5px; width: 20%;">                     100% Supplemental Petroleum Business Tax                 </div> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">                     MTA Capital and Operating Assistance                 </div> <div style="border: 1px solid black; padding: 5px; width: 20%;">                     Non-MTA Capital and Operating Assistance                 </div> <div style="border: 1px solid black; padding: 5px; width: 20%;">                     Additional Non-MTA Operating Assistance                 </div> </div> </div> </div>	\$600,300,000	<table border="0"> <tr> <td>Capital</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Both</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> <p><b>Specify:</b></p>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service.
Capital	<input checked="" type="checkbox"/>																								
Operating	<input type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input type="checkbox"/>																								
Legislated	<input type="checkbox"/>																								
Dedicated	<input checked="" type="checkbox"/>																								
Other	<input type="checkbox"/>																								
		\$33,000,000	<table border="0"> <tr> <td>Capital</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> <p><b>Specify:</b></p>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Dedicated share of transit allocation of trust fund for non-MTA systems. Used for state share of Federally-funded capital projects (10%) for non-MTA systems (\$17.0m). Local sponsors match the remaining non-Federal share (10%). The balance (\$16m) funds a 100% state-supported non-MTA capital program to address needs that exceed available Federal funds.
Capital	<input type="checkbox"/>																								
Operating	<input checked="" type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input checked="" type="checkbox"/>																								
Legislated	<input checked="" type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
		\$22,800,000	<table border="0"> <tr> <td>Capital</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Operating</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Both</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Planning</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="0"> <tr> <td>Discretionary</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Formula-based</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Legislated</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Dedicated</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> <p><b>Specify:</b></p>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input checked="" type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Portion of trust fund redirected to address operating assistance needs. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.
Capital	<input type="checkbox"/>																								
Operating	<input checked="" type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
Discretionary	<input type="checkbox"/>																								
Formula-based	<input checked="" type="checkbox"/>																								
Legislated	<input checked="" type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
	<b>CONTINUED FROM PREVIOUS PAGE</b>																								
	<b>TOTAL</b>	<b>\$2,169,005,000</b>																							

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

## ■ New York State Transit Funding: Major Features

- Provides record level funding program of \$2.169 billion in FY 2005; or approximately \$113 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 \$16 million annually in 100 percent state funds to address priority capital needs that exceed available federal resources. MTA capital requirements are addressed from the state contribution to the MTA multiyear capital program.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
At least \$.50 multiplied by the total number of registered vehicles in the state is allocated to transit from the Highway Fund	Urban & regional maintenance assistance	\$29,911,272	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation to fixed route systems for operations only. State share cannot exceed local.
	Urban bus and facilities	\$1,585,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Funding for 1/2 local match for urban and regional FTA capital grants.
Balance from the State Highway Trust Fund	Statewide Transit Development Program	\$4,600,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary project grants to match FTA funding apportionments, local TDM programs and demonstration projects.
	Elderly and Disabled Program	\$5,500,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation to 100 counties for operation assistance only.
	Rural Capital Program	\$7,450,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Capital grants to non-urbanized area transportation systems.
	Rural Facility Program	\$500,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Project grants for facilities in non-urbanized areas.
<b>SUBTOTAL</b>		<b>\$49,546,272</b>			

CONTINUED ON NEXT PAGE

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

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
	<b>Subtotal from previous page.</b>	<b>\$49,546,272</b>																									
	Urban and Rural Technology Program	\$1,850,000	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Project grants to urban and rural systems to improve customer convenience and system effectiveness.
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	Rural Intercity Service Program	\$400,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Dedicated operating funds for regional/intercity services for contract ops through state and/or local jurisdictions.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	Operating Assistance for Rural General Public Service	\$4,500,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Formula allocation to rural agencies serving the general public for operating assistance only.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	Regional New Starts	\$19,470,175	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Planning</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Funding for New Start Projects.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input checked="" type="checkbox"/>																										
Planning	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	Rural Transportation Program Administration	\$2,700,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Funding for rural transportation system administrative costs (urban area counties and human service only rural systems).
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input checked="" type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	At least \$.50 multiplied by the total number of registered vehicles in the state is allocated to transit from the Highway Fund																										
	Balance from the State Highway Trust Fund																										
	<b>SUBTOTAL</b>	<b>\$78,466,447</b>																									

CONTINUED FROM PREVIOUS PAGE

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

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
	Subtotal from previous page	\$78,466,447																									
Balance from the State Highway Trust Fund	Work First Program	\$1,400,000	<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input checked="" type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	Specify:		Formula allocation to all 100 counties to assist with Work First and employment transportation needs.
Capital	<input type="checkbox"/>																										
Operating	<input checked="" type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input checked="" type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:																											
	NC: Moving Ahead!	\$31,858,450	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	Specify:		Project grants to urban and rural systems for much needed improvements to the state's transportation network.
Capital	<input checked="" type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input checked="" type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input checked="" type="checkbox"/>																										
Specify:																											
<b>CONTINUED FROM PREVIOUS PAGE</b>		<b>TOTAL</b>		<b>\$111,724,897</b>																							

## ■ North Carolina State Transit Funding: Major Features

- Total state transit funding in FY 2005 was \$111.7 million, or \$12.87 per capita.
- Rural Vanpool Program: Expanded North Carolina's Rural Vanpool Program targeting North Carolina residents earning less than 200% of the poverty level. The program transports people to work who otherwise would probably be unemployed or have to use a large portion of their income for the commute trip. As many as 30 rural vanpools operated across the state in 2005. State transit funds identified for employment transportation are used to support the majority of the costs associated with this program.
- Light Rail: Supported light rail systems for North Carolina's metropolitan regions. The city of Charlotte made history this year as the first transit system in the state to receive full federal funding for the South Corridor Rail Project, which is scheduled to begin operation in 2007. State funding in excess of \$106 million will provide nearly 25% of the project cost.

Note: Transit received \$120 million from the Highway Trust Fund for FY 2002-2004. The funds were used to provide additional urban operating assistance, upgrade vehicle fleets in rural systems statewide and for New Start projects. The decrease in transit funding for FY 2005 is due to these funds no longer being available for transit projects.

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Statewide Vehicle Registration Fee (\$3/vehicle per year)	North Dakota Public Transportation Fund	\$2,203,657	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	State statutory formula distribution of funds to each county for public transportation operators in that county, based on county population and base funding amount. For 2005 the base is \$12,200 per capita in the county plus \$1.56 per capita in the county. Funds flow directly from the state to governmental or private nonprofit transit provider(s) in the county. If more than one eligible provider exists in the county the state aid funds are split between/ among providers.
<b>TOTAL</b>					
					<b><u><u>\$2,203,657</u></u></b>

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

- Total state transit funding in FY 2005 was \$2.20 million or \$3.46 per capita.
- State funding covers about 21.5 percent of all federal and state transit funding in North Dakota for 2005.
- State aid for public transit funds in North Dakota are not restricted and can be used by transit project recipients for all transit costs, including operating costs, capital costs, transit planning costs, and the costs of matching federal transit funds.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund Biennial Legislative Appropriations (two 1-year appropriations)	Ohio Public Transportation Grant Program (\$111.0 million)	\$6,800,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Formula allocation for Federal match for urbanized areas. Provides up to 50% of non-Federal operating expenses for areas with populations of less than 200,000 only, up to 80% of non-federal project cost at grantee request for capital, and 10% of project cost for planning.
		\$4,200,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Provides up to 30% of operating expenses and 10% of project cost for capital expenses.
	\$1,100,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary project grants available to establish, continue or improve transportation coordination among human service agencies for administration and operations.	
	\$5,000,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Reimbursement to systems where elderly and disabled fares are not more than half the fare charged to the general public.	
<b>TOTAL</b>		\$1,200,000			Administration costs
					<b><u>\$18,300,000</u></b>

## ■ Ohio State Transit Funding: Major Features

- Total state transit funding decreased from \$24.4 million in FY 2002 (excluding the rail program) to \$18.3 million in FY 2005 (excluding the rail program). Per capita state investment for FY 2005 is \$1.60
- State funding supports capital and planning in all areas; it supports operating assistance only in areas with populations of less than 200,000.
- ODOT places a strong emphasis on oversight and technical support.
- There is no longer a state discretionary capital program using state funds. A limited discretionary program is being continued using congestion mitigation air quality (CMAQ) funds.
- Formula allocation for 5311 recipients incorporates performance factors, including ridership (50 percent), revenue miles of service (25 percent), and level of local support (25 percent). Compliance with requirements and timeliness of submissions are also evaluated. For 5307 recipients, it is 20% ridership, 20% revenue miles, 10% fare box revenue, 20% cost per hour, 20% passengers per mile, 10% fare box recovery.
- A committee appointed by the governor and the Ohio General Assembly – the Transportation Review Advisory Committee – uses state motor fuel taxes (highway purpose projects) and Federal highway funds for major new transportation projects, including transit projects.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Fuel Tax Dedicated Funds (\$850,000)	Public Transit Revolving Fund	\$162,500	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Urban and rural new starts, including expansion of service mode by existing operators.
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
State General Fund (Discretionary) (\$1.9 million)	Public Transit Revolving Fund	\$617,500	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	For all purposes
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
State General Fund FY ending 6-30-06 (\$500,000)	All other public transportation providers	\$1,852,500	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	For all purposes. Allocated based on vehicle revenue miles for the previous fiscal year.
			<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
<b>TOTAL</b>		<b>\$3,250,000</b>			

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

- Total state transit funding in FY 2005 was \$3.25 million or \$.922 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.
- An additional \$500,000 was appropriated by the legislature for FY 2005 only.
- Five percent of funds appropriated to the PTRF are set aside for new starts.
- By state statute, Oklahoma County and Tulsa County transit services receive 20 percent each from the PTRF annually.
- The balance of money appropriated to the PTRF is distributed to all other public transit providers using a pro rata share of the vehicle revenue miles.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Cigarette Tax \$4,174,997	Special Transportation Fund	\$8,803,071	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Distributed through ODOT Public Transit Division to counties and districts for senior and disabled transportation - 75% of fund allocation based on population, 25% based on a competitive grant process.
Operating <input type="checkbox"/>			Formula-based <input checked="" type="checkbox"/>		
Both <input checked="" type="checkbox"/>			Legislated <input checked="" type="checkbox"/>		
Planning <input type="checkbox"/>			Dedicated <input type="checkbox"/>		
DMV ID Card Fee \$1,824,214			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
Lottery Bonds	TriMet Urban Light Rail Program	\$9,963,000	Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Discretionary allocation of lottery profits for debt service and bond repayment for Portland West Side Light Rail.
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
General Fund-(\$0.00 in FY 05) Non-Highway Fuel Tax-(\$47,063 in FY 05)	Oregon Passenger Rail Program	\$47,063	Capital <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/>	Discretionary allocation for operation, equipment, and track improvements for Oregon High Speed Rail Program through ODOT Rail Division.
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
Lottery Bonds	Commuter Rail Program	\$0	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Allocated for developing a suburban commuter link with high tech industrial areas external to the Portland Metro area. For track improvement and trains. Project has \$35 million scheduled of state funds through ODOT Rail Division (in planning stage).
			Operating <input type="checkbox"/>	Formula-based <input type="checkbox"/>	
			Both <input type="checkbox"/>	Legislated <input checked="" type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
Mass Transit Tax	Transit District Assistance	\$7,327,395	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	To transit and transportation districts for transit operations and capital expenditures. Allocated to those eligible as a percent (0.6%) of the state wages paid locally. Cannot receive more than their own taxing resources (i.e. a 50% match). Distributed by Dept. of Administrative Services rather than ODOT.
			Operating <input type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
			Both <input checked="" type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify:		
<b>TOTAL</b>		<b>\$26,140,529</b>			

## ■ Oregon State Transit Funding: Major Features

- Total state transit funding decreased from \$31.4 million in FY 2004 to \$26.1 million in FY 2005. Per capita investment for FY 2005 is \$7.18.
- Most state funding is allocated to “special” programs, including elderly and disabled and new fixed-guideway projects.
- State general funds have been replaced by “other fund” revenues as the predominant source of funding for state transit programs.
- Of the \$1.28 for 20-pack and \$1.68 for 25 pack cigarette tax, 89.65% is allocated to the state general fund. Of that amount, 3.45% per pack is allocated to the Special Transportation Fund for senior and disabled transportation.
- The in-lieu-of-payroll tax support applies to mass transit districts and transportation districts. Amounts provided through this program may not exceed the amount the district receives from its own taxes.

