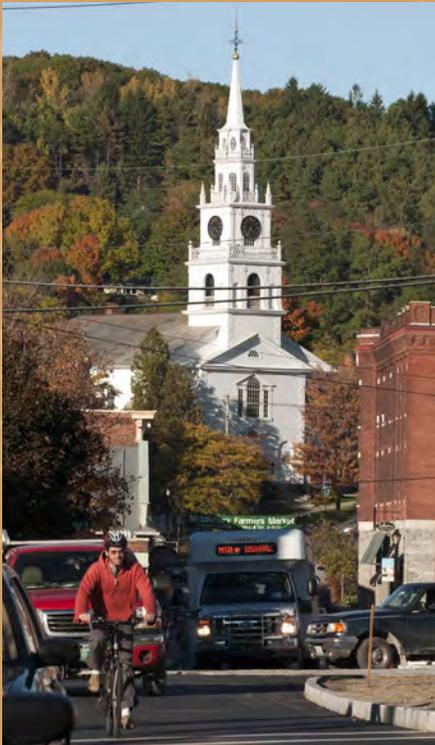


# SURVEY OF STATE FUNDING FOR PUBLIC TRANSPORTATION

FINAL REPORT 2013

FY 2011 DATA



AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

**AASHO**  
THE VOICE OF TRANSPORTATION

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May 6, 2013

Dear Reader,

The AASHTO Standing Committee on Public Transportation is pleased to release the 31st compilation of the *Survey of State Funding for Public Transportation*. The survey results reflect FY 2011 data. This annual report provides a snapshot of state-by-state investment in public transportation from federal, state, and local funding sources. Numerous tables and charts enable the reader to understand how different funding and tax mechanisms are used in each state to support transit operations and capital projects.

AASHTO supports a vision of doubling transit ridership by 2035. Our goals also include: improving public transportation capacity to meet mobility needs; doubling rural transit funding over the next six years; coordinating housing, land use, and transportation policy to support transit-friendly development; and using public transportation as a tool to accommodate increasing travel demand. Public transportation is essential to moving people in both urban and rural areas and is a critical part of the nation's multimodal transportation system. The nation's extensive public transportation network is essential to the economy of the United States. It connects workers to jobs and employers to labor markets. Public transportation also provides basic mobility options for elderly individuals, individuals with disabilities, and low-income individuals within urban areas, suburban cities, small towns, and rural areas. Public transportation plays a significant role in state and national efforts to mitigate traffic congestion, conserve fuel, enhance the efficiency of highway transportation, address air quality issues, and support security and emergency preparedness activities. State departments of transportation must continue to provide public transportation as a mobility option, especially as our nation's population is expected to add 100 million additional people by 2050.

Historical funding patterns demonstrate the important role that state departments of transportation fulfill in public transportation finance and administration and the results you see in the *Survey of State Funding for Public Transportation* reflect this ongoing commitment. States spent approximately \$13.985 billion on transit in FY 2011, which is an increase of nearly \$700 million from as recently as FY 2007 when states spent \$13.3 billion. Our states and local governments are also contributing more than the federal government, whose FY 2011 funding level was just under \$10 billion.

The *Survey of State Funding for Public Transportation* is viewed by the public transportation industry, national associations, and federal and state governments as one of the most comprehensive resources on state involvement in public transportation. On behalf of the Standing Committee on Public Transportation, we would like to thank AASHTO member departments for completing the survey.

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



A stylized, handwritten signature in black ink.

**Shailen P. Bhatt**  
Secretary  
Delaware Department of Transportation



A handwritten signature in black ink, appearing to read 'Bud Wright'.

**Bud Wright**  
Executive Director  
AASHTO



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

The following report provides a summary of state transit funding for 50 states and the District of Columbia (DC). Information includes funding sources, amounts, programs, eligible uses and allocation, and per capita state transit funding. The report was prepared by East Mesa Research & Consulting, LLC which is owned by June Jones, a survey statistician (retired) with the U.S. DOT, Bureau of Transportation Statistics.

AASHTO would like to thank the state DOT officials who responded to the survey.



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**PART I**

# Highlights of State Transit Funding

# 1.0 Highlights of State Transit Funding – FY 2011

This report, the 31st compilation of information on state funding for public transportation, was prepared under the auspices of the American Association of State Highway and Transportation Officials (AASHTO).

## ■ State Funding of Public Transit

Table 1-2 (on page 1-2) shows that, with the exception of FY 2008 when state funding dropped, the total amount of state funding for public transit over the last five years has increased from \$13.3 billion in FY 2007 to \$13.985 billion in FY 2011.

In FY 2011 eighteen states and the District of Columbia increased their public transit funding by a total of \$1.23 billion over FY 2010 levels. The top five DOTs account for 92 percent of the funding increase and include: Illinois up \$734 million (which includes capital funding that more than doubled its total transit funding from FY2010); Maryland up \$160 million; Connecticut up \$104 million; Alaska up \$71 million; and the District of Columbia up \$65 million. Seventeen states showed a decline in funding and 15 showed no change, including four states that do not fund public transit.

**Table 1-1. States with Increased Funding for Public Transit by Amount of Increase**

State	FY2010	FY2011	Increase	% Increase
Illinois	\$589,000,000	\$1,323,000,000	\$734,000,000	124.6%
Maryland	\$889,306,199	\$1,049,499,695	\$160,193,496	18.0%
Connecticut	\$307,341,611	\$411,810,210	\$104,468,599	34.0%
Alaska	\$98,131,650	\$169,270,513	\$71,138,863	72.5%
DC	\$322,038,009	\$387,362,000	\$65,323,991	20.3%
Oregon	\$108,055,325	\$132,292,392	\$24,237,067	22.4%
Washington	\$57,212,206	\$80,017,638	\$22,805,432	39.9%
Michigan	\$198,429,976	\$214,975,143	\$16,545,167	8.3%
Virginia	\$189,478,095	\$201,357,502	\$11,879,407	6.3%
Tennessee	\$35,926,509	\$44,349,000	\$8,422,491	23.4%
Rhode Island	\$53,538,011	\$56,940,909	\$3,402,898	6.4%
Delaware	\$81,526,200	\$83,942,400	\$2,416,200	3.0%
Iowa	\$10,888,954	\$12,744,547	\$1,855,593	17.0%
Georgia	\$2,172,519	\$3,721,358	\$1,548,839	71.3%
Nevada	\$0	\$666,819	\$666,819	New funding
Vermont	\$6,328,234	\$6,842,927	\$514,693	8.1%
Indiana	\$54,670,617	\$55,177,788	\$507,171	0.9%
Wyoming	\$2,495,659	\$2,615,350	\$119,691	4.8%
Kentucky	\$1,411,941	\$1,472,766	\$60,825	4.3%
	<b>\$3,007,951,715</b>	<b>\$4,238,058,957</b>	<b>\$1,230,107,242</b>	

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

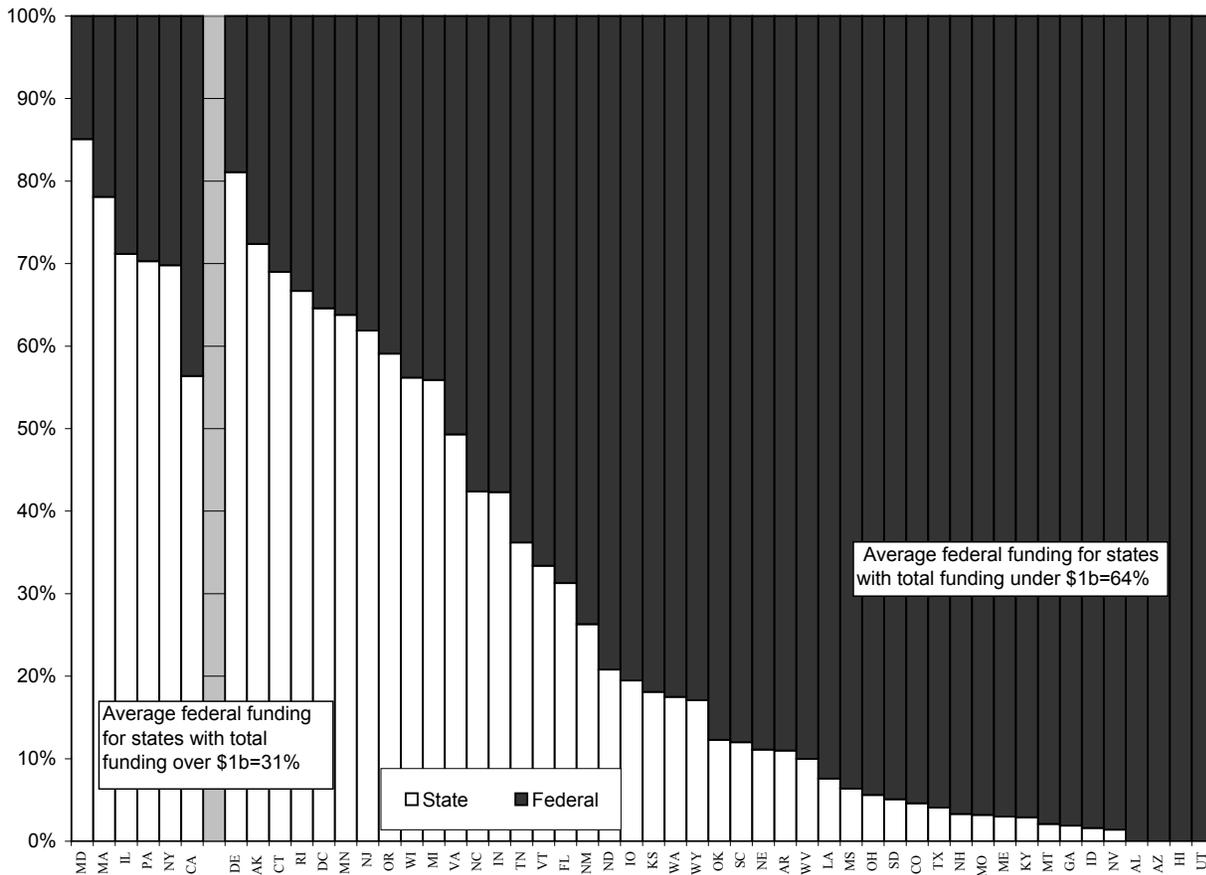
State	FY2007	FY2008	FY2009	FY2010	FY2011
Alabama	\$0	\$0	\$0	\$0	\$0
Alaska	\$91,359,200	\$86,814,875	\$80,636,693	\$98,131,650	\$169,270,513
Arizona	\$10,142,000	\$11,780,000	\$0	\$0	\$0
Arkansas	\$4,251,656	\$3,789,680	\$4,050,000	\$4,022,623	\$3,250,078
California	\$3,110,690,806	\$2,299,578,879	\$1,531,721,032	\$1,731,332,723	\$1,731,332,723
Colorado	\$0	\$23,048,479	\$24,106,877	\$12,673,390	\$12,350,000
Connecticut	\$876,357,467	\$267,499,842	\$296,143,955	\$307,341,611	\$411,810,210
Delaware	\$72,962,500	\$86,232,800	\$91,439,700	\$81,526,200	\$83,942,400
DC	\$250,868,928	\$272,724,274	\$301,548,343	\$322,038,009	\$387,362,000
Florida	\$174,806,597	\$146,338,770	\$181,678,433	\$184,515,903	\$174,895,126
Georgia	\$6,024,552	\$6,141,497	\$5,284,725	\$2,172,519	\$3,721,358
Hawaii	\$0	\$0	\$0	\$0	\$0
Idaho	\$312,000	\$312,000	\$312,000	\$312,000	\$312,000
Illinois	\$498,900,000	\$519,300,000	\$568,600,000	\$589,000,000	\$1,323,000,000
Indiana	\$42,694,683	\$55,733,074	\$55,461,491	\$54,670,617	\$55,177,788
Iowa	\$10,840,785	\$13,280,543	\$12,772,834	\$10,888,954	\$12,744,547
Kansas	\$6,000,000	\$5,761,639	\$6,043,458	\$6,000,000	\$6,000,000
Kentucky	\$3,709,262	\$3,501,733	\$1,577,500	\$1,411,941	\$1,472,766
Louisiana	NR	\$5,962,530	\$4,962,500	\$4,955,000	\$4,955,000
Maine	\$4,502,528	\$1,527,654	\$540,845	\$530,026	\$530,026
Maryland	\$749,371,455	\$844,417,234	\$838,150,438	\$889,306,199	\$1,049,499,695
Massachusetts	\$1,351,917,492	\$1,182,785,342	\$1,281,378,495	\$1,376,366,390	\$1,206,947,412
Michigan	\$200,661,111	\$200,086,889	\$200,754,708	\$198,429,976	\$214,975,143
Minnesota	\$237,023,000	\$249,253,000	\$242,835,000	\$270,639,000	\$263,250,400
Mississippi	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000
Missouri	\$7,018,541	\$6,921,541	\$6,875,114	\$6,247,415	\$2,993,658
Montana	\$818,385	\$414,820	\$447,258	\$447,258	\$319,862
Nebraska	\$2,900,000	\$2,900,000	\$3,000,000	\$3,000,000	\$2,900,000
Nevada	\$125,403	\$0	\$0	\$0	\$666,819
New Hampshire	\$1,530,000	\$4,474,250	\$828,452	\$494,499	\$422,153
New Jersey	\$1,008,129,998	NR	\$1,035,472,354	\$1,157,687,425	\$773,423,628
New Mexico	\$56,478,000	\$9,296,786	\$67,623,697	\$18,417,089	\$11,187,647
New York	\$3,009,046,000	\$3,015,441,656	\$4,393,898,700	\$4,352,344,700	\$4,246,055,900
North Carolina	\$75,866,447	\$73,466,447	\$73,466,447	\$74,947,962	\$74,947,962
North Dakota	\$2,900,000	\$2,900,000	\$2,850,000	\$3,150,000	\$3,150,000
Ohio	\$16,450,000	\$15,816,982	\$14,676,398	\$10,838,642	\$10,638,436
Oklahoma	\$5,750,000	\$5,750,000	\$5,525,000	\$6,082,500	\$5,750,000
Oregon	\$74,092,943	\$39,920,803	\$84,877,275	\$108,055,325	\$132,292,392
Pennsylvania	\$860,963,000	\$1,145,567,000	\$1,194,578,000	\$1,225,108,058	\$1,055,849,793
Rhode Island	\$49,214,195	\$47,338,005	\$48,375,824	\$53,538,011	\$56,940,909
South Carolina	\$6,400,000	\$6,400,000	\$6,400,000	\$6,000,000	\$6,000,000
South Dakota	\$750,000	\$770,000	\$770,000	\$770,000	\$770,000
Tennessee	\$38,310,000	\$41,537,000	\$35,219,755	\$35,926,509	\$44,349,000
Texas	\$28,741,067	\$28,741,067	\$28,741,068	\$28,741,068	\$28,741,068
Utah	\$0	\$0	\$0	\$0	\$0
Vermont	\$6,166,576	\$5,899,044	\$6,627,897	\$6,328,234	\$6,842,927
Virginia	\$184,417,844	\$228,965,893	\$209,524,183	\$189,478,095	\$201,357,502
Washington	\$42,438,767	\$39,751,905	\$53,527,887	\$57,212,206	\$80,017,638
West Virginia	\$2,523,342	\$3,023,342	\$3,023,342	\$2,832,932	\$2,786,009
Wisconsin	\$119,134,447	\$125,179,500	\$126,143,800	\$132,065,500	\$115,724,700
Wyoming	\$2,294,200	\$2,495,659	\$2,495,659	\$2,495,659	\$2,615,350
<b>TOTALS</b>	<b>\$13,307,455,177</b>	<b>\$11,140,442,434</b>	<b>\$13,136,567,137</b>	<b>\$13,630,073,818</b>	<b>\$13,985,142,538</b>

## ■ Comparing State and Federal Funding of Public Transit

In FY 2011, states provided \$13.985 billion in transit funding, while federal funds totaled just under \$10 billion. Figure 1-1 shows the total of state and federal transit funding for each of the 51 DOTs surveyed. The figure shows that there is a strong relationship between state and federal funding. Specifically the seven states with the largest state funding amounts – New York, California, Illinois, Massachusetts, Pennsylvania, Maryland, and New Jersey – collectively allotted \$11.4 billion in state funding. About \$5 billion – more than half of all federal funds spent on transit – went to these seven states. The remaining 40 states allotted a total of \$2.6 billion in state funding and shared about \$4.7 billion in federal funds. The difference between the relatively low percentage of federal funding used by the selected larger states, compared to the larger percentage of federal funding used by the other smaller states, is largely the result of the federal formula used to annually apportion available federal funding.