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



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General Fund	Operating Assistance	\$288,565,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated by legislative formula: \$286.2m for urban; \$2.4m for rural. Eligible uses include all standard categories of operating assistance.
	Dedicated Funds Auto Rental Tax (\$2/day) Vehicle Lease Tax (3% of price) Tire Fee (\$1/tire) Annual Transfer of .937% Sales Tax - Sales Proceeds equivalent to 6% Sales Tax on Periodicals, Selected Truck Leases, & proceeds equivalent to prior public utility-related payments.	\$175,317,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	\$166m for urban; \$4.5m for rural; \$2.3m for community transportation; and \$2.5m for technical assistance. Eligible uses include capital assistance for urban, rural and community transportation systems. Up to 50% of urban or rural PTAF funds may be used for asset maintenance. Technical assistance funds may also be used for training and demonstration projects.
Supplemental Dedicated Funds: Transfer of 1.22% of Sales Tax proceeds not to exceed \$75 million annually	Dedicated Supplemental Funds (Act 3 Revenue Enhancement Initiative)	\$75,000,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	\$69.7m for urban; \$4.1m for rural; and \$1.2m for community transportation. Eligible uses include capital assistance only for community transportation and capital or operating assistance for urban and rural. Urban systems may use approximately 75% of funds for operating assistance, including asset maintenance, and the balance for capital assistance. Rural systems may use all funds for operating assistance.
Lottery Funds and Supplemental General Funds \$116.7 million Lottery \$21.6 million Supplemental General Funds	Senior Citizen Transportation Program Fixed-Route & Shared Ride Service	\$138,262,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify: Fare reimbursement	Allocated based on senior citizen rider ship and average or base fare levels-\$71.7m for urban and \$1.7m for rural systems. Funds provide 100% fare reimbursement for providing free senior citizens fares during off-peak hours for Fixed-Route Service and 85% of eligible fares for Shared-Ride Service which has no peak hour restriction. Shared-Ride Program funded exclusively with \$64.9m Lottery Funds. Fixed-Route Program funded with \$51.8m of Lottery Funds and \$21.6m of Supplemental General Funds.
<b>CONTINUED ON NEXT PAGE</b>		<b>SUBTOTAL</b>		<b>\$677,144,000</b>	

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
General State Obligation Bond Proceeds	Discretionary Capital Assistance Program	\$146,705,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to specific capital projects authorized in periodic State Capital Budgets. Generally, annual policy allocation approximates urban and rural legislative formula allocations (e.g. 97% urban/3% rural). Eligible uses include all standard categories of capital assistance and vehicle overhaul costs.
General Funds	Intercity Transportation Program	\$7,413,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for specific projects as determined by the Department. Funds were used for operating assistance only and included \$6.0m for the Intercity Rail Program and \$1.4m for the Intercity Bus Program.
General Funds	Miscellaneous Other Programs	\$3,961,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for specific projects as determined by the Department. Eligible uses include operating assistance for Persons with Disabilities Demonstration Program (\$2.1m); consultant oversight costs for State Rail Transit Safety Oversight Program (\$0.3m); operating assistance for the Job Access Program (\$0.2m) and special stop gap assistance (\$1.3m).
<b>CONTINUED FROM PREVIOUS PAGE</b>					
<b>TOTAL</b>					<b><u>\$835,223,000</u></b>

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

- Total state transit funding increased from \$785.2 million in FY 2004 to \$835.2 million in FY 2005. Per capita investment in FY 2005 was \$67.20.
- The funding sources include state general fund, dedicated funds (including both Public Transportation Assistance Fund [PTAF] and Act 3 Revenue Enhancement Initiative), Lottery Funds, and General Obligation Bond Proceeds.
- The state has a constitutional restriction prohibiting the use of highway funds for public transportation.
- State-dedicated PTAF and Act 3 funds are exclusively for public transportation.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Taxes (7.25 cents/gallon to transit 24.2% of gas taxes collected)	Operating Assistance	\$30,218,758	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input checked="" type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated to RI Public Transit Authority (RIPTA) operations. Uses 6.25 cents per gallon from Motor Fuel Tax.
	Department of Elderly Affairs Program	\$4,384,212	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input checked="" type="checkbox"/> Other Specify:	Allocated for elderly/disabled reduced fares for RIPTA fixed-route services, RIPTA ADA services, and Department of Elderly Affairs elderly transportation. Uses 1.0 cent per gallon of the Motor Fuel Tax.
General Obligation Bonds	Capital Program	\$244,647	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Funds 20% state match of Federal funds for bus purchases (\$.211m). Used \$.033 million for acquisition/design/construction of transit facilities.
<b>TOTAL</b>		<b><u>\$34,847,617</u></b>			

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

- Total state transit funding fell from \$36.8 million in FY 2004 to \$34.8 million in FY 2005 for a per capita figure of \$32.38.
- The Rhode Island Public Transit Authority (RIPTA) serves as the paratransit broker in Rhode Island. RIPTA is the largest of the paratransit carriers and contracts with two other carriers to provide elderly and disabled paratransit services. The paratransit brokerage is known as Ride.
- Rhode Island voters passed a referendum in November 2004 to spend \$1.5 million for bus purchases.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Taxes 1/4 of one cent	State Mass Transit Fund	\$2,696,000	Capital	Discretionary	Match for FTA 5311 funds. Can be used for operating, administrative and technical assistance/planning expenses. Up to 20% can be used as match.
			Operating	Formula-based	
			Both	Legislated	
			Planning	Dedicated	
State Match for Large Urban Operators	State Match for Large Urban Operators	\$1,600,000	Capital	Discretionary	Match for FTA 5307 funds. Can be used for both operating and capital expenses.
			Operating	Formula-based	
			Both	Legislated	
			Planning	Dedicated	
State Match for Small Urban Operators	State Match for Small Urban Operators	\$967,000	Capital	Discretionary	Match for FTA 5309 funds. Can be used for both operating and administrative expenses.
			Operating	Formula-based	
			Both	Legislated	
			Planning	Dedicated	
Statewide Planning Assistance	Statewide Planning Assistance	\$680,000	Capital	Discretionary	Funds special programs and special projects of the Mass Transit Office.
			Operating	Formula-based	
			Both	Legislated	
			Planning	Dedicated	
State Mass Transit Programs	State Mass Transit Programs	\$680,000	Capital	Discretionary	Funds special programs and special projects of the Mass Transit Office.
			Operating	Formula-based	
			Both	Legislated	
			Planning	Dedicated	
<b>TOTAL</b>		<b>\$5,943,000</b>			

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

- Total state transit funding in FY 2005 was \$5.9 million or about \$1.40 per capita.
- An additional \$1.3 million in state general funds was made available to the state mass transit budget early in state fiscal year 2005-2006. As of the end of December 2005 none of these additional funds have been expended.
- The majority of the state transit funding budget – \$5.9 million in FY 2005 – 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 to June.)



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
Public & Specialized Transportation Fund (\$429,000)	<pre> graph TD     A[Public &amp; Specialized Transportation Fund (\$429,000)] --- B[Operating Assistance]     C[Other State Funds (\$888,625)] --- B             </pre>	\$1,891,229	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td>X</td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary		Formula-based	X	Legislated		Dedicated		Other		Specify:		Allocated among 5311 providers by account ridership and miles driven.
Capital																											
Operating	X																										
Both																											
Planning																											
Other																											
Discretionary																											
Formula-based	X																										
Legislated																											
Dedicated																											
Other																											
Specify:																											
Other State Funds (\$888,625)																											
<b>TOTAL</b>					<b><u><u>\$1,891,229</u></u></b>																						

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

- Total state transit funding in FY 2005 was \$1,891,229 or \$ 2.44 per capita.
- State funding came from the Public and Specialized Transportation Fund (\$429,000) and from other state funds (\$888,625).

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Gas Tax	Urban Capital Assistance	\$8,117,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match for 5307, 5309 (bus, rail, rail modernization, new starts), and STP/Flex Funds. 10% State match.
	Urban Operating Assistance	\$16,659,000	<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match of up to 50% of non-Federal share. 3% increase over 2004.
	Rural Transportation	\$5,932,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Discretionary match of 5311 funds, operating assistance, 4% increase in operating over 2004.
	Job Access (Rural/Urban)	\$3,000,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match of Federal funds for the Jobs Access Program.
	Elderly and Disabled (5310)	\$248,000	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	State match of 10% of capital (half of non-Federal match).
<b>TOTAL</b>		<b>\$33,956,000</b>			

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
	<b>SUBTOTAL</b>	<b>\$33,956,000</b>			
	(from previous page)				
	MPO/Statewide Planning (5303 and 5313b)	\$143,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Match of Federal funds for planning. Statewide planning 5313(b) used for technical assistance program.
	Urban/Rural Training Assistance		<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for training assistance.
	Student Intern Program	\$97,000	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Allocated for student intern program.
	Gas Tax		<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	
	Ridesharing/Park-and-Ride Lots/Special Projects (BRT Feasibility Study)	\$0	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	Funded from previous year's budgets for FY 2005. Allocated to local agencies.
	Federal HHS Funds TN Dept. of Human Services	Considered Federal Funds	<input type="checkbox"/> Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other Specify:	This program transferred from TN Dept. of Human Services - July 1, 2004. TDOT used state funds to begin program and will be reimbursed by Dept. of Human Services with Federal Funds. TDOT Finance considers the \$8,400,000 as Federal money in Transit budget.
	<b>TOTAL</b>	<b>\$34,196,000</b>			

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## ■ 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. New public transit systems started in 2005 in the cities of Cleveland, Morristown, Murfreesboro and Sevierville.
- During 2005 the Tennessee Department of Transportation, (TDOT) funded and participated in transit feasibility studies for three (3) small urban cities. One or more of these cities may choose to start public transit service by the end of 2006.
- TDOT has been very active during 2005 in completing the development of its Long Range Multi-Modal Transportation Plan. The public comment period on the draft plan ended in October of 2005 and the final Plan will be issued in the spring 2006. 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.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (if formula-based, describe formula)																						
State Highway Fund (non-constitutionally dedicated portion, \$57.5m)	All eligible 5311 (non-urban) Programs	\$20,178,496	<table border="1"> <tr><td><input type="checkbox"/></td><td>Capital</td></tr> <tr><td><input type="checkbox"/></td><td>Operating</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Both</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Planning</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Other</td></tr> </table>	<input type="checkbox"/>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input checked="" type="checkbox"/>	Other	<table border="1"> <tr><td><input type="checkbox"/></td><td>Discretionary</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Formula-based</td></tr> <tr><td><input type="checkbox"/></td><td>Legislated</td></tr> <tr><td><input type="checkbox"/></td><td>Dedicated</td></tr> <tr><td><input type="checkbox"/></td><td>Other</td></tr> <tr><td colspan="2">Specify:</td></tr> </table>	<input type="checkbox"/>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	Specify:		100% of 5311 funds are allocated to recipients based on 80% needs and 20% performance.
	<input type="checkbox"/>	Capital																									
<input type="checkbox"/>	Operating																										
<input checked="" type="checkbox"/>	Both																										
<input checked="" type="checkbox"/>	Planning																										
<input checked="" type="checkbox"/>	Other																										
<input type="checkbox"/>	Discretionary																										
<input checked="" type="checkbox"/>	Formula-based																										
<input type="checkbox"/>	Legislated																										
<input type="checkbox"/>	Dedicated																										
<input type="checkbox"/>	Other																										
Specify:																											
	Eligible 5307 programs in areas between 50,000 & 200,000 population	\$9,562,571	<table border="1"> <tr><td><input type="checkbox"/></td><td>Capital</td></tr> <tr><td><input type="checkbox"/></td><td>Operating</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Both</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Planning</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Other</td></tr> </table>	<input type="checkbox"/>	Capital	<input type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input checked="" type="checkbox"/>	Planning	<input checked="" type="checkbox"/>	Other	<table border="1"> <tr><td><input type="checkbox"/></td><td>Discretionary</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Formula-based</td></tr> <tr><td><input type="checkbox"/></td><td>Legislated</td></tr> <tr><td><input type="checkbox"/></td><td>Dedicated</td></tr> <tr><td><input type="checkbox"/></td><td>Other</td></tr> <tr><td colspan="2">Specify:</td></tr> </table>	<input type="checkbox"/>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	Specify:		100% of 5307 funds are allocated to recipients based on 80% needs and 20% performance.
<input type="checkbox"/>	Capital																										
<input type="checkbox"/>	Operating																										
<input checked="" type="checkbox"/>	Both																										
<input checked="" type="checkbox"/>	Planning																										
<input checked="" type="checkbox"/>	Other																										
<input type="checkbox"/>	Discretionary																										
<input checked="" type="checkbox"/>	Formula-based																										
<input type="checkbox"/>	Legislated																										
<input type="checkbox"/>	Dedicated																										
<input type="checkbox"/>	Other																										
Specify:																											
<b>TOTAL</b>		<b>\$29,741,067</b>																									

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

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

- Total state transit funds increased from \$54.4 million in the FY 2002–2003 biennium to \$57.5 million in the FY 2004–2005 biennium.
- Of the state funds allocated for transit, 100% (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.)



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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
			<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td><input type="text"/></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:	<input type="text"/>	
Capital	<input type="checkbox"/>																										
Operating	<input type="checkbox"/>																										
Both	<input type="checkbox"/>																										
Planning	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Discretionary	<input type="checkbox"/>																										
Formula-based	<input type="checkbox"/>																										
Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:	<input type="text"/>																										
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			<table border="1"> <tr><td>Capital</td><td><input type="checkbox"/></td></tr> <tr><td>Operating</td><td><input type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Capital	<input type="checkbox"/>	Operating	<input type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> <tr><td>Specify:</td><td><input type="text"/></td></tr> </table>	Discretionary	<input type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Specify:	<input type="text"/>	
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Legislated	<input type="checkbox"/>																										
Dedicated	<input type="checkbox"/>																										
Other	<input type="checkbox"/>																										
Specify:	<input type="text"/>																										

**NO STATE FUNDING PROVIDED FOR TRANSIT IN FY 2005.**

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

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																				
Transportation Fund	Local Transit Operations	\$6,266,976	<table border="1"> <tr><td>Capital</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Operating</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Both</td><td><input type="checkbox"/></td></tr> <tr><td>Planning</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input checked="" type="checkbox"/></td></tr> </table>	Capital	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Both	<input type="checkbox"/>	Planning	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>	<table border="1"> <tr><td>Discretionary</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Formula-based</td><td><input type="checkbox"/></td></tr> <tr><td>Legislated</td><td><input type="checkbox"/></td></tr> <tr><td>Dedicated</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Discretionary	<input checked="" type="checkbox"/>	Formula-based	<input type="checkbox"/>	Legislated	<input type="checkbox"/>	Dedicated	<input type="checkbox"/>	Other	<input type="checkbox"/>	Transportation funds support local transit operations and are used to match operating, capital, and Job Access and Reverse Commute (JARC) grants. Formula in Statute.
Capital	<input checked="" type="checkbox"/>																								
Operating	<input checked="" type="checkbox"/>																								
Both	<input type="checkbox"/>																								
Planning	<input type="checkbox"/>																								
Other	<input checked="" type="checkbox"/>																								
Discretionary	<input checked="" type="checkbox"/>																								
Formula-based	<input type="checkbox"/>																								
Legislated	<input type="checkbox"/>																								
Dedicated	<input type="checkbox"/>																								
Other	<input type="checkbox"/>																								
<b>TOTAL</b>		<u><u>\$6,266,976</u></u>																							

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

- State funds in the transit budget in FY 2005 totaled \$6.27 million, or \$10.06 per capita.
- Vermont provides 50% of the local match on capital acquisitions.
- By statute, Vermont has a funding formula for all operating grants.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuel Tax (\$.025)	Commonwealth Transportation Trust Fund	\$84,800,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Allocated based on each system's operating expenses as a percentage of the statewide total.
			Operating <input checked="" type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
Motor Vehicle Sales & Use Tax (1.0%)	Commonwealth Transportation Trust Fund	\$84,800,000	Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
Sales Tax (0.5%)	Mass Transit Fund (\$109.1m, 14.7% of CTF)	\$28,800,000	Other <input type="checkbox"/>	Other <input type="checkbox"/>	Allocated based on grant application subject to approval by the Commonwealth Transportation Board. Each project is funded at the same percentage of state participation, which may change each year. By law, State can provide up to 95% of local match of Federal funding (40% in FY 2004).
				Specify: <input type="checkbox"/>	
Other Fees, Taxes and Interest	Transit Capital Assistance	\$28,800,000	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	
	Transit Operating Assistance	\$84,800,000	Operating <input checked="" type="checkbox"/>	Formula-based <input checked="" type="checkbox"/>	
	Transit Project Assistance	\$1,700,000	Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	Discretionary grants subject to review and approval by Commonwealth Transportation Board. The funds support ridesharing/TDM projects, transit technical studies, and transit demonstration projects. State participation depends on the type of grant.
	Transit Project Assistance	\$1,700,000	Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
	Transit Project Assistance	\$1,700,000	Other <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	
	Transit Project Assistance	\$1,700,000		Specify: <input type="checkbox"/>	
Regional Motor Fuel Tax (2%)	Northern VA Transportation Commission	\$27,500,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Funding to support the Northern VA share of the Washington Metropolitan Area Transit Authority's operating expenses.
			Operating <input checked="" type="checkbox"/>	Formula-based <input type="checkbox"/>	
	Northern VA Transportation Commission	\$27,500,000	Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	
	Northern VA Transportation Commission	\$27,500,000	Planning <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
	Northern VA Transportation Commission	\$27,500,000	Other <input type="checkbox"/>	Other <input type="checkbox"/>	
	Northern VA Transportation Commission	\$27,500,000		Specify: <input type="checkbox"/>	
	Potomac and Rappahannock Transportation Commission	\$14,800,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Funding to support the operating and capital expenses of the Virginia Railway Express (commuter rail), Omniride (commuter and local bus) and other transportation projects and services.
	Potomac and Rappahannock Transportation Commission	\$14,800,000	Operating <input checked="" type="checkbox"/>	Formula-based <input type="checkbox"/>	
	Potomac and Rappahannock Transportation Commission	\$14,800,000	Both <input type="checkbox"/>	Legislated <input type="checkbox"/>	
	Potomac and Rappahannock Transportation Commission	\$14,800,000	Planning <input type="checkbox"/>	Dedicated <input checked="" type="checkbox"/>	
	Potomac and Rappahannock Transportation Commission	\$14,800,000	Other <input type="checkbox"/>	Other <input type="checkbox"/>	
	Potomac and Rappahannock Transportation Commission	\$14,800,000		Specify: <input type="checkbox"/>	
<b>TOTAL</b>		<b>\$157,600,000</b>			

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

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

- Total state transit funding for FY 2005 was \$157.6 million for a per capita figure of \$20.83.
- The Commonwealth Transportation Trust Fund provides most state funding for transit in Virginia. Various general and motor vehicle taxes are used to support the fund. About 14.7 percent of the fund was allocated to transit in FY 2005.
- 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 FY05 an additional \$16.1 million in state highway funds and toll revenues supported transit projects.

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

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
State Multimodal Transportation Fund	Rural Mobility Grants	\$7,000,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	Competitive and formula grants for transit capital and operating in rural areas. \$3.5 million in state funds are distributed to the rural and small urban transit agencies that receive less than 80% of the average state per capita sales tax.
	FTA 5311	\$4,229,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	
	Paratransit & Special Needs Grants	\$9,800,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	Competitive and formula grants for capital and operating grants for transit services provided to individuals with special needs. \$7.7m year in state grant funds are distributed to 26 public transit agencies based on their expenditures for demand response services in 2003.
	FTA 5310	\$1,729,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	
	JARC	\$1,815,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> <b>Specify:</b>	
<b>SUBTOTAL</b>		<b>\$24,573,000</b>			

CONTINUED ON NEXT PAGE

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
	<b>SUBTOTAL</b> (from previous page)	<b>\$24,573,000</b>			
State Multimodal Transportation Fund	Public Transportation & Commute Options (\$49.2m)	Vanpool Grants	<input checked="" type="checkbox"/> Capital <input type="checkbox"/> Operating Both <input type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <b>Specify:</b>	Grants to expand van pooling programs.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <b>Specify:</b>	The Commute Trip Reduction (CTR) program is required under state law. Funds are passed through to ten counties based upon the number of affected workites and the performance of the trip reduction program in the previous year. An innovative competitive grant program purchases trip reduction based on an annualized rate. The trip reduction cost must be less than the cost of expanding capacity on the road. This program is new and currently being evaluated.
State Multimodal Transportation Fund	Passenger Rail Program (\$35m)	Trip Reduction Performance	<input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <b>Specify:</b>	Develop a market to reduce trips.
			<input type="checkbox"/> Capital <input checked="" type="checkbox"/> Operating Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other	<input type="checkbox"/> Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <b>Specify:</b>	An innovative competitive grant program purchases trip reduction based on an annualized rate. The trip reduction cost must be less than the cost of expanding capacity on the road. This program is new and currently being evaluated.
	<b>TOTAL</b>	<b>\$30,423,000</b>			



## ■ Washington State Transit Funding: Major Features

- Total state transit funding for FY 2005-2007 is \$84.2 million. For FY 2005, \$32.5 million in appropriated funds and \$8 million in unappropriated funds were programmed for transit projects. This includes biennial funding of \$36.4 million for passenger rail operations and \$88.1 million for rail capital.
- The population of the state is 6,131,445. The service area population of the 26 transit systems is 5,185,390.
- 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 2004, the total revenue for public transit operations was \$1,467.7 million.
- The most common form of local transit revenue is the sales tax. In 2004, \$876.8 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 2004, this amounted to \$64.7 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 weight fees may be presented to the voters in 2006.
- The passenger rail program aligns with the north-south Interstate 5 highway. The Washington State Department of Transportation has an operating agreement with Amtrak and a use agreement with the Burlington-Northern/Santa Fe for the use of the tracks.

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)																						
General Funds	Operating Assistance to Rural Transit (FTA 5311 Program)	\$1,258,342	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating</td><td>X</td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital		Operating	X	Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td>X</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	X	Formula-based		Legislated		Dedicated		Other		Specify:		Provides matching funds, primarily for operating assistance to those areas of the state that lack the economic resources to provide matching funds for the Section 5311 program.
	Capital																										
Operating	X																										
Both																											
Planning																											
Other																											
Discretionary	X																										
Formula-based																											
Legislated																											
Dedicated																											
Other																											
Specify:																											
	Match for Statewide Capital Discretionary (FTA 5309 Grants)	\$1,000,000	<table border="1"> <tr><td>Capital</td><td>X</td></tr> <tr><td>Operating</td><td></td></tr> <tr><td>Both</td><td></td></tr> <tr><td>Planning</td><td></td></tr> <tr><td>Other</td><td></td></tr> </table>	Capital	X	Operating		Both		Planning		Other		<table border="1"> <tr><td>Discretionary</td><td>X</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Legislated</td><td></td></tr> <tr><td>Dedicated</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td>Specify:</td><td></td></tr> </table>	Discretionary	X	Formula-based		Legislated		Dedicated		Other		Specify:		State matching funds are provided to match capital projects that are included in the statewide Section 5307 grants. Both urban and rural systems receive these matching funds.
Capital	X																										
Operating																											
Both																											
Planning																											
Other																											
Discretionary	X																										
Formula-based																											
Legislated																											
Dedicated																											
Other																											
Specify:																											
<b>Total</b>		<u><u>\$2,258,342</u></u>																									

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

- Total state transit funding in FY 2005 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.)