The strong relationship between state and federal funding is, in large part, a function of state population served and, for this reason, the relationship is not always apparent. Population is a factor in the allocation of federal funds, so that, even without significant state investment, a state can receive a significant amount of federal funds. For example, as shown in Table 1-3, Texas – with a population 25.6 million – invested \$28.7 million in state funds in FY2011 and received \$642.6 million in federal funds. In contrast, Tennessee invested more state funds than Texas, \$35.9 million, but with a much smaller population of 6.4 million, received only \$79.8 million in federal funds. It is also important to note that, without comparable information on local transit funding per state, a complete picture is not possible.

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



Note: Percentages are based on total **state** and **federal** funding, not the total of all funding which would include local funding (not part of this survey). Also note, United States territories are not included in the survey.

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

State	FY2007		FY2008		FY2009		FY2010		FY2011	
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State
Alabama	\$60,849,340	\$0	\$62,505,158	\$0	\$67,476,035	\$0	\$46,559,415	\$0	\$45,590,929	\$0
Alaska	\$79,461,284	\$91,359,200	\$77,702,721	\$86,814,875	\$93,393,736	\$80,636,693	\$71,953,922	\$98,131,650	\$64,409,715	\$169,270,513
Arizona	\$168,349,884	\$10,142,000	\$186,105,660	\$11,780,000	\$199,326,809	\$0	\$169,252,940	\$0	\$115,443,828	\$0
Arkansas	\$35,341,639	\$4,251,656	\$27,933,182	\$3,789,680	\$28,641,313	\$4,050,000	\$26,363,546	\$4,022,623	\$26,374,806	\$3,250,078
California	\$1,063,506,038	\$3,110,690,800	\$1,191,981,988	\$2,299,578,879	\$1,332,071,752	\$1,531,721,032	\$1,298,998,155	\$1,731,332,723	\$1,339,738,492	\$1,731,332,723
Colorado	\$199,217,007	\$0	\$189,078,382	\$23,048,479	\$180,641,134	\$24,106,877	\$260,467,060	\$12,673,390	\$253,905,166	\$12,350,000
Connecticut	\$949,261,953	\$876,357,467	\$151,637,324	\$267,499,842	\$157,188,840	\$296,143,955	\$143,886,243	\$307,341,611	\$184,775,859	\$411,810,210
Delaware	\$287,195,696	\$72,962,500	\$17,894,048	\$86,232,800	\$17,765,875	\$91,439,700	\$24,167,759	\$81,526,200	\$19,562,714	\$83,942,400
DC	\$9,597,029	\$250,868,928	\$193,159,766	\$272,724,274	\$230,661,442	\$301,548,343	\$283,670,652	\$322,038,009	\$212,226,286	\$387,362,000
Florida	\$286,659,660	\$174,806,597	\$336,575,523	\$146,338,770	\$396,560,034	\$181,678,433	\$386,205,541	\$184,515,903	\$383,452,015	\$174,895,126
Georgia	\$142,986,061	\$6,024,552	\$62,809,654	\$6,141,497	\$170,113,978	\$5,284,725	\$184,225,164	\$2,172,519	\$188,859,048	\$3,721,358
Hawaii	\$47,758,870	\$0	\$60,972,655	\$0	\$60,748,111	\$0	\$77,183,079	\$0	\$120,041,004	\$0
Idaho	\$22,871,078	\$312,000	\$20,869,187	\$312,000	\$26,700,277	\$312,000	\$17,354,417	\$312,000	\$19,016,847	\$312,000
Illinois	\$516,927,503	\$498,900,000	\$548,006,811	\$519,300,000	\$547,459,362	\$568,600,000	\$570,978,152	\$589,000,000	\$535,439,597	\$1,323,000,000
Indiana	\$315,492,682	\$42,694,683	\$99,437,978	\$55,733,074	\$104,095,670	\$55,461,491	\$85,528,177	\$54,670,617	\$75,124,641	\$55,177,788
Iowa	\$39,993,018	\$10,840,785	\$40,622,838	\$13,280,543	\$41,493,360	\$12,772,834	\$50,743,785	\$10,888,954	\$52,540,781	\$12,744,547
Kansas	\$38,227,765	\$6,000,000	\$33,260,227	\$5,761,639	\$37,254,202	\$6,043,458	\$28,801,770	\$6,000,000	\$27,072,567	\$6,000,000
Kentucky	\$56,462,744	\$3,709,262	\$51,200,012	\$3,501,733	\$57,155,436	\$1,577,500	\$70,867,656	\$1,411,941	\$49,992,767	\$1,472,766
Louisiana	\$55,276,250	NR	\$62,519,245	\$3,562,530	\$66,986,776	\$4,962,500	\$67,274,211	\$4,955,000	\$60,167,567	\$4,955,000
Maine	\$13,033,686	\$4,502,528	\$14,075,953	\$1,527,654	\$15,225,135	\$540,845	\$16,035,332	\$530,026	\$17,157,654	\$530,026
Maryland	\$306,242,073	\$749,371,455	\$190,309,683	\$844,417,234	\$204,268,221	\$838,150,438	\$191,191,740	\$889,306,199	\$184,431,353	\$1,049,499,695
Massachusetts	\$296,985,222	\$1,351,917,492	\$316,214,795	\$1,182,785,342	\$363,939,714	\$1,281,378,495	\$395,390,156	\$1,376,366,390	\$337,567,168	\$1,206,947,412
Michigan	\$134,323,358	\$200,661,111	\$150,255,210	\$200,086,889	\$159,755,480	\$200,754,708	\$146,171,230	\$198,429,976	\$169,551,978	\$214,975,143
Minnesota	\$80,974,204	\$237,023,000	\$155,980,358	\$249,253,000	\$189,985,008	\$242,839,000	\$116,588,641	\$270,639,000	\$149,356,194	\$263,250,400
Mississippi	\$33,868,154	\$1,600,000	\$35,066,127	\$1,600,000	\$36,494,280	\$1,600,000	\$25,430,643	\$1,600,000	\$23,316,469	\$1,600,000
Missouri	\$83,027,791	\$7,018,541	\$97,413,302	\$6,921,541	\$98,784,257	\$6,875,114	\$104,647,851	\$6,247,415	\$91,536,239	\$2,993,658
Montana	\$12,795,935	\$818,385	\$14,702,186	\$414,820	\$16,245,565	\$447,258	\$16,153,713	\$447,258	\$14,974,778	\$319,862
Nebraska	\$21,141,837	\$2,900,000	\$22,892,126	\$2,900,000	\$25,224,671	\$3,000,000	\$28,916,956	\$3,000,000	\$23,299,059	\$2,900,000
Nevada	\$39,990,110	\$125,403	\$52,793,428	\$0	\$52,346,792	\$0	\$49,385,287	\$0	\$46,937,990	\$666,819
New Hampshire	\$141,232,685	\$1,530,000	\$14,302,788	\$4,474,250	\$15,287,358	\$828,452	\$11,865,248	\$494,499	\$12,493,483	\$422,153
New Jersey	\$1,061,568,224	\$1,008,129,998	\$547,739,874	NR	\$556,840,787	\$1,035,472,354	\$685,716,500	\$1,157,687,425	\$475,919,089	\$773,423,628
New Mexico	\$33,437,697	\$56,478,000	\$30,838,006	\$9,296,786	\$32,130,806	\$67,623,697	\$35,540,873	\$18,417,089	\$31,311,395	\$11,187,647
New York	\$1,660,064,469	\$3,009,046,000	\$1,586,021,271	\$3,015,441,656	\$1,757,749,660	\$4,393,898,700	\$1,730,894,667	\$4,352,344,700	\$1,838,855,748	\$4,246,055,900
North Carolina	\$152,579,462	\$75,866,447	\$120,309,013	\$73,466,447	\$137,556,364	\$73,466,447	\$116,176,266	\$74,947,962	\$101,753,070	\$74,947,962
North Dakota	\$10,259,263	\$2,900,000	\$11,922,496	\$2,900,000	\$15,890,874	\$2,850,000	\$13,680,361	\$3,150,000	\$11,968,860	\$3,150,000
Ohio	\$168,178,365	\$16,450,000	\$179,052,873	\$15,816,982	\$187,429,778	\$14,676,398	\$192,156,353	\$10,838,642	\$180,057,560	\$10,638,436
Oklahoma	\$29,148,458	\$5,750,000	\$35,101,660	\$5,750,000	\$43,905,680	\$5,525,000	\$42,783,573	\$6,082,500	\$40,815,518	\$5,750,000
Oregon	\$180,711,789	\$74,092,943	\$165,424,933	\$39,920,803	\$207,007,297	\$84,877,275	\$166,600,773	\$108,055,325	\$91,630,329	\$132,292,392
Pennsylvania	\$443,174,698	\$860,963,000	\$409,290,044	\$1,145,567,000	\$384,235,718	\$1,194,578,000	\$424,422,877	\$1,225,108,058	\$445,397,204	\$1,055,849,793
Rhode Island	\$174,405,758	\$49,214,195	\$49,321,481	\$47,338,005	\$38,076,939	\$48,375,824	\$28,083,273	\$53,538,011	\$28,376,335	\$56,940,909
South Carolina	\$50,421,074	\$6,400,000	\$38,522,706	\$6,400,000	\$42,060,659	\$6,400,000	\$43,764,360	\$6,000,000	\$44,129,707	\$6,000,000
South Dakota	\$11,851,954	\$750,000	\$14,456,184	\$770,000	\$14,938,925	\$770,000	\$11,416,897	\$770,000	\$14,288,704	\$770,000
Tennessee	\$65,017,289	\$38,310,000	\$74,495,022	\$41,537,000	\$79,890,132	\$35,219,755	\$79,787,849	\$35,926,509	\$78,103,655	\$44,349,000
Texas	\$388,636,795	\$28,741,067	\$487,289,471	\$28,741,067	\$483,637,786	\$28,741,068	\$642,569,558	\$28,741,068	\$680,092,867	\$28,741,068
Utah	\$127,147,283	\$0	\$161,498,800	\$0	\$167,878,270	\$0	\$264,753,292	\$0	\$245,314,088	\$0
Vermont	\$5,940,230	\$6,166,576	\$10,670,692	\$5,899,044	\$10,819,973	\$6,627,897	\$18,816,834	\$6,328,234	\$13,646,499	\$6,842,927
Virginia	\$211,301,209	\$184,417,844	\$197,361,401	\$228,965,893	\$233,541,399	\$209,524,183	\$117,944,613	\$189,478,095	\$206,746,560	\$201,357,502
Washington	\$271,206,414	\$42,438,767	\$289,569,071	\$39,751,905	\$347,310,127	\$53,527,887	\$365,506,260	\$57,212,206	\$377,253,550	\$80,017,638
West Virginia	\$27,548,570	\$2,523,342	\$27,875,427	\$3,023,342	\$29,830,367	\$3,023,342	\$23,382,373	\$2,832,932	\$25,052,884	\$2,786,009
Wisconsin	\$74,352,656	\$119,134,447	\$81,038,202	\$125,179,500	\$84,708,966	\$126,143,800	\$84,707,583	\$132,065,500	\$90,136,794	\$115,724,700
Wyoming	\$7,433,638	\$2,294,200	\$8,023,019	\$2,495,659	\$8,930,339	\$2,495,659	\$8,089,644	\$2,495,659	\$12,709,809	\$2,615,350
<b>TOTALS</b>	<b>\$10,693,435,851</b>	<b>\$13,307,455,177</b>	<b>\$9,104,099,961</b>	<b>\$11,140,442,434</b>	<b>\$9,857,661,469</b>	<b>\$13,136,567,137</b>	<b>\$10,063,053,220</b>	<b>\$13,630,073,818</b>	<b>\$9,877,917,219</b>	<b>\$13,985,142,538</b>

Note: Data for federal funding is from the Federal Transit Administration, U.S. Department of Transportation.

## ■ State Transit Programs across the United States

In FY 2011, 51 DOTs responded to the survey. Information on sources of funding, eligible uses of funds, and methods of distribution is summarized.

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

The most frequently mentioned sources for transit funding used by states were general funds (reported by 15 states), gas taxes (reported by 14 states), bond proceeds (12 states), registration/license/title fees (8 states), motor vehicle/rental car sales tax (7 states), general sales tax (6 states), trust funds (4 states), and lottery and interest income (2 states each).

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Twenty-five states reported that they used **other** sources for funding such as miscellaneous revenues, fees, or taxes; documentary stamps; and other types of assessments. Five of these 25 states relied solely (100 percent of transit dollars) on these miscellaneous revenue sources.

Approximately 50 percent of the states have constitutional restrictions on using selected automobile-related taxes and fees (such as gas taxes, vehicle registration fees, etc.) to fund public transportation. This fact should be taken into account in determining appropriate “peers,” and in making comparisons of funding sources with other states.\*

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

Of the 51 DOTs that responded to the survey, four reported not providing state funding for transit in FY 2011. Of those providing state transit funding, 32 states reported specific funding amounts for capital expenditures accounting for 16.6 percent of all transit funding; 37 states reported specific funding amounts for operating expenditures accounting for 51.2 percent of transit funding; 17 states reported funding amounts that were not restricted in their use accounting for 20.7 percent of transit funding; and eight states reported funding for miscellaneous activities accounting for 11.4 percent of transit funding.

\**Transportation Governance and Finance: A 50 State Review of State Legislatures and Departments of Transportation*,” National Conference of Legislators (NCSL), authors Jaime Rall, Alice Wheat, Nicholas Farber, and James B. Reed, May 2011, p. 29.