Wisconsin State Transit Funding: Program Structure and Characteristics

Source	Programs	Transit Funds (FY 2004)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Motor Fuels Taxes Vehicle Registration Taxes Fees/ Revenues	State of Wisconsin Transportation Fund	\$98,661,400	Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Based ON equalized percentages of combined state and federal operating expenses within 3-tier system based on system size.
		\$336,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Grants emphasizing transportation services that link low-income individuals with jobs & that encourage innovative alternatives to driving alone. Eligible projects include transit, bike, pedestrian, TMA formation, planning, and access-to-jobs initiatives, including private-sector pilot efforts.
		\$8,373,000	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input checked="" type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Provides aid to counties for specialized transit services to the elderly and disabled communities.
		\$921,900	Capital <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input checked="" type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Used to acquire vehicles for elderly and disabled transportation services. Grants made primarily to private, non-profit organizations and local public bodies.
		\$0	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	
		\$1,146,041	Capital <input type="checkbox"/> Operating <input type="checkbox"/> Both <input type="checkbox"/> Planning <input type="checkbox"/> Other <input type="checkbox"/>	Discretionary <input type="checkbox"/> Formula-based <input type="checkbox"/> Legislated <input type="checkbox"/> Dedicated <input type="checkbox"/> Other <input type="checkbox"/> Specify:	Funding for Wisconsin's share of the costs of AMTRAK service between Milwaukee and Chicago.
		<b>TOTAL</b>		<b>\$109,438,341</b>	

NOTE:  
TMA=Transportation Management Agency

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

- Total state transit funding increased from \$109 million in FY 2004 to \$109,438,341 in FY 2005, for a current per capita funding level of \$19.77.
- 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.)

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

Source	Programs	Transit Funds (FY 2005)	Eligible Uses (Check box)	Type of Funding (Check box)	Remarks on Uses and Allocation (If formula-based, describe formula)
Unrestricted State Highway Funds	Operating and Capital Assistance State Operating Subtotal	\$1,500,000	Capital <input type="checkbox"/>	Discretionary <input type="checkbox"/>	Allocated to local transit providers to supplement and help match 5307 and 5311 funding.
		\$568,935 *	Operating Both <input checked="" type="checkbox"/>	Formula-based Legislated <input checked="" type="checkbox"/>	
		\$2,068,935	Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify: <input type="text"/>		
*Note: Appropriation from Legislature of \$568,935 and \$431,065 was a one-time 2005 appropriation of \$1 million to be used in 2005 and 2006 fiscal years. This money appropriated to bridge gap to passage of SAFETEA-LU					
Interest Income from the Transportation Trust Fund	Transportation Enterprise Fund	\$886,576	Capital <input checked="" type="checkbox"/>	Discretionary <input type="checkbox"/>	Purchase of public transit vehicles.
			Operating Both <input type="checkbox"/>	Formula-based Legislated <input checked="" type="checkbox"/>	
			Planning <input type="checkbox"/>	Dedicated <input type="checkbox"/>	
			Other <input type="checkbox"/>	Other <input type="checkbox"/>	
			Specify: <input type="text"/>		
<b>TOTAL</b>		<b>\$2,955,511</b>			

## ■ Wyoming State Transit Funding: Major Features

- Total state transit funding in FY 2005 was \$2.96 million or \$5.80 per capita.
- Transportation Enterprise Fund awards were made in November 2005 – a total of \$886,576 was awarded to 19 state transit providers.
- Gas tax revenues are restricted to highway use only. Transit funds can only come from other portions of the state highway fund, or State General Funds.
- During FY 2005, 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.)



## 3.0 Highlights of State Transit Funding, 2005

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

In 2005, all 50 states and the District of Columbia (DC) responded to the Transit Survey. This year, again, all 50 states and DC returned their surveys. Information from the 2005 survey is summarized followed by an overview of funding changes and historical comparisons for the all programs for 2004 through 2005 (for purposes of this summary, DC will be included with the states).

**Sources of State Funds (Table 3.1).** The most utilized sources for transit funding were the **general fund** (used by 19 states), **gas taxes** (used by 15 states), **motor vehicle/rental car sales taxes** (used by 9 states), **bond proceeds** (used by 8 states), **registration/license/title fees** (used by 8 states), and **general sales tax** (used by 7 states). Twenty-seven states reported that they used **other** sources for funding such as state highway funds, trust funds, miscellaneous revenues, fees, taxes, lottery funds, tolls, or other types of assessments. Eight of these 27 states relied solely (100% of transit dollars) on these miscellaneous revenue sources.

**Types of Investment (Table 3.2).** Of the 51 transit programs, four reported no state funding for transit. Of those programs providing state transit funding, 31 out of 47 (66 percent) reported specific funding amounts for capital expenditures; 30 out of 47 (64 percent) reported specific funding amounts for operating expenditures; 28 out of 47 (60 percent) reported funding amounts that could be used for either capital or operating expenditures, and 14 out of 47 (30 percent) reported funding for planning, training, studies, or other miscellaneous activities. About two and a half times as many dollars were allocated for operating expenditures (\$4.596 billion or 48 percent) compared to capital expenditures (\$1.838 billion or 19 percent). Funds allocated for either capital or operating declined in 2005—from \$3.44 billion (37 percent) in 2004 to \$2.912 billion (31 percent) in 2005. Miscellaneous funding allocations totaled \$1.70 million (1.8 percent).

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

State	General Fund	Gas Tax	Motor Vehicle/Rental Car Sales Tax	Registration/License/Title Fees	Bond Proceeds	General Sales Tax	Interest Income	Other <sup>2</sup>	
Alaska	98.9%							1.1%	
Arizona	0.3%							99.7%	
Arkansas			100%						
California		X			X	X		X	
Connecticut		X	X	X			X	X	
Delaware		X		X				X	
District of Columbia	79%				21%				
Florida		X	X	X					
Georgia	100%								
Idaho								100%	
Illinois	100%								
Indiana						100%			
Iowa			100%						
Kansas								100%	
Kentucky	100%								
Louisiana								100%	
Maine					68%			32%	
Maryland		34%	33%	23%				10%	
Massachusetts	X				X	X		X	
Michigan		X	X	X				X	
Minnesota	X		X						
Mississippi	100%								
Missouri	100%								
Montana		18%		82%					
Nebraska	X							X	
Nevada							100%		
New Hampshire	56%				44%				
New Jersey	31%	66%						3%	
New Mexico								100%	
New York	5%					X		X	
North Carolina								X	
North Dakota				100%					
Ohio	100%								
Oklahoma	69%	31%							
Oregon	X	X			X	X		X	
Pennsylvania	X		X		X	X		X	
Rhode Island		97%			X			X	
South Carolina		100%							
South Dakota								100%	
Tennessee		100%							
Texas								100%	
Vermont								100%	
Virginia		X	X			X	X	X	
Washington								100%	
West Virginia	100%								
Wisconsin		X		X				X	
Wyoming							30%	70%	
Alabama		<i>These four states do not use state funds for public transit</i>							
Colorado									
Hawaii									
Utah									

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

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

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

State	Total Reported	Capital		Operating		Either/Both		Comments
	FY 2005	Amt	%	Amt	%	Amt	%	
Alabama*	\$0							No state funding in 2005
Alaska	\$59,850,000	\$4,850,000		\$55,000,000			0.0%	Funds are for capital, operating, planning
Arizona	\$20,068,000	\$20,000,000	99.7%				0.0%	\$68,000 (.3%) for planning
Arkansas	\$2,800,000	\$900,000	32.1%			\$1,900,000	67.9%	
California	\$1,399,800,143	\$11,447,194	0.8%	\$2,879,000	0.2%	\$1,385,473,949	99.0%	
Colorado*	\$0							No state funding in 2005
Connecticut	\$206,440,541	\$34,000,000	16.5%	\$172,440,541	83.5%			
Delaware	\$72,600,000	\$16,300,000	22.5%	\$56,300,000	77.5%			
DC	\$212,050,288	\$40,700,000	19.2%	\$171,303,000	80.8%			\$47,288 (.1%) for planning
Florida	\$149,738,231	\$54,000,000	36.1%	\$4,371,906	2.9%	\$90,291,325	60.3%	\$1,075,000 (.7%) for other project grants
Georgia	\$8,222,757	\$8,032,820	97.7%					\$189,937 (2.3%) for planning
Hawaii*	\$0							No state funding in 2005
Idaho	\$312,000	\$312,000	100.0%					
Illinois	\$445,600,000		0.0%	\$445,600,000	100.0%			
Indiana	\$37,046,940					\$30,000,000	81.0%	\$7,046,940 (19%) for rail service
Iowa	\$10,140,000					\$9,840,000	97.0%	\$300,000 (3%) for marketing, training, etc.
Kansas	\$6,000,000	\$2,190,000	36.5%	\$3,810,000	63.5%			
Kentucky	\$1,400,000	\$1,400,000	100.0%					
Louisiana	\$4,962,500	\$124,063	2.5%			\$4,838,437	97.5%	Funds can be used for other purposes as well.
Maine	\$1,555,000	\$1,050,000	67.5%	\$505,000	32.5%			
Maryland	\$727,433,000			\$7,817,000	1.1%	\$719,616,000	98.9%	
Massachusetts	\$1,197,137,541	\$284,329,798	23.8%	\$912,807,743	76.2%			
Michigan	\$195,149,300			\$161,680,000	82.8%	\$33,469,300	17.2%	
Minnesota	\$254,527,000	\$53,750,000	21.1%	\$131,546,000	51.7%	\$69,231,000	27.2%	
Mississippi	\$800,000					\$800,000	100.0%	
Missouri	\$6,600,000			\$6,600,000	100.0%			
Montana	\$415,197			\$340,197	81.9%	\$75,000	18.1%	
Nebraska	\$1,500,000			\$1,400,000	93.3%	\$100,000	6.7%	
Nevada	\$95,000	\$95,000	100.0%					
New Hampshire	\$225,000	\$100,000	44.4%	\$125,000	55.6%			
New Jersey	\$910,584,000	\$286,001,000	31.4%	\$278,700,000	30.6%	\$345,883,000	38.0%	
New Mexico	\$2,830,000					\$2,080,000	73.5%	\$750,000 (26.5%) for planning and other.
New York	\$2,169,005,000	\$600,300,000	27.7%	\$1,568,705,000	72.3%			
North Carolina	\$111,724,897	\$43,243,450	38.7%	\$41,711,272	37.3%	\$24,070,175	21.5%	\$2.7m (1.8%) for other purposes.
North Dakota	\$2,203,657					\$2,203,657	100.0%	Funds can be used for other purposes as well.
Ohio	\$18,300,000			\$1,100,000	6.0%	\$11,000,000	60.1%	\$6.2m (33.9%) for other programs
Oklahoma	\$3,250,000	\$162,500	5.0%			\$3,087,500	95.0%	Funds can be used for other purposes as well.
Oregon	\$26,140,529	\$9,963,000	38.1%			\$16,177,529	61.9%	Some funds can be used for other purposes.
Pennsylvania	\$835,223,000	\$322,022,000	38.6%	\$299,939,000	35.9%	\$75,000,000	9.0%	\$138,262,000 (16.5%) for other purposes.
Rhode Island	\$34,847,617	\$244,647	0.7%	\$34,602,970	99.3%			
South Carolina	\$5,943,000			\$4,343,000	73.1%	\$1,600,000	26.9%	Some funds can be used for other purposes.
South Dakota	\$1,891,229			\$1,891,229	100.0%			
Tennessee	\$34,196,000	\$8,365,000	24.5%	\$16,659,000	48.7%	\$5,932,000	17.3%	\$3.24m (9.5%)-Job Access Program
Texas	\$29,741,067					\$29,741,067	100.0%	Funds can be used for other purposes as well.
Utah*	\$0							No state funding in 2005
Vermont	\$6,266,976					\$6,266,976		Funds can be used for other purposes as well.
Virginia	\$157,600,000	\$28,800,000	18.3%	\$112,300,000	71.3%	\$14,800,000	9.4%	\$1.7m (1.2%) for studies, etc.
Washington	\$30,423,000	\$2,500,000	8.2%	\$1,850,000	6.1%	\$18,300,000	60.2%	\$7,773,000 (25.5%)-eligible uses not given
West Virginia	\$2,258,342	\$1,000,000	44.3%	\$1,258,342	55.7%			
Wisconsin	\$109,438,341	\$921,900	0.8%	\$98,661,400	90.2%	\$8,373,000	7.7%	\$1,482,041 (1.3%) for other purposes.
Wyoming	\$2,955,511	\$886,576	30.0%			\$2,068,935	70.0%	
<b>TOTALS</b>	<b>\$9,517,290,604</b>	<b>\$1,837,990,948</b>	<b>19.3%</b>	<b>\$4,596,246,600</b>	<b>48.3%</b>	<b>\$2,912,218,850</b>	<b>30.6%</b>	<b>\$170,834,206 (1.8%) for other purposes.</b>

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

**Allocation of State Transit Funding.** Almost all states reported the eligible uses of funds and how those funds were allocated. A number of states showed a mix of allocation programs, e.g. discretionary allocation based on a formula. Out of a total of 170 funding amounts described by the 51 programs, about 149 were divided among three classifications: capital expenditures only, operating expenditures only, and those funds that could be used for either capital or operating expenses.