Table 1-4. Major Sources for Overall Transit Funding

State	Transit Funding FY 2010	General Sales Tax	Vehicle/ Rental Car Sales Tax	Gas Tax	Lottery	Registration/ License/Title Fees	Trust Fund	Interest Income	General Fund	State Trans. Fund	Bond Proceeds	Other	Other Description
Alaska	\$169,270,513								99.7%			0.3%	Mental Health Trust Authority
Arkansas	\$3,250,078		89.2%									10.8%	Corporate franchise fee
California	\$1,731,332,723	66.0%		0.2%							0.8%	33.0%	Fuel users tax;diesel sales tax
Colorado	\$12,350,000					100.0%							
Connecticut	\$411,810,210										30.8%	69.2%	Rail/bus/ADA services
Delaware	\$83,942,400						100.0%						
DC	\$387,362,000								45.6%		28.6%	25.8%	Parking tax/meter revenue
Florida	\$174,895,126			63.1%		23.4%						13.5%	Rental car sur. & doc. Stamps
Georgia	\$3,721,358								100.0%				
Idaho	\$312,000											100.0%	Miscellaneous revenues
Illinois	\$1,323,000,000	47.6%									52.4%		
Indiana	\$55,177,788	13.3%							77.2%			9.6%	Situs Tax/Elec Rail Fund
Iowa	\$12,744,547					84.3%						15.7%	Casino taxes
Kansas	\$6,000,000									100.0%			
Kentucky	\$1,472,766											100.0%	General Assembly
Louisiana	\$4,955,000			100.0%									
Maine	\$530,026											100.0%	Off road fuel tax
Maryland	\$1,049,499,695	8.6%	26.2%	31.8%		15.2%		0.04%				18.1%	Corporate income tax/misc fees
Massachusetts	\$1,206,947,412	78.1%									0.9%	21.1%	Local assessments, misc funds
Michigan	\$214,975,143		33.0%	26.8%		30.6%		0.01%			9.2%	0.4%	Motor carrier/limo fees/misc
Minnesota	\$263,250,400		76.9%						23.1%				
Mississippi	\$1,600,000								100.0%				
Missouri	\$2,993,658									61.3%		38.7%	General revenue
Montana	\$319,862			23.4%		76.6%							

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

State	Transit Funding FY 2009	General Sales Tax	Vehicle/ Rental Car Sales Tax	Gas Tax	Lottery	Registration/ License/Title Fees	Trust Fund	Interest Income	General Fund	State Trans. Fund	Bond Proceeds	Other	Other Description
Nebraska	\$2,900,000		22.4%	67.4%		10.0%							
Nevada	\$666,819								5.8%				
New Hampshire	\$422,153								67.7%		32.3%		
New Jersey	\$773,423,628		4.9%	11.9%					35.7%		39.1%	8.3%	Toll Authority/casino revenue/petroleum gross receipts tax
New Mexico	\$11,187,647										41.0%	59.0%	State Road Fund
New York	\$4,246,055,900						56.8%		2.3%			40.9%	Payroll mobility tax
North Carolina	\$74,947,962		1.6%	98.4%									
North Dakota	\$3,150,000					100.0%							
Ohio	\$10,638,436								100.0%				
Oklahoma	\$5,750,000			47.8%					52.2%				
Oregon	\$132,292,392				11.3%						71.3%	17.4%	Misc taxes
Pennsylvania	\$1,055,849,793	32.0%			15.7%		23.7%				11.9%	16.7%	PTAF
Rhode Island	\$56,940,909			79.6%					2.3%		17.1%	0.9%	Capital fund program
South Carolina	\$6,000,000			100.0%									
South Dakota	\$770,000											100.0%	Other State Funds
Tennessee	\$44,349,000			100.0%									
Texas	\$28,741,068									100.0%			
Vermont	\$6,842,927									100.0%			
Virginia	\$201,357,502			34.2%			55.0%					10.8%	Recordation tax
Washington	\$80,017,638								100.0%				
West Virginia	\$2,786,009								100.0%				
Wisconsin	\$115,724,700											100.0%	Other fees and revenues
Wyoming	\$2,615,350											57.4%	Statutory Funds
<i>Alabama</i>			<i>States that do not fund public transit</i>										
<i>Arizona</i>													
<i>Hawaii</i>													
<i>Utah</i>													

Table 1-5. Eligible Uses for State Transit Funding

State	Total Reported	Capital		Operating		Not Restricted		Other		Comments on "Other"
	FY2011	Amt	%	Amt	%	Amt	%	Amt	%	
Alabama*	\$0									No transit funding
Alaska	\$169,270,513	\$15,465,693	9.1%	\$153,804,820	90.9%					
Arizona*	\$0									No transit funding
Arkansas	\$3,250,078	\$3,250,078	100.0%							
California	\$1,731,332,723	\$186,422,000	10.8%	\$3,086,000	0.2%			\$1,541,824,723	89.1%	Supports local transit
Colorado	\$12,350,000	\$10,050,000	81.4%	\$2,300,000	18.6%					
Connecticut	\$411,810,210	\$127,000,000	30.8%	\$284,810,210	69.2%					
Delaware	\$83,942,400	\$10,416,200	12.4%	\$73,526,200	87.6%					
DC	\$387,362,000	\$110,919,000	28.6%	\$276,443,000	71.4%					
Florida	\$174,895,126	\$17,282,124	9.9%	\$2,650,957	1.5%	\$154,962,045	88.6%			
Georgia	\$3,721,358	\$2,220,592	59.7%	\$370,000	9.9%			\$1,130,766	30.4%	
Hawaii*	\$0									No transit funding
Idaho	\$312,000	\$312,000	100.0%							
Illinois	\$1,323,000,000	\$693,600,000	52.4%	\$629,400,000	47.6%					
Indiana	\$55,177,788			\$55,177,788	100.0%					
Iowa	\$12,744,547					\$12,444,547	97.6%	\$300,000	2.4%	Marketing, training, technology
Kansas	\$6,000,000					\$6,000,000	100.0%			
Kentucky	\$1,472,766	\$1,472,766	100.0%							
Louisiana	\$4,955,000	\$123,875	2.5%			\$4,831,125	97.5%			Any transit activity
Maine	\$530,026			\$530,026	100.0%					
Maryland	\$1,049,499,695	\$376,359,446	35.9%	\$673,140,249	64.1%					
Massachusetts	\$1,206,947,412	\$42,497,048	3.5%	\$1,164,450,364	96.5%					
Michigan	\$214,975,143	\$28,534,463	13.3%	\$186,440,680	86.7%					
Minnesota	\$263,250,400			\$5,174,000	2.0%	\$258,076,400	98.0%			
Mississippi	\$1,600,000	\$262,764	16.4%	\$1,337,236	83.6%					
Missouri	\$2,993,658			\$2,993,658	100.0%					
Montana	\$319,862			\$244,862	76.6%	\$75,000	23.4%			
Nebraska	\$2,900,000			\$2,800,000	96.6%	\$100,000	3.4%			
Nevada	\$666,819	\$666,819	100.0%							No transit funding
New Hampshire	\$422,153	\$137,828	32.6%	\$258,179	61.2%			\$26,146	6%	
New Jersey	\$773,423,628	\$253,140,039	32.7%	\$520,283,589	67.3%					
New Mexico	\$11,187,647	\$5,086,870	45.5%	\$6,100,777	54.5%					
New York	\$4,246,055,900	\$37,000,000	0.9%	\$1,852,605,900	43.6%	\$2,356,400,000	55.5%			
North Carolina	\$74,947,962	\$4,835,000	6.5%	\$53,339,054	71.2%	\$5,650,000	7.5%	\$11,123,908	14.8%	Planning, new starts, admin costs
North Dakota	\$3,150,000					\$3,150,000	100.0%			
Ohio	\$10,638,436			\$10,201,122	95.9%			\$437,314	4.1%	
Oklahoma	\$5,750,000					\$5,750,000	100.0%			
Oregon	\$132,292,392	\$109,280,949	82.6%	\$5,376,582	4.1%	\$17,634,861	13.3%			
Pennsylvania	\$1,055,849,793	\$191,746,424	18.2%	\$864,103,369	81.8%					
Rhode Island	\$56,940,909	\$10,289,918	18.1%	\$46,650,991	81.9%					
South Carolina	\$6,000,000			\$600,000	10.0%	\$5,400,000	90.0%			
South Dakota	\$770,000			\$770,000	100.0%					
Tennessee	\$44,349,000	\$9,560,484	21.6%	\$22,181,636	50.0%	\$12,606,880	28.4%			
Texas	\$28,741,068					\$28,741,068	100.0%			
Utah*	\$0									No transit funding
Vermont	\$6,842,927	\$1,077,039	15.7%	\$5,765,888	84.3%					
Virginia	\$201,357,502	\$25,441,772	12.6%	\$107,102,294	53.2%	\$27,197,946	13.5%	\$41,615,490	20.7%	
Washington	\$80,017,638	\$42,497,476	53.1%	\$33,372,412	41.7%	\$2,238,283	2.8%	\$1,909,467	2.4%	Planning
West Virginia	\$2,786,009	\$1,116,839	40.1%	\$1,669,170	59.9%					
Wisconsin	\$115,724,700			\$115,724,700	100.0%					
Wyoming	\$2,615,350	\$1,115,350	42.6%	\$1,500,000	57.4%					
<b>TOTALS</b>	<b>\$13,985,142,538</b>	<b>\$2,319,180,856</b>	<b>16.6%</b>	<b>\$7,166,285,713</b>	<b>51.2%</b>	<b>\$2,901,258,155</b>	<b>20.7%</b>	<b>\$1,598,367,814</b>	<b>11.4%</b>	

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

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## Changes in State Transit Funding (Table 1-6)

Table 1-6 shows changes in funding levels between FY 2007 and FY 2011 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 24 percent increase in reported *total* funding and a related 21 percent increase in *per capita* funding), but they are not identical. Percent changes in *per capita* funding may either lag or exceed percent changes in *total* funding, thereby creating a different portrait of state funding activity.

Changes in overall state funding for participants in the most recent survey have shown a rather wide variance. Twenty states showed increases in both total and per capita funding ranging from a *total* funding increase of 432 percent and 431 percent for Nevada and DC respectively (corresponding to a 400 percent and 643 percent increase for each DOT’s per capita funding) to an increase of 7 percent in total funding and a 9 percent increase in per capita funding for Michigan.

Seven states showed virtually no change in total funding and less than 7 percent decrease in per capita funding. Eighteen states showed decreases in both total funding and per capita funding ranging from a drop of 1.2 percent for North Carolina (with a corresponding drop of 7.3 percent in per capita funding) to a 100 percent decline in both total and per capita funding for Arizona.

Table 1-6. Changes in State Transit Funding Levels for FY2011 and FY2007

State	POP AS OF 7/1/2011	FY2011 State Transit Funding	FY2011 Per Capita Funding	POP AS OF 7/1/2007	FY2007 State Transit Funding	FY2007 Per Capita Funding	Change-Total Funding	Change-Per Cap. Funding
Alabama		\$0	\$0.00		\$0	\$0.00		
Alaska	722,718	\$169,270,513	\$234.21	683,478	\$91,359,200	\$133.67	85.3%	75.2%
Arizona		\$0	\$0.00	6,338,755	\$10,142,000	\$1.60	-100.0%	-100.0%
Arkansas	2,937,979	\$3,250,078	\$1.11	2,834,797	\$4,251,656	\$1.50	-23.6%	-26.2%
California	37,691,912	\$1,731,332,723	\$45.93	36,553,215	\$3,110,690,806	\$85.10	-44.3%	-46.0%
Colorado	5,116,796	\$12,350,000	\$2.41		\$0	\$0.00		
Connecticut	3,580,709	\$411,810,210	\$115.01	3,502,309	\$876,357,467	\$250.22	-53.0%	-54.0%
DC	617,996	\$387,362,000	\$626.80	864,764	\$72,962,500	\$84.37	430.9%	642.9%
Delaware	907,135	\$83,942,400	\$92.54	588,292	\$250,868,928	\$426.44	-66.5%	-78.3%
Florida	19,057,542	\$174,895,126	\$9.18	18,251,243	\$174,806,597	\$9.58	0.1%	-4.2%
Georgia	9,815,210	\$3,721,358	\$0.38	9,544,750	\$6,024,552	\$0.63	-38.2%	-39.9%
Hawaii		\$0	\$0.00		\$0	\$0.00		
Idaho	1,584,985	\$312,000	\$0.20	1,499,402	\$312,000	\$0.21	0.0%	-5.4%
Illinois	12,869,257	\$1,323,000,000	\$102.80	12,852,548	\$498,900,000	\$38.82	165.2%	164.8%
Indiana	6,516,922	\$55,177,788	\$8.47	6,345,289	\$42,694,683	\$6.73	29.2%	25.8%
Iowa	3,062,309	\$12,744,547	\$4.16	2,988,046	\$10,840,785	\$3.63	17.6%	14.7%
Kansas	2,871,238	\$6,000,000	\$2.09	2,775,997	\$6,000,000	\$2.16	0.0%	-3.3%
Kentucky	4,369,356	\$1,472,766	\$0.34	4,241,474	\$3,709,262	\$0.87	-60.3%	-61.5%
Louisiana	4,574,836	\$4,955,000	\$1.08					
Maine	1,328,188	\$530,026	\$0.40	1,317,207	\$4,502,528	\$3.42	-88.2%	-88.3%
Maryland	5,828,289	\$1,049,499,695	\$180.07	5,618,344	\$749,371,455	\$133.38	40.1%	35.0%
Massachusetts	6,587,536	\$1,206,947,412	\$183.22	6,449,755	\$1,351,917,492	\$209.61	-10.7%	-12.6%
Michigan	9,876,187	\$214,975,143	\$21.77	10,071,822	\$200,661,111	\$19.92	7.1%	9.3%
Minnesota	5,344,861	\$263,250,400	\$49.25	5,197,621	\$237,023,000	\$45.60	11.1%	8.0%
Mississippi	2,978,512	\$1,600,000	\$0.54	2,918,785	\$1,600,000	\$0.55	0.0%	-2.0%
Missouri	6,010,688	\$2,993,658	\$0.50	5,878,415	\$7,018,541	\$1.19	-57.3%	-58.3%
Montana	998,199	\$319,862	\$0.32	957,861	\$818,385	\$0.85	-60.9%	-62.5%
Nebraska	1,842,641	\$2,900,000	\$1.57	1,774,571	\$2,900,000	\$1.63	0.0%	-3.7%
Nevada	2,723,322	\$666,819	\$0.24	2,565,382	\$125,403	\$0.05	431.7%	400.9%
New Hampshire	1,318,194	\$422,153	\$0.32	1,315,828	\$1,530,000	\$1.16	-72.4%	-72.5%
New Jersey	8,821,155	\$773,423,628	\$87.68	8,685,920	\$1,008,129,998	\$116.06	-23.3%	-24.5%
New Mexico	2,082,224	\$11,187,647	\$5.37	1,969,915	\$56,478,000	\$28.67	-80.2%	-81.3%
New York	19,465,197	\$4,246,055,900	\$218.14	19,297,729	\$3,009,046,000	\$155.93	41.1%	39.9%
North Carolina	9,656,401	\$74,947,962	\$7.76	9,061,032	\$75,866,447	\$8.37	-1.2%	-7.3%
North Dakota	683,932	\$3,150,000	\$4.61	639,715	\$2,900,000	\$4.53	8.6%	1.6%
Ohio	11,544,951	\$10,638,436	\$0.92	11,466,917	\$16,450,000	\$1.43	-35.3%	-35.8%
Oklahoma	3,791,508	\$5,750,000	\$1.52	3,617,316	\$5,750,000	\$1.59	0.0%	-4.6%
Oregon	3,871,859	\$132,292,392	\$34.17	3,747,455	\$74,092,943	\$19.77	78.5%	72.8%
Pennsylvania	12,742,886	\$1,055,849,793	\$82.86	12,432,792	\$860,963,000	\$69.25	22.6%	19.7%
Rhode Island	1,051,302	\$56,940,909	\$54.16	1,057,832	\$49,214,195	\$46.52	15.7%	16.4%
South Carolina	4,679,230	\$6,000,000	\$1.28	4,407,709	\$6,400,000	\$1.45	-6.3%	-11.7%
South Dakota	824,082	\$770,000	\$0.93	796,214	\$750,000	\$0.94	2.7%	-0.8%
Tennessee	6,403,353	\$44,349,000	\$6.93	6,156,719	\$38,310,000	\$6.22	15.8%	11.3%
Texas	25,674,681	\$28,741,068	\$1.12	23,904,380	\$28,741,067	\$1.20	0.0%	-6.9%
Utah		\$0	\$0.00		\$0	\$0.00		
Vermont	626,431	\$6,842,927	\$10.92	621,254	\$6,166,576	\$9.93	11.0%	10.1%
Virginia	8,096,604	\$201,357,502	\$24.87	7,712,091	\$184,417,844	\$23.91	9.2%	4.0%
Washington	6,830,038	\$80,017,638	\$11.72	6,468,424	\$42,438,767	\$6.56	88.5%	78.6%
West Virginia	1,855,364	\$2,786,009	\$1.50	1,812,035	\$2,523,342	\$1.39	10.4%	7.8%
Wisconsin	5,711,767	\$115,724,700	\$20.26	5,601,640	\$119,134,447	\$21.27	-2.9%	-4.7%
Wyoming	568,158	\$2,615,350	\$4.60	522,830	\$2,294,200	\$4.39	14.0%	4.9%
<b>TOTALS</b>	<b>296,114,640</b>	<b>\$13,985,142,538</b>		<b>283,909,869</b>	<b>\$13,307,455,177</b>			