Methods of allocation were provided for all but 36 funding amounts. Those funds to be used for capital expenditures were mostly discretionary allocations (15) followed by legislated (7), formula-based (7), dedicated funds (3) or some mixture of methods (3). On the other hand, operating funds were likely to be divided between discretionary fund allocations (16), or formula-based allocations (11), followed by legislation (8), dedicated funds (6) or some mixture of allocation methods (19). Funds targeted for either capital or operating expenses were distributed using formula-based allocations (14), discretionary funding (11), through legislation (7), through dedicated funds (4), or through some mixture of methods (13). Of the five major allocation methods, 28 percent of the funding amounts were discretionary allocations, 21 percent were based on a formula, 15 percent were legislated, 12 percent were dedicated funds, and 24% were a mix of funding allocations. Population, ridership, and previous funding levels were among the most commonly reported formula factors. Numbers of vehicles or vehicle miles traveled were also reported, as were operating expenses. Locally generated income and local transit tax receipts were used in some states as part of allocation formulas.

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

**Changes in State Transit Funding (Table 3.3).** Because all states provided information for both the 2004 and 2005 studies, historical comparisons could be drawn relative to funding amounts for these two time periods. Changes in funding levels between FY 2004 and FY 2005 are shown in Table 3.3 using two measures: (1) percent change in *total* funding and (2) percent change in *per capita* funding. The former measure simply computes the difference in raw funding amounts reported over the two years as a percentage. The latter measure is more useful when making historical comparisons across states because it relates population increase to changes in funding levels over time and thereby “normalizes” the effect of varied population growth rates of individual states. Both measures are roughly similar in raw figures (for instance, a 45-percent increase in reported *total* funding and a related 43-percent increase in *per capita* funding), but they are not identical. Percent changes in *per capita* funding may either lag or exceed percent changes in *total* funding, thereby creating a different portrait of state funding activity.

Changes in overall state funding for participants in the most recent report have shown a rather wide variance, ranging from a *total* funding increase of 208 percent for Maine (corresponding to 210 percent in *per capita* funding) to no change in funding for 10 states, to a 43 percent decrease in *total* funding (and related 43 percent *per capita* decrease) in Illinois. In addition, Alaska did not fund transit in 2004 but is providing transit funds in 2005.

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

- A total of 26 states reported increased *total* funding for transit by a range of 0.3 percent (Wisconsin) to 208 percent (Maine).
  - > One state – Alaska began funding transit in 2005.
  - > Eleven states—Maine, South Dakota, Georgia, Florida, North Dakota, Wyoming, New York, Minnesota, Oklahoma, Iowa, New Mexico—reported a greater than 15-percent increase.
  - > The remaining fifteen states—Wisconsin, Delaware, Ohio, South Carolina, DC, Indiana, Vermont, Connecticut, Washington, California, Pennsylvania, Montana, Texas, New Jersey, and Virginia reported a 0.3 percent to 13 percent increase.
- Arizona, Arkansas, Idaho, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Nebraska, and New Hampshire reported no change in funding levels in FY 2005.
- Five states—Maryland, Massachusetts, Michigan, Rhode Island, West Virginia - reported decreases of less than 8 percent.
- Five states—Illinois, North Carolina, Nevada, Oregon, Tennessee reported decreases from 11 percent to 43 percent.

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

- Between FY 2004 and FY 2005, 23 states reported increases in *per capita* funding ranging from a 1.0 percent increase (Ohio) to 210 percent increase (Maine).
- Eleven states—DC, Indiana, Ohio, Vermont, Connecticut, Washington, California, Montana, Texas, Pennsylvania, New Jersey—reported increases of less than 10 percent.
- Twelve states—Virginia, New Mexico, Oklahoma, Iowa, Minnesota, Wyoming, New York, North Dakota, Florida, Georgia, South Dakota, Maine—reported increases in the 11 percent to 210 percent range.
- Kentucky, Louisiana, Kansas, and New Hampshire reported no changes in per capita funding in FY 2005.
- Five states—Tennessee, Oregon, Nevada, North Carolina, and Illinois – reported decreases measuring between 12 percent and 43 percent.
- Fourteen states—West Virginia, Mississippi, Arizona, Michigan, Massachusetts, Maryland, Wisconsin, Missouri, Arkansas, Rhode Island, South Carolina, Idaho, Delaware and Nebraska, – reported a decrease of less than 10 percent.

**Table 3.3 Changes in State Transit Funding Levels, 2004-2005**

State	FY 2005 Funding	FY 2005 Per Capita	FY 2004 Funding	FY 2004 Per Capita	FY 2003 Funding	FY 2003 Per Capita	Change- Total Funding	Change- Per Cap. Funding
Alabama*			\$0	\$0	\$0	\$0		
Alaska	\$59,850,000	\$90.18	\$0	\$0	\$0	\$0		
Arizona	\$20,068,000	\$3.38	\$20,068,000	\$3.49	\$13,768,000	\$2.47	0.0%	-3.2%
Arkansas	\$2,800,000	\$1.01	\$2,800,000	\$1.02	\$2,800,000	\$1.03	0.0%	-1.2%
California	\$1,399,800,143	\$38.74	\$1,317,933,858	\$36.72	\$1,294,100,000	\$36.47	6.2%	5.5%
Colorado*	\$0	\$0.00	\$0	\$0	\$0	\$0		
Connecticut	\$206,440,541	\$58.81	\$200,167,000	\$57.13	\$186,100,000	\$53.43	3.1%	2.9%
Delaware	\$72,600,000	\$86.07	\$72,000,000	\$86.71	\$74,600,000	\$91.25	0.8%	-0.7%
DC	\$212,050,288	\$385.18	\$208,252,896	\$376.23	\$198,038,000	\$351.52	1.8%	2.4%
Florida	\$149,738,231	\$8.42	\$96,504,077	\$5.55	\$93,500,000	\$5.49	55.2%	51.7%
Georgia	\$8,222,757	\$0.91	\$4,858,257	\$0.55	\$5,232,669	\$0.60	69.3%	64.8%
Hawaii*			\$0	\$0	\$0	\$0		
Idaho	\$312,000	\$0.22	\$312,000	\$0.22	\$312,000	\$0.23	0.0%	-0.8%
Illinois	\$445,600,000	\$34.91	\$778,700,000	\$61.25	\$754,000,000	\$59.59	-42.8%	-43.0%
Indiana	\$37,046,940	\$5.91	\$36,200,751	\$5.80	\$34,800,000	\$5.62	2.3%	1.8%
Iowa	\$10,140,000	\$3.42	\$8,600,000	\$2.91	\$9,500,000	\$3.23	17.9%	17.5%
Kansas	\$6,000,000	\$2.19	\$6,000,000	\$2.19	\$6,000,000	\$2.20	0.0%	0.0%
Kentucky	\$1,400,000	\$0.34	\$1,400,000	\$0.34	\$1,400,000	\$0.34	0.0%	0.0%
Louisiana	\$4,962,500	\$1.10	\$4,962,500	\$1.10	\$4,962,500	\$1.10	0.0%	0.0%
Maine	\$1,555,000	\$1.18	\$505,000	\$0.38	\$2,250,000	\$1.72	207.9%	209.7%
Maryland	\$727,433,000	\$129.89	\$789,511,418	\$142.05	\$763,500,000	\$138.59	-7.9%	-8.6%
Massachusetts	\$1,197,137,541	\$187.09	\$1,291,363,175	\$201.26	\$1,165,492,492	\$181.16	-7.3%	-7.0%
Michigan	\$195,149,300	\$19.28	\$209,652,400	\$20.73	\$207,800,000	\$20.62	-6.9%	-7.0%
Minnesota	\$254,527,000	\$49.59	\$214,255,000	\$42.00	\$229,200,000	\$45.30	18.8%	18.1%
Mississippi	\$800,000	\$0.27	\$800,000	\$0.28	\$0	\$0	0.0%	-2.2%
Missouri	\$6,600,000	\$1.14	\$6,600,000	\$1.15	\$6,600,000	\$1.16	0.0%	-1.1%
Montana	\$415,197	\$0.44	\$390,000	\$0.42	\$390,000	\$0.43	6.5%	5.7%
Nebraska	\$1,500,000	\$0.85	\$1,500,000	\$0.86	\$1,600,000	\$0.92	0.0%	-0.8%
Nevada	\$95,000	\$0.04	\$125,000	\$0.05	\$325,000	\$0.15	-24.0%	-21.3%
New Hampshire	\$225,000	\$0.17	\$225,000	\$0.17	\$200,000	\$0.16	0.0%	0.0%
New Jersey	\$910,584,000	\$104.45	\$837,476,000	\$96.27	\$812,900,000	\$94.10	8.7%	8.5%
New Mexico	\$2,830,000	\$1.47	\$2,402,000	\$1.26	\$0	\$0	17.8%	16.5%
New York	\$2,169,005,000	\$112.65	\$1,811,372,000	\$94.21	\$1,763,200,000	\$91.88	19.7%	19.6%
North Carolina	\$111,724,897	\$12.87	\$154,680,000	\$18.11	\$91,700,000	\$10.91	-27.8%	-29.0%
North Dakota	\$2,203,657	\$3.46	\$1,545,700	\$2.44	\$1,620,000	\$2.56	42.6%	41.9%
Ohio	\$18,300,000	\$1.60	\$18,100,000	\$1.58	\$20,700,000	\$1.81	1.1%	1.0%
Oklahoma	\$3,250,000	\$0.92	\$2,750,000	\$0.78	\$2,750,000	\$0.78	18.2%	17.4%
Oregon	\$26,140,529	\$7.18	\$31,444,655	\$8.75	\$30,910,000	\$8.68	-16.9%	-17.9%
Pennsylvania	\$835,223,000	\$67.20	\$785,151,000	\$63.29	\$823,800,000	\$66.62	6.4%	6.2%
Rhode Island	\$34,847,617	\$32.38	\$36,839,916	\$34.09	\$37,442,000	\$34.79	-5.4%	-5.0%
South Carolina	\$5,943,000	\$1.40	\$5,864,000	\$1.40	\$6,000,000	\$1.45	1.3%	-0.2%
South Dakota	\$1,891,229	\$2.44	\$996,000	\$1.29	\$923,000	\$1.21	89.9%	88.9%
Tennessee	\$34,196,000	\$5.73	\$38,532,100	\$6.53	\$30,400,000	\$5.20	-11.3%	-12.2%
Texas	\$29,741,067	\$1.30	\$27,741,068	\$1.23	\$25,700,000	\$1.16	7.2%	5.8%
Utah*	\$0	\$0	\$0	\$0	\$0	\$0		
Vermont	\$6,266,976	\$10.06	\$6,103,254	\$9.82	\$5,300,000	\$8.56	2.7%	2.4%
Virginia	\$157,600,000	\$20.83	\$140,100,000	\$18.78	\$131,500,000	\$17.80	12.5%	10.9%
Washington	\$30,423,000	\$4.84	\$29,150,000	\$4.70	\$39,900,000	\$6.51	4.4%	2.9%
West Virginia	\$2,258,342	\$1.24	\$2,294,162	\$1.26	\$2,200,000	\$1.22	-1.6%	-1.3%
Wisconsin	\$109,438,341	\$19.77	\$109,077,870	\$19.80	\$108,900,000	\$19.90	0.3%	-0.2%
Wyoming	\$2,955,511	\$5.80	\$2,466,127	\$4.87	\$1,500,000	\$2.99	19.8%	19.2%

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, 2005, published in December, 2005."