Source: The population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2011," published in December 2011.

Note: In FY2007, Alabama, Colorado, Hawaii, and Utah did not provide state transit funding and Louisiana did not respond to the survey. In FY2011, Alabama, Arizona, Hawaii, and Utah did not provide state transit funding.

## Total State and Per Capita Funding

A snapshot of all states surveyed in the FY 2011 effort, shown in Table 1.7, reveals that *total* transit funding by state varies widely across the nation, ranging from zero dollars in funding to \$4.246 billion. Four states – Alabama, Arizona, Hawaii, and Utah – did not fund transit at the state level. On the other hand, states such as New York, California, Massachusetts, Pennsylvania, New Jersey, and Maryland, among others, have made large state investments in transit ranging from \$773 million to \$4.246 billion.

Table 1-7 shows state funding ranked by total funding levels. Table 1-8 shows state funding ranked by per capita funding levels. Seventeen states reported per capita funding between \$20 and \$627, whereas the remaining 30 states reported from \$0.20 per capita to about \$12 per capita.

States that operate transit usually provide significantly higher per-capita funds than those that do not. Figure 1.2 shows that six states that operate transit – indicated by the large diamonds – provided significantly higher funding than states with similar population levels. The “state” that provided the highest level of per capita funding is DC but its totals are artificially high because the DC Metro system also serves Virginia and Maryland – a population much larger than that of the District. For that reason, DC is not included in Figure 1.2.

**Figure 1.2 Per Capita Funding by Population and Transit Operator Status, 2011**

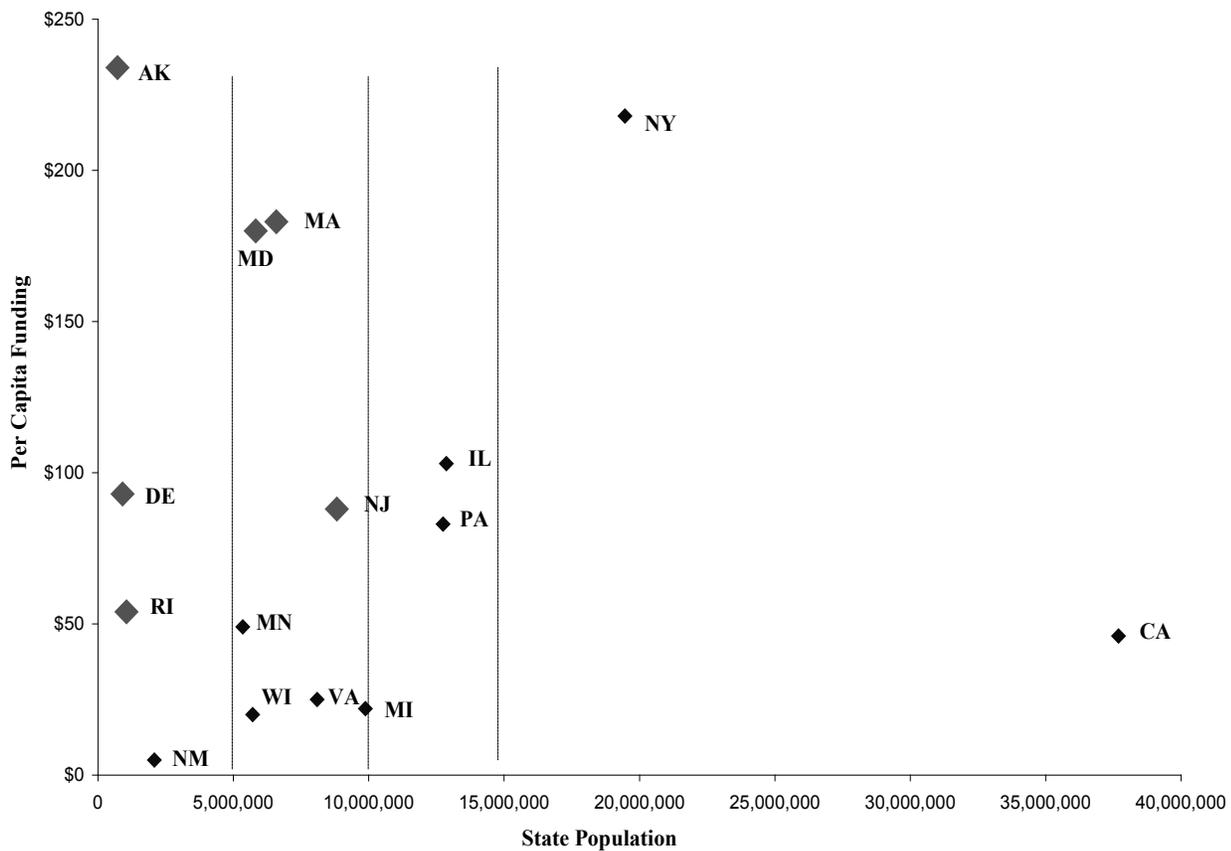


Table 1-7 Reported Total Investment for 50 States and DC Ranked by Total Funding

State	POP AS OF 7/1/2011	FY2011 State Transit Funding	FY2011 Per Capita Funding
New York	19,465,197	\$4,246,055,900	\$218.14
California	37,691,912	\$1,731,332,723	\$45.93
Illinois	12,869,257	\$1,323,000,000	\$102.80
Massachusetts	6,587,536	\$1,206,947,412	\$183.22
Pennsylvania	12,742,886	\$1,055,849,793	\$82.86
Maryland	5,828,289	\$1,049,499,695	\$180.07
New Jersey	8,821,155	\$773,423,628	\$87.68
Connecticut	3,580,709	\$411,810,210	\$115.01
DC	617,996	\$387,362,000	\$626.80
Minnesota	5,344,861	\$263,250,400	\$49.25
Michigan	9,876,187	\$214,975,143	\$21.77
Virginia	8,096,604	\$201,357,502	\$24.87
Florida	19,057,542	\$174,895,126	\$9.18
Alaska	722,718	\$169,270,513	\$234.21
Oregon	3,871,859	\$132,292,392	\$34.17
Wisconsin	5,711,767	\$115,724,700	\$20.26
Delaware	907,135	\$83,942,400	\$92.54
Washington	6,830,038	\$80,017,638	\$11.72
North Carolina	9,656,401	\$74,947,962	\$7.76
Rhode Island	1,051,302	\$56,940,909	\$54.16
Indiana	6,516,922	\$55,177,788	\$8.47
Tennessee	6,403,353	\$44,349,000	\$6.93
Texas	25,674,681	\$28,741,068	\$1.12
Iowa	3,062,309	\$12,744,547	\$4.16
Colorado	5,116,796	\$12,350,000	\$2.41
New Mexico	2,082,224	\$11,187,647	\$5.37
Ohio	11,544,951	\$10,638,436	\$0.92
Vermont	626,431	\$6,842,927	\$10.92
Kansas	2,871,238	\$6,000,000	\$2.09
South Carolina	4,679,230	\$6,000,000	\$1.28
Oklahoma	3,791,508	\$5,750,000	\$1.52
Louisiana	4,574,836	\$4,955,000	\$1.08
Georgia	9,815,210	\$3,721,358	\$0.38
Arkansas	2,937,979	\$3,250,078	\$1.11
North Dakota	683,932	\$3,150,000	\$4.61
Missouri	6,010,688	\$2,993,658	\$0.50
Nebraska	1,842,641	\$2,900,000	\$1.57
West Virginia	1,855,364	\$2,786,009	\$1.50
Wyoming	568,158	\$2,615,350	\$4.60
Mississippi	2,978,512	\$1,600,000	\$0.54
Kentucky	4,369,356	\$1,472,766	\$0.34
South Dakota	824,082	\$770,000	\$0.93
Nevada	2,723,322	\$666,819	\$0.24
Maine	1,328,188	\$530,026	\$0.40
New Hampshire	1,318,194	\$422,153	\$0.32
Montana	998,199	\$319,862	\$0.32
Idaho	1,584,985	\$312,000	\$0.20
Alabama	4,802,740	\$0	\$0.00
Arizona	6,482,505	\$0	\$0.00
Hawaii	1,374,810	\$0	\$0.00
Utah	2,817,222	\$0	\$0.00
<b>TOTALS</b>	<b>311,591,917</b>	<b>\$13,985,142,538</b>	

**Table 1-8. Reported Per Capita Investment for 50 States and DC Ranked by Per Capita Funding**

State	POP AS OF 7/1/2011	FY2011 State Transit Funding	FY2011 Per Capita Funding
DC	617,996	\$387,362,000	\$626.80
Alaska	722,718	\$169,270,513	\$234.21
New York	19,465,197	\$4,246,055,900	\$218.14
Massachusetts	6,587,536	\$1,206,947,412	\$183.22
Maryland	5,828,289	\$1,049,499,695	\$180.07
Connecticut	3,580,709	\$411,810,210	\$115.01
Illinois	12,869,257	\$1,323,000,000	\$102.80
Delaware	907,135	\$83,942,400	\$92.54
New Jersey	8,821,155	\$773,423,628	\$87.68
Pennsylvania	12,742,886	\$1,055,849,793	\$82.86
Rhode Island	1,051,302	\$56,940,909	\$54.16
Minnesota	5,344,861	\$263,250,400	\$49.25
California	37,691,912	\$1,731,332,723	\$45.93
Oregon	3,871,859	\$132,292,392	\$34.17
Virginia	8,096,604	\$201,357,502	\$24.87
Michigan	9,876,187	\$214,975,143	\$21.77
Wisconsin	5,711,767	\$115,724,700	\$20.26
Washington	6,830,038	\$80,017,638	\$11.72
Vermont	626,431	\$6,842,927	\$10.92
Florida	19,057,542	\$174,895,126	\$9.18
Indiana	6,516,922	\$55,177,788	\$8.47
North Carolina	9,656,401	\$74,947,962	\$7.76
Tennessee	6,403,353	\$44,349,000	\$6.93
New Mexico	2,082,224	\$11,187,647	\$5.37
North Dakota	683,932	\$3,150,000	\$4.61
Wyoming	568,158	\$2,615,350	\$4.60
Iowa	3,062,309	\$12,744,547	\$4.16
Colorado	5,116,796	\$12,350,000	\$2.41
Kansas	2,871,238	\$6,000,000	\$2.09
Nebraska	1,842,641	\$2,900,000	\$1.57
Oklahoma	3,791,508	\$5,750,000	\$1.52
West Virginia	1,855,364	\$2,786,009	\$1.50
South Carolina	4,679,230	\$6,000,000	\$1.28
Texas	25,674,681	\$28,741,068	\$1.12
Arkansas	2,937,979	\$3,250,078	\$1.11
Louisiana	4,574,836	\$4,955,000	\$1.08
South Dakota	824,082	\$770,000	\$0.93
Ohio	11,544,951	\$10,638,436	\$0.92
Mississippi	2,978,512	\$1,600,000	\$0.54
Missouri	6,010,688	\$2,993,658	\$0.50
Maine	1,328,188	\$530,026	\$0.40
Georgia	9,815,210	\$3,721,358	\$0.38
Kentucky	4,369,356	\$1,472,766	\$0.34
Montana	998,199	\$319,862	\$0.32
New Hampshire	1,318,194	\$422,153	\$0.32
Nevada	2,723,322	\$666,819	\$0.24
Idaho	1,584,985	\$312,000	\$0.20
Alabama	4,802,740	\$0	\$0.00
Arizona	6,482,505	\$0	\$0.00
Hawaii	1,374,810	\$0	\$0.00
Utah	2,817,222	\$0	\$0.00
<b>TOTALS</b>	<b>311,591,917</b>	<b>\$13,985,142,538</b>	

Note: For both Tables 1-7 and 1-8

- Alabama, Arizona, Hawaii, and Utah did not fund transit.
- The District of Columbia per capita figure is artificially high. Washington Metropolitan Area Transit Authority (WMATA) extends well beyond the District boundaries into Maryland and Virginia, and therefore serves a population much larger than that of the District. The per capita figure is calculated only for District investment per District resident population.

Source for both Tables 1-7 and 1-8: the population statistics to derive per capita figures are published by the U.S. Census Bureau, "State Population Estimates: July 1, 2011," published in December 2011.

### **Total Transit Systems, Metropolitan Planning Organizations, and Types of Local Funding by State**

During 2011, the High Street Consulting Group and ICF International conducted a study for the AASHTO Standing Committee on Public Transportation (NCHRP Project 20-65-41) to evaluate the data collection methods and report content for the *Survey of State Funding for Public Transportation*. Findings from this research project were provided to AASHTO in a report dated February 2012.

Among other recommendations, the report suggested adding questions to the data collection instrument to obtain information on the total number of transit systems in the state and further noting whether the systems were urban, small urban, or rural; the total number of Metropolitan Planning Organizations (MPOs) in the state; and a list of local funding sources used in the state. Tables 1-9 and 1-10 show the results for these additional survey questions.