## ■ State Transit Funding Summary

A snapshot of all states surveyed in the FY 2005 effort, shown in Table 3.4, reveals that *total* transit funding by state varies widely across the nation, ranging from zero dollars in funding to \$2.169 billion. Four states—Alabama, Colorado, Hawaii, and Utah—do not fund transit at the state level. On the other hand, states such as New York, California, Massachusetts, New Jersey, Maryland, Pennsylvania, and Illinois, among others, have made large state investments in transit ranging from \$445.6 million to \$2.169 billion.

Table 3.5 shows state funding ranked by *per capita* funding levels. In terms of per capita funding, the District of Columbia reported committing the most resources,<sup>1</sup> followed by Massachusetts, Maryland, New York, New Jersey, Alaska and Delaware. California and Rhode Island reported committing almost equal amounts per capita, in spite of the large variance in *total* funding. In sum, 16 states (including the District of Columbia) reported between \$18 per capita and \$385 per capita commitments, whereas the remaining states reported zero dollars per capita to slightly less than \$13 per capita. Generally, the states with more urban characteristics and more extensive public transit services reported higher *total* and *per capita* figures.

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

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

State	FY 2005 Funding	FY 2005 Per Capita Costs	Population Figures
District of Columbia	\$212,050,288	\$385.18	550,521
Massachusetts	\$1,197,137,541	\$187.09	6,398,743
Maryland	\$727,433,000	\$129.89	5,600,388
New York	\$2,169,005,000	\$112.65	19,254,630
New Jersey	\$910,584,000	\$104.45	8,717,925
Alaska	\$59,850,000	\$90.18	663,661
Delaware	\$72,600,000	\$86.07	843,524
Pennsylvania	\$835,223,000	\$67.20	12,429,616
Connecticut	\$206,440,541	\$58.81	3,510,297
Minnesota	\$254,527,000	\$49.59	5,132,799
California	\$1,399,800,143	\$38.74	36,132,147
Illinois	\$445,600,000	\$34.91	12,763,371
Rhode Island	\$34,847,617	\$32.38	1,076,189
Virginia	\$157,600,000	\$20.83	7,567,465
Wisconsin	\$109,438,341	\$19.77	5,536,201
Michigan	\$195,149,300	\$19.28	10,120,860
North Carolina	\$111,724,897	\$12.87	8,683,242
Vermont	\$6,266,976	\$10.06	623,050
Florida	\$149,738,231	\$8.42	17,789,864
Oregon	\$26,140,529	\$7.18	3,641,056
Indiana	\$37,046,940	\$5.91	6,271,973
Wyoming	\$2,955,511	\$5.80	509,294
Tennessee	\$34,196,000	\$5.73	5,962,959
Washington	\$30,423,000	\$4.84	6,287,759
North Dakota	\$2,203,657	\$3.46	636,677
Iowa	\$10,140,000	\$3.42	2,966,334
Arizona	\$20,068,000	\$3.38	5,939,292
South Dakota	\$1,891,229	\$2.44	775,933
Kansas	\$6,000,000	\$2.19	2,744,687
Ohio	\$18,300,000	\$1.60	11,464,042
New Mexico	\$2,830,000	\$1.47	1,928,384
South Carolina	\$5,943,000	\$1.40	4,255,083
Texas	\$29,741,067	\$1.30	22,859,968
West Virginia	\$2,258,342	\$1.24	1,816,856
Maine	\$1,555,000	\$1.18	1,321,505
Missouri	\$6,600,000	\$1.14	5,800,310
Louisiana	\$4,962,500	\$1.10	4,523,628
Arkansas	\$2,800,000	\$1.01	2,779,154
Oklahoma	\$3,250,000	\$0.92	3,547,884
Georgia	\$8,222,757	\$0.91	9,072,576
Nebraska	\$1,500,000	\$0.85	1,758,787
Montana	\$415,197	\$0.44	935,670
Kentucky	\$1,400,000	\$0.34	4,173,405
Mississippi	\$800,000	\$0.27	2,921,088
Idaho	\$312,000	\$0.22	1,429,096
New Hampshire	\$225,000	\$0.17	1,309,940
Nevada	\$95,000	\$0.04	2,414,807
Alabama*	\$0		
Colorado*	\$0		
Hawaii*	\$0		
Utah*	\$0		

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

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

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, “State Population Estimates: July 1, 2005, published in December 2005.”



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

State	FY 2005 Funding	FY 2005 Per Capita Costs	Population Figures
District of Columbia	\$211,822,288	\$384.77	550,521
Massachusetts	\$1,197,137,541	\$187.09	6,398,743
Maryland	\$727,433,000	\$129.89	5,600,388
New York	\$2,169,005,000	\$112.65	19,254,630
New Jersey	\$910,584,000	\$104.45	8,717,925
Alaska	\$59,850,000	\$90.18	663,661
Delaware	\$72,600,000	\$86.07	843,524
Pennsylvania	\$835,223,000	\$67.20	12,429,616
Connecticut	\$206,440,541	\$58.81	3,510,297
Minnesota	\$254,527,000	\$49.59	5,132,799
California	\$1,399,800,143	\$38.74	36,132,147
Illinois	\$445,600,000	\$34.91	12,763,371
Rhode Island	\$34,847,617	\$32.38	1,076,189
Virginia	\$157,600,000	\$20.83	7,567,465
Wisconsin	\$109,438,341	\$19.77	5,536,201
Michigan	\$195,149,300	\$19.28	10,120,860
North Carolina	\$154,680,000	\$17.81	8,683,242
Oregon	\$49,585,874	\$13.62	3,641,056
Vermont	\$6,266,976	\$10.06	623,050
Florida	\$149,738,231	\$8.42	17,789,864
Indiana	\$37,046,940	\$5.91	6,271,973
Wyoming	\$2,955,511	\$5.80	509,294
Tennessee	\$34,196,000	\$5.73	5,962,959
Washington	\$30,423,000	\$4.84	6,287,759
North Dakota	\$2,203,657	\$3.46	636,677
Iowa	\$10,140,000	\$3.42	2,966,334
Arizona	\$20,068,000	\$3.38	5,939,292
South Dakota	\$1,891,229	\$2.44	775,933
Kansas	\$6,000,000	\$2.19	2,744,687
Ohio	\$18,300,000	\$1.60	11,464,042
New Mexico	\$2,830,000	\$1.47	1,928,384
South Carolina	\$5,943,000	\$1.40	4,255,083
Texas	\$29,741,067	\$1.30	22,859,968
West Virginia	\$2,258,342	\$1.24	1,816,856
Maine	\$1,555,000	\$1.18	1,321,505
Missouri	\$6,600,000	\$1.14	5,800,310
Louisiana	\$4,962,500	\$1.10	4,523,628
Arkansas	\$2,800,000	\$1.01	2,779,154
Oklahoma	\$3,250,000	\$0.92	3,547,884
Georgia	\$8,222,757	\$0.91	9,072,576
Nebraska	\$1,500,000	\$0.85	1,758,787
Montana	\$415,197	\$0.44	935,670
Kentucky	\$1,400,000	\$0.34	4,173,405
Mississippi	\$800,000	\$0.27	2,921,088
Idaho	\$312,000	\$0.22	1,429,096
New Hampshire	\$225,000	\$0.17	1,309,940
Nevada	\$95,000	\$0.04	2,414,807
Alabama*	\$0		
Colorado*	\$0		
Hawaii*	\$0		
Utah*	\$0		

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

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

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2005, published in December, 2005."

## 4.0 Overview of State and Local Ballot Initiatives

### ■ Overview

The trend of voter-approved investment in public transportation continued in 2005, as 23 of 28 ballot measures scored transit victories (82% approval rate in 2005). Though the number of transit-related referenda was merely half of that considered during 2004 (56 ballot issues in 2004), the approval rate remained well above 50% since 2002 (80% in 2004, 64% in 2003, 46% in 2002).

Often, large or mid-size cities fail more than once before finally achieving breakthroughs at the ballot box. One major reason is that many local elections are influenced more by the economy than by the level of support for public transit. In the following cities, successful issues in 2005 represented the second or third attempt to gain voter approval of dedicated funding sources, usually after residents experienced the effects of service reductions to their local transportation system due to financing shortages:

- Anchorage, Alaska (bond obligation);
- Saginaw, Michigan (property tax);
- Steubenville, Ohio (property tax); and
- Vancouver, Washington (sales tax).

In the places noted below, successful issues were the result of funding renewals which were well-received by voters:

#### Property Tax, Renewal:

- Branch County, Michigan;
- Flint, Michigan (successful renewals also in 1996 and 2001);
- Holland, Michigan; and
- Youngstown, Ohio (2 separate successful renewals in 2005, effective concurrently).

### Sales Tax, Renewal:

- Juneau, Alaska.

In this section, 28 transit-related ballot initiatives in 2005 are profiled.<sup>1</sup> As noted by the Center for Transportation Excellence (CFTE),<sup>2</sup> voter support for 23 of these issues comes at a time when many public transportation systems are experiencing strong growth in ridership, coupled with increasing demand for new or extended services. In the last five years, transit use has increased faster than any other mode of people transportation.

Table 4.1 shows the ballot results by funding type. The top source for dedicated funding in 2005 was property taxes, either new/increase or renewal, which is the funding mechanism of choice for places in the Midwestern States of Michigan and Ohio, together accounting for 12 ballot issues in 2005. Western States like California and Washington prefer to pass sales taxes to fund transportation. Places in California produced a bumper crop of 13 ballot issues in 2004, the majority of which offered funding via sales taxes, but during

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<sup>1</sup> Some of the profiles were derived from various articles in *Passenger Transport*, the weekly publication of the American Public Transportation Association (APTA), available online at [http://www.apta.com/passenger\\_transport/thisweek/](http://www.apta.com/passenger_transport/thisweek/). These articles include the following: "New York, Washington States Lead Ballot Victories," November 14, 2005; "Voters Approve C-TRAN Tax Referendum," September 26, 2005; "Flint, Michigan, Voters Retain Transit Millage," August 8, 2005; "Steel Valley Voters Approve Tax Levy," May 23, 2005; "Holland, Mich., Voters Renew Tax for Transit," May 16, 2005; "Community Leaders Share Success Stories on Transit Ballot Initiatives," May 16, 2005; "Ben Franklin Transit to Expand Service Area," May 9, 2005; "Anchorage Voters Pass Transit Bond Referendum," April 11, 2005; "Barre, VT, Voters Back Increased Transit Funding," March 21, 2005; "San Carlos, Calif., Votes Down Funding for Shuttle," March 14, 2005; "Saginaw, Mich., Voters Approve Millage for Transit," February 28, 2005. Other sources include the Center for Transportation Excellence (CFTE), "2005 Transit Ballot Measures," available online at <http://www.cfte.org/success/>; "Maine Government News: Secretary of State Announces Official Election Results," *Maine.gov* official web site of State of Maine, December 1, 2005; "Editorial: Issue 1 Mattered Most," *Cleveland Plain Dealer*, November 10, 2005; "State Issue 1 Approved by Wide Margin Locally," *Parma Sun Post*, November 10, 2005; "Livonia Will Quit Bus System," *Detroit Free Press*, November 9, 2005; "SATA Millage OK'd; Hall Wins Council Spot," *Flint Journal*, November 9, 2005; "Voters Approve Transit Bonds for \$2.9 Billion," *New York Times*, November 9, 2005; "Seattle Monorail Project to Sell Property, Director Says," *Seattle Times*, November 9, 2005; "CDOT Must Map Future Without Boost of (Referendum) D," *Denver Post*, November 3, 2005; "Voters (in Castle Rock) Bury RTD, Stadium Taxes," *Denver Post*, November 2, 2005; "Voters Say Yes to (Referendum) C," *Denver Post*, November 1, 2005; "Upper Ark Valley Voters Face Decisions on Funding," *Pueblo Chieftain*, October 26, 2005; "Your Guide to the Gas-Tax Initiative," *Seattle Times*, October 15, 2005; "Proposition 1 Sets Up Fund for Relocation of Rail Lines," *Houston Chronicle*, October 9, 2005; "Pool and Airport Expansion Voted Down; Doll, Sanford and Anderson Leading," *Juneau Daily News*, October 5, 2005; "Transit Millage, Renovation Tax Pass," *Grand Rapids Press*, August 3, 2005; "Transit Board Approves Placing 2 Levies on November Ballot," *Youngstown Vindicator*, July 29, 2005; "Oak Bluffs Voters Face 22 Articles, \$19.5 Million Budget at Annual Meeting," *Martha's Vineyard Times*, March 31, 2005; "Supporters Hope Voters Hop Onboard," *Eagle Tribune*, March 7, 2005.