Of the 47 DOTs who provide state funding for public transit, 42 provided information on the number of transit systems in their state and the number of MPOs. States were given a checklist of potential local funding sources and were asked to simply put an X next to any sources used for local funding. The most frequently selected source was city/county general fund allocations (27 states), followed by sales tax (17 states), and other sources (13 states).

**Table 1-9. Number of Transit Systems and MPOs**

STATE	Transit Systems				No. of MPOs
	Total	Urban	Small urban	Rural	
Alaska	17	1	1	15	2
Arkansas	17	3	5	9	8
California	NR				
Colorado	39	5	3	31	5
Connecticut	21	15	2	4	15
Delaware	1	1	1	1	2
DC	2	2			1
Florida	83	18	11	54	26
Georgia	120	14	13	100	14
Idaho	13	1	5	7	5
Illinois	62	3	13	46	13
Indiana	66	11	11	44	14
Iowa	35	12	7	16	9
Kansas	94	2	2	103	5
Kentucky	34	4	5	25	9
Louisiana	40	3	8	33	8
Maine	24		8	16	4
Maryland	NR				
Massachusetts	16	10	3	3	10
Michigan	78	6	11	68	18
Minnesota	66	1	6	53	7
Mississippi	22		3	19	3
Missouri	34	3	4	27	7
Montana	43		3	40	3
Nebraska	68	4	1	63	3
Nevada	15	3	2	10	3
New Hampshire	12		5	7	3
New Jersey	NR				
New Mexico	27	1	3	23	4
New York	114	62	14	38	13
North Carolina	NR				
North Dakota	39	0	3	36	3
Ohio	62	8	19	35	17
Oklahoma	23	2	2	19	3
Oregon	40	3	3	38	6
Pennsylvania	37	8	15	18	15
Rhode Island	2	2	0	1	1
South Carolina	26	3	6	17	10
South Dakota	NR				
Tennessee	26	4	12	10	12
Texas	68	8	30	38	25
Vermont	10	0	1	9	1
Virginia	39	12	9	20	14
Washington	30	7	11	12	14
West Virginia	18	0	7	11	7
Wisconsin	78	11	16	51	14
Wyoming	41	0	2	39	2

NR=No data reported

Table 1-10. Sources of Local Transit Funding

STATE	SALES TAX	GAS TAX	PROP. TAX	VEH. REG. FEES	RENTAL CAR FEES	CITY/CTY GENERAL FUND	INCOME TAX	OTHER
Alaska	X		X			X		X
Arkansas						X		X
California	NR							
Colorado	X					X		
Connecticut	NR							
Delaware	NR							
DC						X		X
Florida	X	X	X	X		X		
Georgia	X					X		
Idaho	X		X	X	X	X	X	
Illinois	X							
Indiana	NR							
Iowa			X	X		X		
Kansas						X		X
Kentucky			X			X		X
Louisiana	X					X		X
Maine						X		
Maryland	NR							
Massachusetts						X		
Michigan			X			X		
Minnesota	X		X			X		
Mississippi								
Missouri	X					X		X
Montana		X		X				
Nebraska			X			X		
Nevada	X	X		X		X		
New Hampshire								X
New Jersey	NR							
New Mexico	X					X		
New York			X			X		
North Carolina	NR							
North Dakota	NR							X
Ohio	X		X			X	X	
Oklahoma	X					X		X
Oregon			X			X	X	
Pennsylvania						X		X
Rhode Island	NR							
South Carolina	X			X				
South Dakota	NR							
Tennessee	NR							
Texas	X		X			X		
Vermont								X
Virginia	X	X	X	X	X	X		
Washington	X							
West Virginia	NR							
Wisconsin			X					
Wyoming						X		X

NR=No response given

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## Information on Non-Transit Specific State and Federal Programs

Transit agencies in some states receive funding from other non-transit specific state or federal programs such as Medicaid, aging, or workforce development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services. States were given the opportunity to identify whether or not their state received this type of funding and whether or not the state could provide state-level data on those funds.

Only 35 of the 51 DOTs responded to the questions. Twenty-four indicated that their states do receive this type of client-based transportation funding while 11 states did not. Of the 24 states who indicated that they receive client-based transportation funding, 17 states indicated that their state could provide state-level data on those funds and seven states could not (most frequently mentioning the amount of time that would be involved).

**PART 2**

**Characteristics of State  
Funding for Public  
Transportation**

## 2.0 State Transit Programs

### ■ Methodology

This section presents major details of FY 2011 funding programs for each of the 51 DOTs who responded to the survey.

Survey packets were sent to all 50 state DOTs and the District of Columbia DOT the week of October 22, 2012. Packets included the survey form with data from FY 2010 entered into the appropriate boxes and instructions for completing the new survey format. Through e-mail and telephone follow-ups, eventually all 51 DOTs submitted their updated information and data collection was terminated on February 20, 2013. A report of results was submitted to AASHTO in March, 2013.

The following basic information was solicited from each state:

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

Note: Most states operate on a fiscal year of July 2010 to June 2011. Per capita costs for each state were calculated using the U.S. Census State Population Data (NST-EST2010-01) for July 1, 2011, which was released in December 2011.

## ■ Alabama State Transit Funding

<b>FY2011 Alabama State Transit Funding: Overview</b> (FY 2011 for Alabama is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<input style="width: 100%;" type="text"/>
<b>Description of state funding sources:</b>	
Alabama does not provide state transit funding.	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	<input style="width: 100%;" type="text"/>
Urban systems	<input style="width: 100%;" type="text"/>
Small urban systems	<input style="width: 100%;" type="text"/>
Rural systems	<input style="width: 100%;" type="text"/>
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	<input style="width: 100%;" type="text"/>
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	<input style="width: 100%;" type="text"/>
Local gas taxes	<input style="width: 100%;" type="text"/>
Local property taxes	<input style="width: 100%;" type="text"/>
Local vehicle registration fees	<input style="width: 100%;" type="text"/>
Rental car fees	<input style="width: 100%;" type="text"/>
City/county general fund allocations	<input style="width: 100%;" type="text"/>
Local income tax	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text"/>
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Alabama State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

Alabama does not provide state transit funding.

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text"/>
Vehicle sales tax	<input type="text"/>
Gas tax	<input type="text"/>
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text"/>
General Fund allocation	<input type="text"/>
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input type="text"/>
Other:	<input type="text"/>
Total	\$0

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

## FY 2011 Alabama State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for Alabama is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
	<input style="width: 100%;" type="text"/>	Capital <input style="width: 100%;" type="text"/> Operating* <input style="width: 100%;" type="text"/> Not restricted <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <span style="float: right;"><b>\$0</b></span>	Discretionary <input style="width: 100%;" type="text"/> Formula-based <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <span style="float: right;"><b>\$0</b></span>
Alabama does not provide state transit funding.			
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
		<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
	<input style="width: 100%;" type="text"/>	Capital <input style="width: 100%;" type="text"/> Operating* <input style="width: 100%;" type="text"/> Not restricted <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <span style="float: right;"><b>\$0</b></span>	Discretionary <input style="width: 100%;" type="text"/> Formula-based <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <span style="float: right;"><b>\$0</b></span>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
		<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
	<input style="width: 100%;" type="text" value="\$0"/>	Capital <input style="width: 100%;" type="text" value="\$0"/> Operating* <input style="width: 100%;" type="text" value="\$0"/> Not restricted <input style="width: 100%;" type="text" value="\$0"/> Other <input style="width: 100%;" type="text" value="\$0"/> <b>Total</b> <span style="float: right;"><b>\$0</b></span>	Discretionary <input style="width: 100%;" type="text" value="\$0"/> Formula-based <input style="width: 100%;" type="text" value="\$0"/> Other <input style="width: 100%;" type="text" value="\$0"/> <b>Total</b> <span style="float: right;"><b>\$0</b></span>

## ■ Alaska State Transit Funding

<b>FY2011 Alaska State Transit Funding: Overview</b> (FY 2011 for Alaska is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$169,270,513
<b>Description of state funding sources:</b>	
State general funds are provided for the Alaska Marine Highway System, providing rides to the general population.	
<b>Description of major changes in state funding within the last year:</b>	
No major changes.	
<b>Transit systems in the state</b>	
Total number of transit systems	17
Urban systems	1
Small urban systems	1
Rural systems	15
	includes 2 ferry systems
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	2
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	
Local property taxes	X
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other: Marine Passenger Fees	X
Other: Tribal Discretionary Funds	X
Other: Local grants	X
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Alaska State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$169,270,513</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	<b>\$168,819,783</b>
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	
Other: Mental Health Trust Authority	<b>\$450,730</b>
Other:	
Other:	
Other:	
<b>Total</b>	<b>\$169,270,513</b>

**The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.**

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<input checked="" type="radio"/> YES	<input type="radio"/> NO
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<input checked="" type="radio"/> YES	<input type="radio"/> NO

Circle the correct response for each question. Thank you.

Minimal and time labor intensive

<b>FY 2011 Alaska State Transit Funding: Program Structure and Characteristics</b> (FY 2011 for Alaska is July 1, 2010 to June 30, 2011)			
<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Alaska Marine Highway (Ferry Program)	\$168,819,783	Capital \$15,099,128	Discretionary
		Operating* \$153,720,655	Formula-based
		Not restricted	Other \$168,819,783
		Other	
		<b>Total \$168,819,783</b>	<b>Total \$168,819,783</b>
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
Much of Alaska is landlocked and only accessible by boat/small plane. Many of these small communities are located on islands. Thus 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.		Alaska Marine Highway is state-owned	
<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit purchase of rides, vehicles, planning for new systems	\$450,730	Capital \$366,565	Discretionary
		Operating* \$84,165	Formula-based
		Not restricted	Other \$450,730
		Other	
		<b>Total \$450,730</b>	<b>Total \$450,730</b>
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
The Alaska Mental Health Trust Authority under the Alaska State Department of Revenue, distributes funds each year from the trust fund that is derived from sale of property holdings throughout the state along with any additional discretionary capital appropriations of general funds from the Legislature.	Capital includes Purchase of Services, per FTA definitions.		
	These funds may be dedicated to restricted groups, such as seniors and persons with disabilities.		
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
	\$169,270,513	Capital \$15,465,693	Discretionary \$0
		Operating* \$153,804,820	Formula-based \$0
		Not restricted \$0	Other \$169,270,513
		Other \$0	
		<b>Total \$169,270,513</b>	<b>Total \$169,270,513</b>

# ■ Arizona State Transit Funding

<b>FY2011 Arizona State Transit Funding: Overview</b> (FY 2011 for Arizona is July 1, 2010 to June 30, 2011)																								
<b>Total State Transit Funding</b>	<input style="width: 100%;" type="text"/>																							
<b>Description of state funding sources:</b>																								
Arizona does not currently fund state transit.																								
<b>Description of major changes in state funding within the last year:</b>																								
<table style="width: 100%; border: none;"> <tr> <td style="width: 40%; vertical-align: top; padding: 5px;"> <b>Transit systems in the state</b>                      Total number of transit systems                          Urban systems                          Small urban systems                          Rural systems                 </td> <td style="width: 60%; padding: 5px;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> </table> <p style="font-size: small; margin-top: 5px;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p> </td> </tr> <tr> <td style="vertical-align: top; padding: 5px;"> <b>Number of Metropolitan Planning Organizations in the State</b> </td> <td style="padding: 5px;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 25px;"> </td></tr> </table> <p style="text-align: center; font-weight: bold; font-size: small; margin-top: 5px;">"X" indicates Common Local Source</p> </td> </tr> <tr> <td style="vertical-align: top; padding: 5px;"> <b>Local transit funding sources</b>                          Local sales taxes                          Local gas taxes                          Local property taxes                          Local vehicle registration fees                          Rental car fees                          City/county general fund allocations                          Local income tax                       Other:                      Other:                      Other:                 </td> <td style="padding: 5px;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 15px;"> </td></tr> </table> <p style="font-size: small; margin-top: 5px;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p> </td> </tr> </table>		<b>Transit systems in the state</b> Total number of transit systems Urban systems Small urban systems Rural systems	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> </table> <p style="font-size: small; margin-top: 5px;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>					<b>Number of Metropolitan Planning Organizations in the State</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 25px;"> </td></tr> </table> <p style="text-align: center; font-weight: bold; font-size: small; margin-top: 5px;">"X" indicates Common Local Source</p>		<b>Local transit funding sources</b> Local sales taxes Local gas taxes Local property taxes Local vehicle registration fees Rental car fees City/county general fund allocations Local income tax  Other: Other: Other:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 15px;"> </td></tr> </table> <p style="font-size: small; margin-top: 5px;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>												
<b>Transit systems in the state</b> Total number of transit systems Urban systems Small urban systems Rural systems	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> <tr><td style="height: 15px;"> </td></tr> </table> <p style="font-size: small; margin-top: 5px;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>																							
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<b>Local transit funding sources</b> Local sales taxes Local gas taxes Local property taxes Local vehicle registration fees Rental car fees City/county general fund allocations Local income tax  Other: Other: Other:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 15px;"> </td></tr> </table> <p style="font-size: small; margin-top: 5px;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>																							

### FY2011 Arizona State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

Arizona does not currently fund state transit.

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Gas tax	<input style="width: 100%; height: 20px;" type="text"/>
Lottery	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 100%; height: 20px;" type="text"/>
Trust Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 100%; height: 20px;" type="text"/>
General Fund allocation	<input style="width: 100%; height: 20px;" type="text"/>
State Transportation Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
<b>Total</b>	<input style="width: 100%; height: 20px;" type="text" value="\$0"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 Arizona State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Arizona is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	Capital <input style="width:100%;" type="text"/>	Discretionary <input style="width:100%;" type="text"/>
		Operating* <input style="width:100%;" type="text"/>	Formula-based <input style="width:100%;" type="text"/>
		Not restricted <input style="width:100%;" type="text"/>	Other <input style="width:100%;" type="text"/>
Arizona does not currently fund state transit.		Other <input style="width:100%;" type="text"/>	
		<b>Total</b> \$0	<b>Total</b> \$0

\* Includes planning

**Program Description:**

	Explain "Other"	Explain "Other"
	<input style="width:100%; height: 40px;" type="text"/>	<input style="width:100%; height: 40px;" type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	Capital <input style="width:100%;" type="text"/>	Discretionary <input style="width:100%;" type="text"/>
		Operating* <input style="width:100%;" type="text"/>	Formula-based <input style="width:100%;" type="text"/>
		Not restricted <input style="width:100%;" type="text"/>	Other <input style="width:100%;" type="text"/>
		Other <input style="width:100%;" type="text"/>	
		<b>Total</b> \$0	<b>Total</b> \$0

\* Includes planning

**Program Description:**

	Explain "Other"	Explain "Other"
	<input style="width:100%; height: 40px;" type="text"/>	<input style="width:100%; height: 40px;" type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text" value="\$0"/>	Capital <input style="width:100%;" type="text" value="\$0"/>	Discretionary <input style="width:100%;" type="text" value="\$0"/>
	Operating* <input style="width:100%;" type="text" value="\$0"/>	Formula-based <input style="width:100%;" type="text" value="\$0"/>
	Not restricted <input style="width:100%;" type="text" value="\$0"/>	Other <input style="width:100%;" type="text" value="\$0"/>
	Other <input style="width:100%;" type="text" value="\$0"/>	
<b>Total Program</b>	<b>Total</b> \$0	<b>Total</b> \$0

## ■ Arkansas State Transit Funding

<b>FY2011 Arkansas State Transit Funding: Overview</b>	
(FY 2011 for Arkansas is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$3,250,078</b>
<b>Description of state funding sources:</b>	
State Rental car tax. Corporate Franchise Fee.	
<b>Description of major changes in state funding within the last year:</b>	
None.	
<b>Transit systems in the state</b>	
Total number of transit systems	17
Urban systems	3
Small urban systems	5
Rural systems	9
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	8
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other: Medicaid	X
Other: Other Federal, non-DOT	X
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Arkansas State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$3,250,078"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: Rental Car Tax	\$2,900,078
Other: Corporate Francise Fee	\$350,000
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$3,250,078"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?  YES  NO

If asked in the future, could your state provide state-level data on these funds?  YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Arkansas State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Arkansas is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Urban Systems	\$1,983,254	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$1,983,254"/> Other <input type="text"/> <b>Total \$1,983,254</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$1,983,254"/> Other <input type="text"/> <b>Total \$1,983,254</b>
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
Capital match and operating assistance for urban systems. Funds cannot be broken out.	<input type="text"/>	Formula based on 3 factors - operating costs, population, ridership	

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural systems	\$1,266,824	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$1,266,824"/> Other <input type="text"/> <b>Total \$1,266,824</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$1,266,824"/> Other <input type="text"/> <b>Total \$1,266,824</b>
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
Capital match and operating assistance for urban systems. Funds cannot be broken out.	<input type="text"/>	Formula based on 3 factors - operating cost, population, ridership	

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$3,250,078	Capital <input type="text" value="\$0"/> Operating* <input type="text" value="\$0"/> Not restricted <input type="text" value="\$3,250,078"/> Both <input type="text" value="\$0"/> <b>Total \$3,250,078</b>	Discretionary <input type="text" value="\$0"/> Formula-based <input type="text" value="\$3,250,078"/> Other <input type="text" value="\$0"/> <b>Total \$3,250,078</b>

# ■ California State Transit Funding

<b>FY2011 California State Transit Funding: Overview</b> (FY 2011 for California is July 1, 2010 to June 30, 2011)																					
<b>Total State Transit Funding</b>	\$1,731,332,723																				
<b>Description of state funding sources:</b>																					
<b>Description of major changes in state funding within the last year:</b>																					
<p><b>Transit systems in the state</b></p> <table style="width: 100%;"> <tr> <td style="width: 40%;">Total number of transit systems</td> <td style="border: 1px solid black; width: 10%;"></td> </tr> <tr> <td style="padding-left: 20px;">Urban systems</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Small urban systems</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Rural systems</td> <td style="border: 1px solid black;"></td> </tr> </table> <p style="text-align: right; font-size: small;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>		Total number of transit systems		Urban systems		Small urban systems		Rural systems													
Total number of transit systems																					
Urban systems																					
Small urban systems																					
Rural systems																					
<p><b>Number of Metropolitan Planning Organizations in the State</b></p>																					
<p><b>"X" indicates Common Local Source</b></p>																					
<p><b>Local transit funding sources</b></p> <table style="width: 100%;"> <tr> <td style="width: 40%;">Local sales taxes</td> <td style="border: 1px solid black; width: 10%;"></td> </tr> <tr> <td style="padding-left: 20px;">Local gas taxes</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local property taxes</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local vehicle registration fees</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Rental car fees</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">City/county general fund allocations</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local income tax</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> </tr> </table> <p style="text-align: right; font-size: small;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>		Local sales taxes		Local gas taxes		Local property taxes		Local vehicle registration fees		Rental car fees		City/county general fund allocations		Local income tax		Other:		Other:		Other:	
Local sales taxes																					
Local gas taxes																					
Local property taxes																					
Local vehicle registration fees																					
Rental car fees																					
City/county general fund allocations																					
Local income tax																					
Other:																					
Other:																					
Other:																					

## FY2011 California State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$1,731,332,723</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	\$1,141,840,723
Vehicle sales tax	
Gas tax	\$3,086,000
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$14,045,000
Other: Diesel Sales Tax	\$399,984,000
Other: Fuel users tax and weight fees	\$172,377,000
Other:	
Other:	
<b>Total</b>	<b>\$1,731,332,723</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 California State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for California is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Local Transportation Fund	\$1,141,840,723	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> \$1,141,840,723 <b>Total \$1,141,840,723</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text"/> \$1,141,840,723 <b>Total \$1,141,840,723</b>

\* Includes planning

**Program Description:**

Collected by state - returned to county of origin. Apportioned by population within counties.	Explain "Other" Supports local transit	Explain "Other" Local pass thru
--	---	------------------------------------

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Transit Assistance Fund	\$399,984,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> \$399,984,000 <b>Total \$399,984,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> \$399,984,000 Other <input type="text"/> <b>Total \$399,984,000</b>

\* Includes planning

**Program Description:**

Allocated to operators by regional planning agencies based on population, prior year fares and local revenues.	Explain "Other" Supports local transit	Explain "Other"
--	---	-----------------

**FY 2011 California State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for California is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Ferry services in Bay area	\$3,086,000	Capital <input type="text"/> Operating* <input type="text" value="\$3,086,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$3,086,000"/>	Discretionary <input type="text" value="\$3,086,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$3,086,000"/>
* Includes planning			

**Program Description:**  
 Allocated to support operation of waterborne ferry services in the Bay Area.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Traffic Congestion Relieve Program	\$0	Capital <input type="text" value="\$0"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$0"/>	Discretionary <input type="text" value="\$0"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$0"/>
* Includes planning			

**Program Description:**  
 Eligible capital projects identified in the Governor's budget to ease congestion and enhance connectivity between modes.

Explain "Other"

Explain "Other"

**FY 2011 California State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for California is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Transportation Improvement Program	\$172,377,000	Capital \$172,377,000 Operating* Not restricted Other <b>Total \$172,377,000</b>	Discretionary Formula-based \$172,377,000 Other <b>Total \$172,377,000</b>

\* Includes planning

**Program Description:**

Of the amount available for programming, 75% is allocated to counties by population and 25% is retained by the state for interregional improvements.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Proposition 116 Program	\$14,045,000	Capital \$14,045,000 Operating* Not restricted Other <b>Total \$14,045,000</b>	Discretionary \$14,045,000 Formula-based Other <b>Total \$14,045,000</b>

\* Includes planning

**Program Description:**

Discretionary grants to local transportation agencies and jurisdictions for rail and fixed guide way projects. Project approval by California Transportation Commission.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$1,731,332,723	Capital \$186,422,000 Operating* \$3,086,000 Not restricted \$0 rts local transit \$1,541,824,723 <b>Total \$1,731,332,723</b>	Discretionary \$17,131,000 Formula-based \$572,361,000 Local pass thru \$1,141,840,723 <b>Total \$1,731,332,723</b>

## ■ Colorado State Transit Funding

<b>FY2011 Colorado State Transit Funding: Overview</b> (FY 2011 for Colorado is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$12,350,000
<b>Description of state funding sources:</b>	
Statutorily designated portion of vehicle registration fees	
<b>Description of major changes in state funding within the last year:</b>	
None	
<b>Transit systems in the state</b>	
Total number of transit systems	39
Urban systems	5
Small urban systems	3
Rural systems	31
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	5
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	x
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Colorado State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$12,350,000

Funding Sources	Amount	
General sales tax		
Vehicle sales tax		
Gas tax		
Lottery		
Vehicle reg/lic/title fees	\$12,350,000	
Trust Fund		<i>if underlying sources not available</i>
Interest income		
General Fund allocation		
State Transportation Fund		<i>if underlying sources not available</i>
Bond proceeds (financing)		
Other:		
<b>Total</b>	<b>\$12,350,000</b>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>

Circle the correct response for each question. Thank you.

**FY 2011 Colorado State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Colorado is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
FASTER (Funding Advancement for Surface Transp. & Eco. Recovery)	\$12,350,000	Capital \$10,050,000 Operating* \$2,300,000 Not restricted Other <b>Total \$12,350,000</b>	Discretionary \$12,350,000 Formula-based Other <b>Total \$12,350,000</b>

\* Includes planning

**Program Description:**

\$7.35M is awarded by the Div. of Transit & Rail for statewide/interregional/regional projects, while \$5M is awarded to local projects by Region offices. The \$2.3 M listed under operating is for a planning project.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$12,350,000	Capital \$10,050,000 Operating* \$2,300,000 Not restricted \$0 Other \$0 <b>Total \$12,350,000</b>	Discretionary \$12,350,000 Formula-based \$0 Other \$0 <b>Total \$12,350,000</b>

## ■ Connecticut State Transit Funding

<b>FY2011 Connecticut State Transit Funding: Overview</b> (FY 2011 for Connecticut is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$411,810,210
<b>Description of state funding sources:</b>	
Dedicated Special Transportation Fund since 1984	
<b>Description of major changes in state funding within the last year:</b>	
Additional state bond authorization was provided in support of the annual bus and rail capital program.	
<b>Transit systems in the state</b>	
Total number of transit systems	21
Urban systems	15
Small urban systems	2
Rural systems	4
<i>Note: Sum of urban, small urban, and rural may exceed total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	15
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Connecticut State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	\$411,810,210
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$127,000,000
Rail Operations	\$126,681,216
Bus Operations	\$132,605,183
ADA Services	\$25,523,811
Other:	
<b>Total</b>	<b>\$411,810,210</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding? **YES** **NO**

If asked in the future, could your state provide state-level data on these funds? **YES** **NO**

Circle the correct response for each question. Thank you.

**FY 2011 Connecticut State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Connecticut is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Project Management Plan (Bonded)	\$127,000,000	Capital <input type="text" value="\$127,000,000"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$127,000,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$127,000,000"/> <b>Total</b> <b>\$127,000,000</b>

\* Includes planning

**Program Description:**

Annual bus and rail capital bond program authority.	Explain "Other" <input type="text"/>	Explain "Other" Legislative Authorization
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<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rail Operations	\$126,681,216	Capital <input type="text"/> Operating* <input type="text" value="\$126,681,216"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$126,681,216</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$126,681,216"/> <b>Total</b> <b>\$126,681,216</b>

\* Includes planning

**Program Description:**

Support for New Haven Rail Line and Shore Line East commuter rail services. All funds provided through the State's Special Transportation Fund. State sources for the special transportation fund are combined and cannot be assigned by mode or service.	Explain "Other" <input type="text"/>	Explain "Other" Legislative Authorization
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**FY 2011 Connecticut State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Connecticut is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Bus Operations	\$132,605,183	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	\$132,605,183
		<b>Total</b>	<b>Total</b>
		\$132,605,183	\$132,605,183
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
Support for urban, rural, and commuter express bus operations. All funding provided through the State's Special Transportation Fund. State sources for the fund are combined and cannot be assigned by mode or service.		Legislative Authorization	

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
ADA Non-ADA Dialysis	\$25,523,811	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	\$25,523,811
		<b>Total</b>	<b>Total</b>
		\$25,523,811	\$25,523,811
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
Support for mandated ADA, local Non-ADA, and Dialysis services. All funding provided through the State's Special Transportation Fund. States sources for the fund are combined and cannot be assigned by mode or service.		Legislative Authorization	

<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>	
\$411,810,210	Capital	Discretionary	\$0
	Operating*	Formula-based	\$0
	Not restricted	Other	\$411,810,210
	Other		
	<b>Total</b>	<b>Total</b>	<b>Total</b>
	\$411,810,210	\$411,810,210	\$411,810,210

# ■ Delaware State Transit Funding

<b>FY2011 Delaware State Transit Funding: Overview</b>	
(FY 2011 for Delaware is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$83,942,400
<b>Description of state funding sources:</b>	
Transit funding is approved by State Legislature. Funding flows into the State Transportation Fund and then to Transit from bridge tolls, gas tax, and vehicle registration fees but none of these are dedicated to transit.	
<b>Description of major changes in state funding within the last year:</b>	
None	
<b>Transit systems in the state</b>	
Total number of transit systems	1
Urban systems	1
Small urban systems	1
Rural systems	1
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	2
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Delaware State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$83,942,400</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	\$83,942,400 <i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	
Other:	
Other:	
Other:	
Other:	
<b>Total</b>	<b>\$83,942,400</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

YES  NO

If asked in the future, could your state provide state-level data on these funds?

YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Delaware State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Delaware is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rail Service Paratransit Fixed Route	\$73,526,200	Capital <input type="text"/> Operating* <input type="text" value="\$73,526,200"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$73,526,200"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$73,526,200"/> <b>Total</b> <input type="text" value="\$73,526,200"/>

\* Includes planning

**Program Description:**

Operating expenditures on state-side public transit system. Approved by State Legislature. NOTE: Funding flows into the State Transportation Fund from bridge tolls, gas tax, and vehicle registration fees but none of these are dedicated to transit.

Explain "Other"

Explain "Other"

**Legislated**

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Program	\$10,416,200	Capital <input type="text" value="\$10,416,200"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$10,416,200"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$10,416,200"/> <b>Total</b> <input type="text" value="\$10,416,200"/>

\* Includes planning

**Program Description:**

67.2% on rail; 31.4% on vehicle replacement and expansion and 1.4% on facilities

Explain "Other"

Explain "Other"

**Legislated**

**FY 2011 Delaware State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Delaware is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	Capital <input style="width:100%;" type="text"/> Operating* <input style="width:100%;" type="text"/> Not restricted <input style="width:100%;" type="text"/> Other <input style="width:100%;" type="text"/> <b>Total</b> <input style="width:100%;" type="text"/> \$0	Discretionary <input style="width:100%;" type="text"/> Formula-based <input style="width:100%;" type="text"/> Other <input style="width:100%;" type="text"/> <b>Total</b> <input style="width:100%;" type="text"/> \$0
<b>Program Description:</b>			
<input style="width:100%;" type="text"/>	Explain "Other"	<input style="width:100%;" type="text"/>	Explain "Other"
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>

\* Includes planning

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	Capital <input style="width:100%;" type="text"/> Operating* <input style="width:100%;" type="text"/> Not restricted <input style="width:100%;" type="text"/> Other <input style="width:100%;" type="text"/> <b>Total</b> <input style="width:100%;" type="text"/> \$0	Discretionary <input style="width:100%;" type="text"/> Formula-based <input style="width:100%;" type="text"/> Other <input style="width:100%;" type="text"/> <b>Total</b> <input style="width:100%;" type="text"/> \$0
<b>Program Description:</b>			
<input style="width:100%;" type="text"/>	Explain "Other"	<input style="width:100%;" type="text"/>	Explain "Other"
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>

\* Includes planning

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text" value="\$83,942,400"/>	Capital <input style="width:100%;" type="text" value="\$10,416,200"/> Operating* <input style="width:100%;" type="text" value="\$73,526,200"/> Not restricted <input style="width:100%;" type="text" value="\$0"/> Other <input style="width:100%;" type="text" value="\$0"/> <b>Total</b> <input style="width:100%;" type="text" value="\$83,942,400"/>	Discretionary <input style="width:100%;" type="text" value="\$0"/> Formula-based <input style="width:100%;" type="text" value="\$0"/> Other <input style="width:100%;" type="text" value="\$83,942,400"/> <b>Total</b> <input style="width:100%;" type="text" value="\$83,942,400"/>

# ■ District of Columbia Transit Funding

## FY2011 DC State Transit Funding: Overview

(FY 2011 for DC is October 1, 2010 to September 30, 2011)

**Total State Transit Funding**

\$387,362,000

**Description of state funding sources:**

DC General Fund, DC capital budget, parking meter revenue and parking tax revenue.