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

2005 many counties in the state were still in the planning stages of future initiatives, most likely deferring transit proposals until 2006 for voter consideration.

**Table 4.1 2005 Ballot Results, by Type of Initiative**

Initiative Type	Total	Approved by Voters	
		Number	Percent
All Initiatives	28	23	82%
■ Funding Initiatives Only	25	22	88%
● Dedicated Sales Tax, New or Increase	3	2	67%
● Dedicated Sales Tax, Renewal	1	1	100%
● Dedicated Property Tax, New or Increase	6	5	83%
● Dedicated Property Tax, Renewal	5	5	100%
● Dedicated Bond Issue	5	4	80%
● Warrant to Approve Budgetary Expense	3	3	100%
● Reallocate Surplus Tax (Reject a Refund)	1	1	100%
● Retain Gasoline Tax (Refuse a Repeal)	1	1	100%
■ Miscellaneous Issues (Voter Advisories, Jurisdictional Matters, Non-Funding Measures)	3	1	33%
● Create an Unfunded Account for Freight Rail Relocation	1	1	100%
● Retain Planned Monorail System	1	0	0%
● Retain Existing Bus Service	1	0	0%

Two distinct pro-transit success stories deserve special mention — the ballot-box victories in the State of Michigan during the year and the support of statewide issues on Election Day in November.

## Pro-Transit Success throughout Michigan

Residents in 6 Michigan cities/counties voted overwhelmingly to continue or increase property taxes that would support their local transit systems. In fact, voters in Shiawassee County, a rapidly suburbanizing area of southcentral Michigan, approved two separate property-tax issues, effective consecutively. The 7 winning millages passed by an average of more than 30 percentage points (basically a 2-to-1 margin of victory), which constitutes a voting landslide. The only defeat occurred in a non-funding transit issue in the Michigan

suburb of Livonia (west of Detroit), which opted to withdraw from the regional bus system.

The closest of the "yes" votes occurred in Saginaw, where the proposal passed by 81 votes, out of almost 5,000 votes cast on February 22. The voters' verdict halted a death sentence for Saginaw Transit Authority Regional Services (STARS), caused by the loss of a 3-mill renewal levy in 2004, worth nearly \$1.9 million annually. Voters had to approve the 2005 measure in the face of negative press reports detailing a smorgasbord of unorthodox management decisions and poor behavior at STARS. Among the damaging disclosures involving STARS staff and board members were sloppy accounting, hiring of a temporary chauffeur for top officials, approving a \$0.6 million office revamp with bathroom and shower, approving a General Manager's contract with 138 paid days off annually, ratifying a spending plan with overestimated revenues of \$2.5 million, and using sexually graphic language at tape-recorded staff meetings. The Saginaw city manager and urban policy experts agree — the transit victory in 2005 salvaged the city's image from an ugly episode.<sup>3</sup>

## **Transit Support of Statewide Issues on Election Day**

On Election Tuesday in November (November 1<sup>st</sup> or 8<sup>th</sup>, depending on the state), voters in 6 states faced 7 statewide initiatives to support public transportation, 6 of which were approved (86% of the Election Day total), thereby garnering a whopping total of nearly \$10.3 billion for transit purposes.

Stephanie Vance, program manager at CFTE, noted, "Once again, voters have sent a loud and clear message that they believe public transportation is a good investment, and one they are willing to support with their own tax dollars. The consistency of support for more choice and more investment ... is truly remarkable."<sup>4</sup>

In Washington State, voters were offered an opportunity to repeal an increase in their gasoline tax of 9½ cents per gallon, which is valued at \$5.3 billion for roadway projects. However, they scored a transportation victory by "refusing a repeal and resisting a rollback," thereby retaining new transportation funding. In New York State, voters approved \$2.9 billion in bonds for transportation projects. Ohio voters also approved a bond initiative for \$1.35 billion to improve roads and bridges. So too did Maine voters with a \$33.1 million bond issue.

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<sup>3</sup> "Voters Salvage STARS," *Saginaw News*, February 23, 2005.

<sup>4</sup> "Voters (in New York, Washington) Approve \$8.5 Billion in Transportation Investments," available online from the Center for Transportation Excellence at <http://www.cfte.org/newsroom.asp>.

Voters in Colorado were offered two ballot initiatives regarding transportation, one of which passed. They chose to "reject a refund" of \$3.7 billion in surplus taxes, thereby allowing about \$0.5 billion to be earmarked for maintenance of existing roads, bridges, and other transportation-related projects. However, a companion measure to fund new highway projects with \$1.2 billion in bonds was defeated by a narrow margin of less than 15,000 votes (about 1.4% of the 1.1 million votes cast).

As a non-funding measure in Texas, voters approved the creation of a rail-relocation/improvement fund that could be used to convert aging freight lines for use by urban commuter trains.

The following two sections present short profiles of the 28 ballot measures in 2005. The first section gives measures that were approved by voters; the second provides measures that were defeated by voters.

## ■ **Ballot Initiatives Approved by Voters**

Voters approved 23 initiatives (82% of total) during 2005. In terms of ballot measures affecting mid-size to large cities, voters in Anchorage (Alaska) favored bonds to upgrade their existing transit system, those in Juneau (Alaska) renewed a sales tax for a new downtown transit center, those in both Flint and Holland (Michigan) supported a property-tax renewal for existing public bus service, those in Youngstown (Ohio) approved two separate but concurrent property-tax renewals to maintain existing public transit, and those in Vancouver (Washington) endorsed a sales-tax increase to restore transit service previously lost.

### *Anchorage, Alaska*

Date of Ballot: 4 – 5 – 2005

Margin of Approval: 56% to 44%

Nature of Proposal: Buy at least 1 new full-size bus, replace para-transit vehicles (for disabled citizens) in the AnchorRides system, upgrade the existing vanpool system, maintain bus stop shelters, and provide new computer systems that would improve efficiency and cut long-term costs in the city's "People Mover" transit system.

Means of Funding: Obligate bonds to raise about \$1.9 million. The bond money will be used to match federal capital grants available to the city transit system on a 4:1 ratio, equaling \$7.7 million of federal contributions for a total allocation of nearly \$10 million. A similar bond initiative failed in April 2004, 52% to 48%.

***Juneau, Alaska***

Date of Ballot: 10 – 4 – 2005

Margin of Approval: 61% to 39%

Nature of Proposal: Undertake a variety of local infrastructure projects, including a new downtown transit center and parking facilities. Several non-transit undertakings were included in this proposal: improvements at Statter Harbor in Auke Bay, expansion of areawide sewer system, and provision of a chair lift in Eaglecrest ski area.

Means of Funding: Extend an existing 1-cent sales tax for 33 months, until July 2008.

***Colorado (Statewide)***

[1 of 2 Ballot Initiatives (1 approved, 1 defeated) on November 1]

Date of Ballot: 11 – 1 – 2005

Margin of Approval: 52% to 48%

Nature of Proposal: Maintain existing roads, bridges, and other strategic transportation projects.

Means of Funding: Allow the state to retain up to \$3.7 billion in surplus taxes over 5 years that otherwise would have been refunded (in the amount of nearly \$500 per taxpayer) to residents per provision in the state constitution's 1992 Taxpayer's Bill of Rights (TABOR). Monetary needs for lower education (grades K – 12), higher education (university, college, community college), police/firefighter pension, and health care will take priority. Realistically, however, at least \$100 million per year through 2010 will be earmarked for transportation-related purposes.

***Maine (Statewide)***

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 67% to 33%

Nature of Proposal: Improve Maine's highways and bridges, airports, public transit, state-owned ferry vessels, ferry and port facilities, port and harbor structures, statewide bicycle trails, and pedestrian areas.

Means of Funding: Obligate bonds to raise about \$33.1 million, thereby making the State eligible for nearly \$160 million in matching funds from federal and other sources.

***6 Towns on Martha's Vineyard, Massachusetts (Aquinnah, Chilmark, Edgartown, Oak Bluffs, Tisbury, West Tisbury)***

Date of Ballot: 4 – 12 – 2005

Margin of Approval: All 6 towns approved (approval of 4 of 6 towns required to pass a warrant for transportation purposes)

Nature of Proposal: Provide extended fixed-route bus service, para-transit service (for disabled citizens), and year-round transportation for the Seniors' Day Program, as part of a 2-year pilot program offered by Vineyard Transit Authority (VTA).

Means of Funding: Enact a warrant authorizing a budgetary expense, up to \$60,680 per year depending on the town, as a town's share of the 2-year cost of the program, estimated at \$410,000.

### ***Barry County, Michigan***

Date of Ballot: 8 – 2 – 2005

Margin of Approval: 59% to 41%

Nature of Proposal: Maintain existing service while adding 2,800 service hours covering 570 square miles, especially in the rural areas served by Barry County Transit (BCT), for implementation by January 2006. Following passage, the new revenue stream will offset an anticipated decrease in state funding.

Means of Funding: Increase the property tax by 0.25 mill (2.5¢ per \$100 of property value) in Barry County to generate about \$40,000 annually for the next 10 years. This ballot initiative marked Barry's first countywide public transit millage since BCT's inception in 1982.

### ***Branch County, Michigan***

Date of Ballot: 2 – 22 – 2005

Margin of Approval: 68% to 32%

Nature of Proposal: Maintain existing public transportation in the county provided by Branch Area Transit Authority (BATA), and avoid service cuts in 2005.

Means of Funding: Renew the existing property tax of 0.35 mill (3.5¢ per \$100 of property value) in Branch County.

### ***Flint, Michigan***

Date of Ballot: 8 – 2 – 2005

Margin of Approval: 75% to 25%

Nature of Proposal: Maintain existing public bus transportation provided by Mass Transportation Authority (MTA), and continue to fund bus routes throughout the city.

Means of Funding: Renew the existing property tax of 0.6 mill (6¢ per \$100 of property value) in Flint for a 5-year period. This millage is in addition to a Genesee County-wide MTA tax of 0.8 mill, for a total of 1.4 mills of MTA tax to Flint residents. Since the initial approval of this millage in 1991, Flint voters have renewed it in 1996 and 2001.



### ***Holland, Michigan***

Date of Ballot: 5 – 3 – 2005

Margin of Approval: 80% to 20%

Nature of Proposal: Maintain existing public bus transportation in the city provided by Macatawa Area Express (MAX), and avoid service cuts in 2005.

Means of Funding: Renew the existing property tax of 0.6 mill (6¢ per \$100 of property value) in Holland for the duration of a 3-year period through June 2008. State and federal transportation grants provide about 70% of the funds needed to operate MAX.

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

Date of Ballot: 2 – 22 – 2005

Margin of Approval: 50.8% to 49.2% (proposal approved by 81 votes, of 4,800 cast)

Nature of Proposal: Support STARS (Saginaw Transit Authority Regional Services) bus service in the region, and restore some of the service cuts made in fiscal year 2004. Expand bus routes from 8 to 12, begin hourly schedules, add 2 – 3 extra dial-a-ride LIFT buses for disabled and elderly citizens, and rehire 10 laid-off bus drivers.