**Description of major changes in state funding within the last year:**

There has been no major change in DC funding for transit. Capital spending has increased as a result of the need to provide higher local match for the additional federal funds authorized in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

**Transit systems in the state**

Total number of transit systems

two

Urban systems

two

Small urban systems

Rural systems

*Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories*

**Number of Metropolitan Planning Organizations in the State**

one

**"X" indicates  
Common Local  
Source**

**Local transit funding sources**

Local sales taxes

Local gas taxes

Local property taxes

Local vehicle registration fees

Rental car fees

City/county general fund allocations

Local income tax

Other: Parking tax revenue

Other: Parking meter revenue

Other:

*Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database*

**FY2011 DC Transit Funding: Sources** Instructions:

Enter data/text in any relevant white box

<b>Total Transit Funding</b>	<b>\$387,362,000</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	\$176,690,000
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$110,919,000
Other: DC Circulator	\$11,972,000
Other: Parking tax revenue	\$57,202,000
Other: Parking meter revenue	\$30,579,000
Other:	
<b>Total</b>	<b>\$387,362,000</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding? Transit providers do not.  YES  NO

If asked in the future, could your state provide state-level data on these funds?  YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 DC Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for DC is October 1, 2010 to September 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Operating Subsidy to WMATA	\$258,318,000	Capital <input type="text"/> Operating* <input type="text" value="\$258,318,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$258,318,000"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$258,318,000"/> <b>Total</b> <input type="text" value="\$258,318,000"/>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Includes allocations for Metrobus, Metrorail, Metro Access and debt service.		<input type="text"/>	<input type="text" value="Local pass thru"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
School Transit Subsidy to WMATA	\$6,058,000	Capital <input type="text"/> Operating* <input type="text" value="\$6,058,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$6,058,000"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$6,058,000"/> <b>Total</b> <input type="text" value="\$6,058,000"/>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
The DC Omnibus Budget Support Act of 1995 authorizes the payment of 50% of the base fare as subsidy for the transportation of DC students to and from school and related activities.		<input type="text"/>	<input type="text" value="Local pass thru"/>

**FY 2011 DC Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for DC is October 1, 2010 to September 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Subsidy to WMATA	\$110,919,000	Capital <input type="text" value="\$110,919,000"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$110,919,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$110,919,000"/> <b>Total \$110,919,000</b>
* Includes planning			
<b>Program Description:</b>	WMATA Capital Program (Metro Forward). Includes PRIAA match.	Explain "Other" <input type="text"/>	Explain "Other" Local pass thru <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Section 5303 Metropolitan Transit Planning Program	\$95,000	Capital <input type="text"/> Operating* <input type="text" value="\$95,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$95,000</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$95,000"/> Other <input type="text"/> <b>Total \$95,000</b>
* Includes planning			
<b>Program Description:</b>	DC local match to the Metropolitan Planning Organization for transit planning work. FTA Section 5303 and 5304 programs.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

**FY 2011 DC Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for DC is October 1, 2010 to September 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
DC Circulator subsidy	\$11,972,000	Capital _____ Operating* \$11,972,000 Not restricted _____ Other _____ <b>Total \$11,972,000</b>	Discretionary _____ Formula-based _____ Other \$11,972,000 <b>Total \$11,972,000</b>
* Includes planning			
<b>Program Description:</b>		<b>Explain "Other"</b>	<b>Explain "Other"</b>
District subsidy for DC Circulator bus system net of fare revenue.			Subsidy net of fare revenue paid from DC general fund.

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$387,362,000	Capital \$110,919,000 Operating* \$276,443,000 Not restricted \$0 Other \$0 <b>Total \$387,362,000</b>	Discretionary \$0 Formula-based \$95,000 Other \$387,267,000 <b>Total \$387,362,000</b>

## ■ Florida State Transit Funding

<b>FY2011 Florida State Transit Funding: Overview</b> (FY 2011 for Florida is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$174,895,126
<b>Description of state funding sources:</b>	
Fuel taxes, vehicle registration/license/title fees, rental car surcharges, documentary stamp tax collections.	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	83
Urban systems	18
Small urban systems	11
Rural systems	54
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	26
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	x
Local gas taxes	x
Local property taxes	x
Local vehicle registration fees	x
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Florida State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$174,895,126</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	\$110,329,101
Lottery	
Vehicle reg/lic/title fees	\$40,979,381
Trust Fund	
	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	
	<i>if underlying sources not available</i>
Bond proceeds (financing)	
Other: Rental car surcharge	\$6,304,520
Other: Documentary stamps	\$17,282,124
Other:	
Other:	
<b>Total</b>	<b>\$174,895,126</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?	<u>YES</u>	NO
If asked in the future, could your state provide state-level data on these funds?	<u>YES</u>	NO

Circle the correct response for each question. Thank you.

**FY 2011 Florida State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Florida is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Transit Block Grants and State Match to Federal Grants	\$82,333,848	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$82,333,848 Other <input type="text"/> <b>Total \$82,333,848</b>	Discretionary <input type="text"/> Formula-based \$82,333,848 Other <input type="text"/> <b>Total \$82,333,848</b>

\* Includes planning

**Program Description:**

Formula grants to transit agencies. Up to 1/2 non-Federal share of capital expenses and 1/2 eligible operating expenses, not to exceed local contributions. NOTE: Block Grant Formula based on 1/3 population, 1/3 ridership, 1/3 revenue miles.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Discretionary State Grants to Transit Systems	\$36,178,884	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$36,178,884 Other <input type="text"/> <b>Total \$36,178,884</b>	Discretionary \$36,178,884 Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$36,178,884</b>

\* Includes planning

**Program Description:**

Discretionary grants to transit agencies under the following state transit grant programs: commuter assistance, transit corridor, service development, park and ride lot, match to federal grants, and capital facilities and equipment.

Explain "Other"

Explain "Other"

**FY 2011 Florida State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Florida is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit technical assistance, studies and planning support	\$2,650,957	Capital <input type="text"/> Operating* <input type="text" value="\$2,650,957"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,650,957"/>	Discretionary <input type="text" value="\$2,650,957"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,650,957"/>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Discretionary funding programs for statewide technical assistance, planning match, and major transit studies.		<input type="text"/>	<input type="text"/>
<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State New Starts	\$17,282,124	Capital <input type="text" value="\$17,282,124"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$17,282,124"/>	Discretionary <input type="text" value="\$17,282,124"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$17,282,124"/>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Grants for up to 1/2 non-Federal share of capital, reserved as match to Transit New Starts and Small Starts Projects.		<input type="text"/>	<input type="text"/>

**FY 2011 Florida State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Florida is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transportation Disadvantaged Trust Fund (Coor. Trnsp)	\$36,449,313	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$36,449,313	\$36,449,313

\* Includes planning

**Program Description:**

The Transportation Disadvantaged Trust Fund is administered by the Florida "Commission for the Transportation Disadvantaged. It provides trip funding for paratransit service providers within the coordinated transportation system, as well as planning funds for designated official planning agencies.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$174,895,126	Capital	Discretionary
	Operating*	Formula-based
	Not restricted	Other
	Other	
	<b>Total</b>	<b>Total</b>
	\$174,895,126	\$174,895,126

# ■ Georgia State Transit Funding

<b>FY2011 Georgia State Transit Funding: Overview</b> (FY 2011 for Georgia is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$3,721,358
<b>Description of state funding sources:</b>	
General Fund allocation	
<b>Description of major changes in state funding within the last year:</b>	
No Major changes within last year	
<b>Transit systems in the state</b>	
Total number of transit systems	120
Urban systems	14
Small urban systems	13
Rural systems	100
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	14
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Georgia State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text"/>
Vehicle sales tax	<input type="text"/>
Gas tax	<input type="text"/>
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text"/>
General Fund allocation	<input type="text" value="\$3,721,358"/>
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input type="text"/>
Other	<input type="text"/>
Total	<input type="text" value="\$3,721,358"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

NO

If asked in the future, could your state provide state-level data on these funds?

NO

Circle the correct response for each question. Thank you.

**FY 2011 Georgia State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Georgia is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Urban Capital Program	\$2,026,672	Capital \$2,026,672 Operating* Not restricted Other <b>Total \$2,026,672</b>	Discretionary Formula-based \$2,026,672 Other <b>Total \$2,026,672</b>

\* Includes planning

**Program Description:**

Under the Governor's Apportionment, Georgia DOT supports 1/2 of non-Federal share of capital projects in urbanized areas based on adopted local TIPs and approved STIP. State match supports federal formula allocations. Federal allocations for small urban areas without a public transportation system are distributed to areas with existing transit agencies by state formula based on ridership, fare box recovery, revenue vehicle miles, and trips per capita.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural Capital Program	\$193,920	Capital \$193,920 Operating* Not restricted Other <b>Total \$193,920</b>	Discretionary Formula-based \$193,920 Other <b>Total \$193,920</b>

\* Includes planning

**Program Description:**

Supported 10% of non-Federal share of capital (vans & minibuses) and 10% of non Federal share of all other capital projects in 114 small urban and rural areas based on the State's Rural Transportation Improvement Program (RTIP).

Explain "Other"

Explain "Other"

**FY 2011 Georgia State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Georgia is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Planning Support Program	\$370,000	Capital <input type="text"/> Operating* \$370,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$370,000</b>	Discretionary <input type="text"/> Formula-based \$370,000 Other <input type="text"/> <b>Total \$370,000</b>

\* Includes planning

**Program Description:**

The Georgia DOT supports MPO planning in 14 MPOs with a minimum allocation for each MPO based on population factors. A discretionary amount, which is reserved each year, is distributed to MPOs for special planning studies.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input type="text"/>	\$1,130,766	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other \$1,130,766 <b>Total \$1,130,766</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other \$1,130,766 <b>Total \$1,130,766</b>

\* Includes planning

**Program Description:**

Administrative Expenses

Explain "Other"

Administrative

Explain "Other"

Administrative

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$3,721,358	Capital \$2,220,592 Operating* \$370,000 Not restricted \$0 Other \$1,130,766 <b>Total \$3,721,358</b>	Discretionary \$0 Formula-based \$2,590,592 Other \$1,130,766 <b>Total \$3,721,358</b>

# ■ Hawaii State Transit Funding

<b>FY2011 Hawaii State Transit Funding: Overview</b> (FY 2011 for Hawaii is July 1, 2010 to June 30, 2011)																																									
<b>Total State Transit Funding</b>	<input style="width: 100%; height: 20px;" type="text"/>																																								
<b>Description of state funding sources:</b> Hawaii does not provide state transit funding.																																									
<b>Description of major changes in state funding within the last year:</b>																																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%; padding: 5px;"><b>Transit systems in the state</b></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Total number of transit systems</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Urban systems</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Small urban systems</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Rural systems</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td colspan="2" style="padding: 5px;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></td> </tr> <tr> <td style="padding: 5px;"><b>Number of Metropolitan Planning Organizations in the State</b></td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td colspan="2" style="padding: 5px; text-align: center;"> <b>"X" indicates Common Local Source</b> </td> </tr> <tr> <td style="padding: 5px;"><b>Local transit funding sources</b></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">    Local sales taxes</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Local gas taxes</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Local property taxes</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Local vehicle registration fees</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Rental car fees</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    City/county general fund allocations</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">    Local income tax</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">Other:</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">Other:</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td style="padding: 5px;">Other:</td> <td style="text-align: center; padding: 5px;"><input style="width: 100%; height: 20px;" type="text"/></td> </tr> <tr> <td colspan="2" style="padding: 5px;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></td> </tr> </table>		<b>Transit systems in the state</b>		Total number of transit systems	<input style="width: 100%; height: 20px;" type="text"/>	Urban systems	<input style="width: 100%; height: 20px;" type="text"/>	Small urban systems	<input style="width: 100%; height: 20px;" type="text"/>	Rural systems	<input style="width: 100%; height: 20px;" type="text"/>	<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>		<b>Number of Metropolitan Planning Organizations in the State</b>	<input style="width: 100%; height: 20px;" type="text"/>	<b>"X" indicates Common Local Source</b>		<b>Local transit funding sources</b>		Local sales taxes	<input style="width: 100%; height: 20px;" type="text"/>	Local gas taxes	<input style="width: 100%; height: 20px;" type="text"/>	Local property taxes	<input style="width: 100%; height: 20px;" type="text"/>	Local vehicle registration fees	<input style="width: 100%; height: 20px;" type="text"/>	Rental car fees	<input style="width: 100%; height: 20px;" type="text"/>	City/county general fund allocations	<input style="width: 100%; height: 20px;" type="text"/>	Local income tax	<input style="width: 100%; height: 20px;" type="text"/>	Other:	<input style="width: 100%; height: 20px;" type="text"/>	Other:	<input style="width: 100%; height: 20px;" type="text"/>	Other:	<input style="width: 100%; height: 20px;" type="text"/>	<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	
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**FY2011 Hawaii State Transit Funding: State Sources**  
 Instructions: Enter data/text in any relevant white box

Hawaii does not provide state transit funding.