Means of Funding: Enact a property tax of 3.0 mills (30¢ per \$100 of property value) to generate a total of about \$5.5 million for the duration of a 3-year period through 2007. A similar 3-mill renewal levy failed in March 2004 by about 200 votes, 52% to 48%.

### ***Shiawassee County including Corunna, Michigan***

[1 of 2 Ballot Initiatives (both approved, effective consecutively) during 2005]

Date of Ballot: 2 – 22 – 2005

Margin of Approval: 75% to 25%

Nature of Proposal: Maintain existing public transportation in the county provided by Shiawassee Area Transportation Agency (SATA), and avoid service cuts in 2005.

Means of Funding: Enact a property tax of 0.2325 mill (2.325¢ per \$100 of property value) in Shiawassee County to generate about \$12,000 annually for 2005.

### ***Shiawassee County including Corunna, Michigan***

[1 of 2 Ballot Initiatives (both approved, effective consecutively) during 2005]

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 64% to 36%

Nature of Proposal: Maintain existing public transportation in the county provided by Shiawassee Area Transportation Agency (SATA), and avoid service cuts in 2006.

Means of Funding: Enact a property tax of 0.2434 mill (2.434¢ per \$100 of property value) in Shiawassee County to generate about \$13,750 annually for 2006.

**6 Towns in Southeastern New Hampshire (Danville, Derry, Hampstead, Pelham, Plaistow, Salem)**

Date of Ballot: 3 – 8 – 2005

Margin of Approval: 5 of 6 towns approved (only 1 town, Pelham, voted against proposal)

Nature of Proposal: Establish a fixed-route bus system linking 11 communities along the corridor of Interstate 93, including creation of a network of vehicles, called a brokerage, to be owned by existing human services agencies to transport seniors, disabled citizens, and low-wage workers.

Means of Funding: Enact a warrant authorizing a budgetary expense, varying from \$800 to \$8,800 depending on the town, as a town's share of the first-year cost of the program, estimated at \$216,000. The rest of the money would come from grants provided by non-profit organizations and federal matching funds provided by the Federal Transit Administration.

***New York (Statewide)***

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 55% to 45%

Nature of Proposal: Finance transportation projects statewide. In New York City alone, transportation projects include linkage between Long Island Railroad and Grand Central Terminal, completion of 1<sup>st</sup> segment of 2<sup>nd</sup> Avenue subway (from East 96<sup>th</sup> to East 63<sup>rd</sup> Streets, abandoned during the city's fiscal crisis of the mid-1970's), and repair/upgrade of Van Wyck Expressway in Queens, Franklin D. Roosevelt Drive and Henry Hudson Parkway in Manhattan, and West Shore Expressway in Staten Island. Funding will be split evenly between the Metropolitan Transportation Authority (MTA) and New York Department of Transportation (NY DOT).

Means of Funding: Obligate bonds to raise about \$2.9 billion over 5 years.

***Ohio (Statewide)***

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 54% to 46%

Nature of Proposal: Improve Ohio's roads and bridges.

Means of Funding: Obligate bonds to raise about \$2 billion, of which \$1.35 billion over 10 years would be earmarked for road and bridge improvement.

***Steubenville and Mingo Junction, Ohio***

Date of Ballot: 5 – 3 – 2005

Margin of Approval: 61% to 39%

Nature of Proposal: Support operational and capital improvement costs for the Steel Valley Regional Transit Authority (SVRTA), maintain existing public transportation in Jefferson County, and avoid service cuts in 2005.

Means of Funding: Enact a property tax of 1.5 mills (15¢ per \$100 of property value) to generate nearly \$0.5 million annually for 10 years. A tax levy of 1 mill, approved in 1994, expired at the end of 2004, but a renewal levy failed in November 2004.

***Youngstown, Ohio***

[1 of 2 Ballot Initiatives (both approved, effective concurrently) on November 8]

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 62% to 38%

Nature of Proposal: Maintain existing public transportation in the area provided by Western Reserve Transit Authority (WRTA), and avoid service cuts in 2006.

Means of Funding: Renew a property tax of 2 mills (20¢ per \$100 of property value) to generate about \$1 million annually for 10 years.

***Youngstown, Ohio***

[1 of 2 Ballot Initiatives (both approved, effective concurrently) on November 8]

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 64% to 36%

Nature of Proposal: Maintain existing public transportation in the area provided by Western Reserve Transit Authority (WRTA), and avoid service cuts in 2006.

Means of Funding: Renew a property tax of 2 mills (20¢ per \$100 of property value) to generate about \$1 million annually for 4 years. This levy dates from 1982.

***Texas (Statewide)***

Date of Ballot: 11 – 8 – 2005

Margin of Approval: 54% to 46%

Nature of Proposal: Create a specific but unfunded account in the state treasury, and a funding source, in preparation to help pay to relocate private or publicly owned freight rail lines for relief of congestion on highways in urban areas, to refurbish rail facilities in consideration of increased public safety or improved air quality, and to upgrade old freight lines for use by urban commuter trains.

Means of Funding: Not a funding issue. The Texas Transportation Commission would administer the fund and could issue bonds pledged against it. However, the Texas State Legislature would have to provide initial funding in 2007.

***Barre, Vermont***

Date of Ballot: 3 – 1 – 2005

Margin of Approval: 50.9% to 49.1% (proposal approved by 20 votes, of 1,164 cast)

Nature of Proposal: Fund the operation of 18 buses and para-transit vehicles (for disabled citizens) for the Green Mountain Transit Agency (GMTA).

Means of Funding: Approve a municipal budgetary expense of \$36,572 for 2005. The previous funding level was \$21,000 in 2004. GMTA set the new funding level by means of a "fair share" equation based on general population, total number of elderly and disabled residents, and the percentage of those living below the poverty line.

***Washington (Statewide)***

Date of Ballot: 11 – 8 – 2005

Margin of Vote: 53% opposed to repeal to 47% in favor

Nature of Proposal: Repeal a tax increase of 9½ cents per gallon of gasoline, to be phased in over 4 years (already begun with 3 cents per gallon added in July 2005) and to fund nearly 280 road projects in the state, such as repair and expansion of Interstate 405 and the damaged Alaskan Way Viaduct. Last spring, the Washington State Legislature passed the gas tax increase, which is permanent unless repealed. Hence, voter defeat of this "issue to repeal" is really a transportation victory, thereby retaining new transportation funding.

Means of Funding: Allow the state to retain up to \$5.3 billion projected in gasoline taxes over the next 16 years that otherwise would have been eliminated.

***Finley, Washington (a rural area of Benton County)***

Date of Ballot: 4 – 26 – 2005

Margin of Approval: 64% to 36%

Nature of Proposal: Obtain transit service from Ben Franklin Transit, with bus service possible as soon as July 2005.

Means of Funding: Increase the sales tax by <sup>3</sup>/<sub>5</sub> cent.

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

Date of Ballot: 9 – 20 – 2005

Margin of Approval: 67% to 33%

Nature of Proposal: Maintain existing public transportation in the county provided by C – TRAN, and restore service to neighboring communities, including the Vancouver branch of Washington State University. Otherwise, service cuts of 46% were scheduled for implementation on September 25, 2005.

Means of Funding: Increase the local sales tax by  $\frac{2}{10}$  cent. A similar sales tax increase of  $\frac{3}{10}$  cent failed in November 2004, 54% to 46%.

■ **Ballot Initiatives Defeated by Voters**

Voters defeated 5 initiatives (18% of total) during 2005. In the State of Colorado, voters squashed bond funding for new highway projects, but the narrow margin of defeat (less than 15,000 votes of the 1.1 million votes cast) may encourage proponents to try again with different strategy. In Seattle, the elevated-rail project was grounded by overtaxed voters. San Carlos (California) voters decided to shoot SCOOT, the local shuttle service, by turning down a property tax. Voters in Livonia (Michigan) chose to part from SMART, the regional bus system. Likewise, those in Castle Rock (Colorado) rejected an offer to join Denver's transit system.

***San Carlos, California (a suburban city located between San Francisco and San Jose)***

Date of Ballot: 3 – 8 – 2005

Margin of Defeat: 55% opposed to 45% in favor ( $\frac{2}{3}$  majority required to pass a tax for transportation purposes)

Nature of Proposal: Subsidize free shuttle service provided by San Carlos Optimal Operational Transit (SCOOT). SCOOT operated 9 regular routes during the day, including school service, on a pilot basis since 2002. In addition, SCOOT had provided free, door-to-door service within the city during off-hours. Defeat of the ballot measure means that SCOOT will shut down operations by mid-June 2005.

Means of Funding: Enact a property tax of \$59 per year per parcel of taxable land, for an annual total of \$650,000 for 5 years.

***Colorado (Statewide)***

[1 of 2 Ballot Initiatives (1 approved, 1 defeated) on November 1]

Date of Ballot: 11 – 1 – 2005

Margin of Defeat: 50.7% to 49.3%

Nature of Proposal: Hasten new construction of 55 of the state's most critical highway projects, including significant improvements to Interstate 25 in Denver and Colorado Springs and major interchange improvements at West 6<sup>th</sup> Avenue – Wadsworth Boulevard and at 120<sup>th</sup> Avenue – Boulder Turnpike. Defeat of this initiative also means that the state must scramble to find enough money in its shrunken budget to match highway dollars available from Washington, DC, or else lose federal money.

Means of Funding: Obligate about \$2.1 billion in revenue bonds, of which \$1.2 billion would be earmarked for new highway projects.

***Castle Rock, Colorado (a suburban city located 30 miles south of Denver, population of 35,000)***

Date of Ballot: 11 – 1 – 2005

Margin of Defeat: 78% to 22%

Nature of Proposal: Support Denver's Regional Transportation District (RTD). According to Castle Rock Mayor Ray Waterman, "We support mass transit, just not that particular offer (RTD). The town is working on long-range plans that include a variety of public transportation."

Means of Funding: Increase the sales tax by 1¢ to provide about \$5 million annually.

***Livonia, Michigan (a suburb of Detroit, population of over 100,000)***

Date of Ballot: 11 – 8 – 2005

Margin of Vote: 55% in favor of withdrawal to 45% opposed

Nature of Proposal: Withdraw from southeastern Michigan's Suburban Mobility Authority for Regional Transportation (SMART) bus system. Hence, voter approval of this "issue to withdraw" is really a transportation defeat, thereby ending involvement in the regional transit system. Livonia becomes the first municipality in a decade to depart the regional system, which has 74 municipal participants. Regional bus service will end effective August 2006.

Means of Funding: Not a funding issue. Livonia already funds SMART with an existing property tax of 0.6 mill (6¢ per \$100 of property value), which generates nearly \$2.8 million annually. Following voter approval to withdraw from SMART, the property tax will be reduced to 0.5 mill, thereby generating about \$2.4 million annually for the development of Livonia's own community transit program.

### ***Seattle, Washington***

Date of Ballot: 11 – 8 – 2005

Margin of Vote: 64% to "derail the rail" versus 36% to save the monorail

Nature of Proposal: Specifically, the proposal asked voters to save the Seattle Monorail Authority by scaling back the original 14-mile Seattle Monorail Project to a 10-mile line from West Seattle to Interbay. The monorail prevailed in 4 previous campaigns, including a 2004 measure that tried to shut down the project, rejected by 63% of voters – so what happened this time? The answers, in a nutshell, were rising costs and elected officials who refused to "sugar-coat" the financial realities. The \$2-billion project had steadily risen in cost, and the proposed financing plan called for a bond pay-off of 50 years that would have escalated the total price tag, including interest charges, to \$11 billion. Earlier in the year, when State Treasurer Mike Murphy bluntly stated that the project was hemorrhaging debt at the rate of \$1 million per week, voters awakened.

Means of Funding: Not a funding issue. In the wake of monorail's death, real estate acquired for the project will be sold to pay off about 65% of the agency's debts, now totaling \$110 million. Taxpayers must "foot the bill" to retire the rest of the debt.

## Appendix A

# 2005 State Transit Program Contacts

The following individuals are the primary contacts for gathering and editing the material in this report:

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# 2005 State Transit Program Contacts

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