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text"/>
Vehicle sales tax	<input type="text"/>
Gas tax	<input type="text"/>
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text"/>
General Fund allocation	<input type="text"/>
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input type="text"/>
Other:	<input type="text"/>
Total	\$0

**The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.**

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 Hawaii State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Hawaii is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	Capital <input style="width:100%;" type="text"/>	Discretionary <input style="width:100%;" type="text"/>
Hawaii does not provide state transit funding.		Operating* <input style="width:100%;" type="text"/>	Formula-based <input style="width:100%;" type="text"/>
		Not restricted <input style="width:100%;" type="text"/>	Other <input style="width:100%;" type="text"/>
		Other <input style="width:100%;" type="text"/>	
		<b>Total</b> <b>\$0</b>	<b>Total</b> <b>\$0</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
<input style="width:100%; height: 50px;" type="text"/>		<input style="width:100%; height: 50px;" type="text"/>	<input style="width:100%; height: 50px;" type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width:100%;" type="text"/>	<input style="width:100%;" type="text"/>	Capital <input style="width:100%;" type="text"/>	Discretionary <input style="width:100%;" type="text"/>
		Operating* <input style="width:100%;" type="text"/>	Formula-based <input style="width:100%;" type="text"/>
		Not restricted <input style="width:100%;" type="text"/>	Other <input style="width:100%;" type="text"/>
		Other <input style="width:100%;" type="text"/>	
		<b>Total</b> <b>\$0</b>	<b>Total</b> <b>\$0</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
<input style="width:100%; height: 50px;" type="text"/>		<input style="width:100%; height: 50px;" type="text"/>	<input style="width:100%; height: 50px;" type="text"/>

## ■ Idaho State Transit Funding

<b>FY2011 Idaho State Transit Funding: Overview</b>	
(FY 2011 for Idaho is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$312,000
<b>Description of state funding sources:</b>	
state general funds	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	13
Urban systems	1
Small urban systems	5
Rural systems	7
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	5
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	0
Local sales taxes	0
Local gas taxes	
Local property taxes	0
Local vehicle registration fees	0
Rental car fees	0
City/county general fund allocations	0
Local income tax	0
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Idaho State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$312,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: Misc. revenues	<input style="width: 90%;" type="text" value="\$312,000"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
Total	<input style="width: 90%;" type="text" value="\$312,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

## FY 2011 Idaho State Transit Funding: Program Structure and Characteristics

(FY 2011 for Idaho is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Non-urbanized & seniors and persons with disabilities	\$312,000	Capital <input type="text" value="\$312,000"/>	Discretionary <input type="text" value="\$312,000"/>
		Operating* <input type="text"/>	Formula-based <input type="text"/>
		Not restricted <input type="text"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$312,000"/>	<b>Total</b> <input type="text" value="\$312,000"/>
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	Capital <input type="text"/>	Discretionary <input type="text"/>
		Operating* <input type="text"/>	Formula-based <input type="text"/>
		Not restricted <input type="text"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$0"/>	<b>Total</b> <input type="text" value="\$0"/>
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$312,000	Capital <input type="text" value="\$312,000"/>	Discretionary <input type="text" value="\$312,000"/>
	Operating* <input type="text" value="\$0"/>	Formula-based <input type="text" value="\$0"/>
	Not restricted <input type="text" value="\$0"/>	Other <input type="text" value="\$0"/>
	Other <input type="text" value="\$0"/>	
	<b>Total</b> <input type="text" value="\$312,000"/>	<b>Total</b> <input type="text" value="\$312,000"/>

# ■ Illinois State Transit Funding

<b>FY2011 Illinois State Transit Funding: Overview</b> (FY 2011 for Illinois is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$1,323,000,000
<b>Description of state funding sources:</b>	
<p>The Regional Transportation Authority (RTA) receives General Revenue Funds (GRF) equal to various percentages of the RTA sales taxes collected in Northeastern Illinois, and Real Estate Transfer Tax collected in the city of Chicago. Other eligible downstate public transportation providers received GRF equal to 80% of 3/32 of the sales taxes collected in their service areas, up to 65% of their FY11 operating budgets.</p>	
<b>Description of major changes in state funding within the last year:</b>	
<p>We are reporting capital funding this year, which more than doubles our state transit funding from FY10. Also, there is more downstate funding for FY11 than for FY10.</p>	
<b>Transit systems in the state</b>	
Total number of transit systems	62
Urban systems	3
Small urban systems	13
Rural systems	46
<p><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>	
<b>Number of Metropolitan Planning Organizations in the State</b>	13
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<p><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>	

### FY2011 Illinois State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	\$629,400,000
Vehicle sales tax	<input type="text"/>
Gas tax	<input type="text"/>
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text"/>
General Fund allocation	<input type="text"/>
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	\$693,600,000
Other:	<input type="text"/>
Total	\$1,323,000,000

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?** YES  NO

**If asked in the future, could your state provide state-level data on these funds?** YES  NO

Circle the correct response for each question. Thank you.

## FY 2011 Illinois State Transit Funding: Program Structure and Characteristics

(FY 2011 for Illinois is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Operating Assistance Program	\$629,400,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="width: 50px;"></td></tr> <tr><td>Operating*</td><td style="text-align: center;">\$629,400,000</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: center;"><b>\$629,400,000</b></td></tr> </table>	Capital		Operating*	\$629,400,000	Not restricted		Other		<b>Total</b>	<b>\$629,400,000</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="width: 50px;"></td></tr> <tr><td>Formula-based</td><td style="text-align: center;">\$629,400,000</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: center;"><b>\$629,400,000</b></td></tr> </table>	Discretionary		Formula-based	\$629,400,000	Other		<b>Total</b>	<b>\$629,400,000</b>
Capital																					
Operating*	\$629,400,000																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$629,400,000</b>																				
Discretionary																					
Formula-based	\$629,400,000																				
Other																					
<b>Total</b>	<b>\$629,400,000</b>																				

\* Includes planning

**Program Description:**

The Regional Transportation Authority (RTA) receives General Revenue Funds (GRF) equal to various percentages of the RTA sales taxes collected in Northeastern Illinois, and Real Estate Transfer Tax collected in the City of Chicago. Other eligible downstate public transportation providers receive GRF equal to 80% of 3/32 of the sales taxes collected in their service areas, up to 65% of their FY11 operating budgets.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Capital Assistance Program	\$693,600,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: center;">\$693,600,000</td></tr> <tr><td>Operating*</td><td></td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: center;"><b>\$693,600,000</b></td></tr> </table>	Capital	\$693,600,000	Operating*		Not restricted		Other		<b>Total</b>	<b>\$693,600,000</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="text-align: center;">\$693,600,000</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: center;"><b>\$693,600,000</b></td></tr> </table>	Discretionary	\$693,600,000	Formula-based		Other		<b>Total</b>	<b>\$693,600,000</b>
Capital	\$693,600,000																				
Operating*																					
Not restricted																					
Other																					
<b>Total</b>	<b>\$693,600,000</b>																				
Discretionary	\$693,600,000																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$693,600,000</b>																				

\* Includes planning

**Program Description:**

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																			
\$1,323,000,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: center;">\$693,600,000</td></tr> <tr><td>Operating*</td><td style="text-align: center;">\$629,400,000</td></tr> <tr><td>Not restricted</td><td style="text-align: center;">\$0</td></tr> <tr><td>Other</td><td style="text-align: center;">\$0</td></tr> <tr><td><b>Total</b></td><td style="text-align: center;"><b>\$1,323,000,000</b></td></tr> </table>	Capital	\$693,600,000	Operating*	\$629,400,000	Not restricted	\$0	Other	\$0	<b>Total</b>	<b>\$1,323,000,000</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="text-align: center;">\$693,600,000</td></tr> <tr><td>Formula-based</td><td style="text-align: center;">\$629,400,000</td></tr> <tr><td>Other</td><td style="text-align: center;">\$0</td></tr> <tr><td><b>Total</b></td><td style="text-align: center;"><b>\$1,323,000,000</b></td></tr> </table>	Discretionary	\$693,600,000	Formula-based	\$629,400,000	Other	\$0	<b>Total</b>	<b>\$1,323,000,000</b>	
Capital	\$693,600,000																				
Operating*	\$629,400,000																				
Not restricted	\$0																				
Other	\$0																				
<b>Total</b>	<b>\$1,323,000,000</b>																				
Discretionary	\$693,600,000																				
Formula-based	\$629,400,000																				
Other	\$0																				
<b>Total</b>	<b>\$1,323,000,000</b>																				

## ■ Indiana State Transit Funding

<b>FY2011 Indiana State Transit Funding: Overview</b> (FY 2011 for Indiana is July 1, 2010 to June 30, 2011)																							
<b>Total State Transit Funding</b>	\$55,177,788																						
<b>Description of state funding sources:</b>																							
<b>Description of major changes in state funding within the last year:</b>																							
<p><b>Transit systems in the state</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Total number of transit systems</td> <td style="width: 50%; text-align: center; border: 1px solid black;">66</td> </tr> <tr> <td style="padding-left: 20px;">Urban systems</td> <td style="text-align: center; border: 1px solid black;">11</td> </tr> <tr> <td style="padding-left: 40px;">Small urban systems</td> <td style="text-align: center; border: 1px solid black;">11</td> </tr> <tr> <td style="padding-left: 40px;">Rural systems</td> <td style="text-align: center; border: 1px solid black;">44</td> </tr> </table> <p style="font-size: small;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>		Total number of transit systems	66	Urban systems	11	Small urban systems	11	Rural systems	44														
Total number of transit systems	66																						
Urban systems	11																						
Small urban systems	11																						
Rural systems	44																						
<b>Number of Metropolitan Planning Organizations in the State</b>	14																						
<p style="text-align: center;"><b>"X" indicates Common Local Source</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Local transit funding sources</b></td> <td style="width: 50%;"></td> </tr> <tr> <td style="padding-left: 20px;">Local sales taxes</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local gas taxes</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local property taxes</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local vehicle registration fees</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 40px;">Rental car fees</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">City/county general fund allocations</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="padding-left: 20px;">Local income tax</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> </tr> </table> <p style="font-size: small;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>		<b>Local transit funding sources</b>		Local sales taxes		Local gas taxes		Local property taxes		Local vehicle registration fees		Rental car fees		City/county general fund allocations		Local income tax		Other:		Other:		Other:	
<b>Local transit funding sources</b>																							
Local sales taxes																							
Local gas taxes																							
Local property taxes																							
Local vehicle registration fees																							
Rental car fees																							
City/county general fund allocations																							
Local income tax																							
Other:																							
Other:																							
Other:																							

## FY2011 Indiana State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$55,177,788"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text" value="\$7,312,434"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text" value="\$42,581,051"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: Situs Tax	<input style="width: 90%;" type="text" value="\$5,189,566"/>
Other: Electric Rail Ser. Fund	<input style="width: 90%;" type="text" value="\$94,737"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$55,177,788"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?	<input type="radio"/> YES	<input type="radio"/> NO	
If asked in the future, could your state provide state-level data on these funds?	<input type="radio"/> YES	<input type="radio"/> NO	

Circle the correct response for each question. Thank you.

**FY 2011 Indiana State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Indiana is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Public Mass Transportation Fund (.635%) - Commuter Rail Service (.123%)	\$55,177,788	Capital <input type="text"/> Operating* \$55,177,788 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$55,177,788</b>	Discretionary <input type="text"/> Formula-based \$55,177,788 Other <input type="text"/> <b>Total \$55,177,788</b>
<b>Program Description:</b>		* Includes planning	
The Public Mass Transportation Fund (PMTF) is allocated based on performance which includes total boardings, total vehicle miles of travel, and amount of local derived income. The PMTF funds can be used for operating and capital assistance. The Commuter Rail Service Funds and Electric Rail Service Funds are allocated to the Northern Indiana Commuter Transportation District (NICTD) only.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input type="text"/>	<input type="text"/>	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$0</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$0</b>
<b>Program Description:</b>		* Includes planning	
<input type="text"/>		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$55,177,788	Capital \$0 Operating* \$55,177,788 Not restricted \$0 Other \$0 <b>Total \$55,177,788</b>	Discretionary \$0 Formula-based \$55,177,788 Other \$0 <b>Total \$55,177,788</b>

## ■ Iowa DOT Transit Funding

### FY2011 Iowa State Transit Funding: Overview

(FY 2011 for Iowa is July 1, 2010 to June 30, 2011)

Total State Transit Funding

\$12,744,547

#### Description of state funding sources:

The Iowa Code allocates an amount equal to 1/20th of 4% of the "registration fee" charged on the sale of motor vehicles and accessory equipment to the State Transit Assistance Fund to be distributed by a formula to all 35 transit systems. An additional amount is appropriated each year by the Iowa legislature from the proceeds of the state's tax on gambling casinos for infrastructure projects. Eligible projects may involve constructing new facilities for support of public transit or improving existing transit facilities, but must each involve a significant vertical infrastructure aspect.

#### Description of major changes in state funding within the last year:

None

#### Transit systems in the state

Total number of transit systems	35
Urban systems	12
Small urban systems	7
Rural systems	16

*Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories*

Number of Metropolitan Planning Organizations in the State

9

"X" indicates  
Common Local  
Source

#### Local transit funding sources

Local sales taxes	
Local gas taxes	
Local property taxes	x
Local vehicle registration fees	x
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other:	
Other:	
Other:	

*Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database*

### FY2011 Iowa State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$12,744,547

Funding Sources	Amount	
General sales tax		
Vehicle sales tax		
Gas tax		
Lottery		
Vehicle reg/lic/title fees	\$10,744,547	
Trust Fund		<i>if underlying sources not available</i>
Interest income		
General Fund allocation		
State Transportation Fund		<i>if underlying sources not available</i>
Bond proceeds (financing)		
Other: Casino Taxes	\$2,000,000	
Other:		
Other:		
Other:		
<b>Total</b>	<b>\$12,744,547</b>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?**  YES  NO

**If asked in the future, could your state provide state-level data on these funds?**  YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Iowa State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Iowa is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution</b>	
	<b>Funds:</b>			<b>Method:</b>	
State Transit Assistance (formula projects)	\$12,444,547	Capital		Discretionary	
		Operating*		Formula-based	\$12,444,547
		Not restricted	\$12,444,547	Other	
		Other			
		<b>Total</b>	<b>\$12,444,547</b>	<b>Total</b>	<b>\$12,444,547</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
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.					

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution</b>	
	<b>Funds:</b>			<b>Method:</b>	
State Transit Assistance Special Projects (fixed)	\$300,000	Capital		Discretionary	\$300,000
		Operating*		Formula-based	
		Not restricted		Other	
		Other	\$300,000		
		<b>Total</b>	<b>\$300,000</b>	<b>Total</b>	<b>\$300,000</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"			
		Includes statewide projects for marketing, training, advanced technologies, and individual projects involving coordination with human services agencies, etc.			

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

	<b>Total Program</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution</b>	
	<b>Funds:</b>			<b>Method:</b>	
	\$12,744,547	Capital	\$0	Discretionary	\$300,000
		Operating*	\$0	Formula-based	\$12,444,547
		Not restricted	\$12,444,547	Other	\$0
		Other	\$300,000		
		<b>Total</b>	<b>\$12,744,547</b>	<b>Total</b>	<b>\$12,744,547</b>

## ■ Kansas State Transit Funding

<b>FY2011 Kansas State Transit Funding: Overview</b> (FY 2011 for Kansas is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$6,000,000
<b>Description of state funding sources:</b>	
The funding source for transit in Kansas is the State Highway Fund. This is split between rural and urban transit assistance for local providers at an approximate rate of 41% rural and 59% urban.	
<b>Description of major changes in state funding within the last year:</b>	
There are no major changes to the state funding within the last year.	
<b>Transit systems in the state</b>	
Total number of transit systems	94
Urban systems	2
Small urban systems	2
Rural systems	103
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	5
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other: Transit Authority Mill levy	X
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Kansas State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$6,000,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: State Highway Fund	<input style="width: 90%;" type="text" value="\$6,000,000"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$6,000,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?



If asked in the future, could your state provide state-level data on these funds?



Circle the correct response for each question. Thank you.

**FY 2011 Kansas State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Kansas is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural Operating Assistance	\$2,460,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$2,460,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,460,000"/>	Discretionary <input type="text" value="\$2,460,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,460,000"/>

\* Includes planning

**Program Description:**

Six million dollars is dedicated to transit each year. Approx. \$3.6M goes to the urban providers and \$2.4M to rural providers. It is not specific to capital or operating but is programmed based on identified needs.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Urban Operating Assistance	\$3,133,359	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$3,133,359"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$3,133,359"/>	Discretionary <input type="text" value="\$3,133,359"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$3,133,359"/>

\* Includes planning

**Program Description:**

Six million dollars is dedicated to transit each year. Approx. \$3.6M goes to the urban providers and \$2.4M to rural providers. It is not specific to capital or operating but is programmed based on identified needs.

Explain "Other"

Explain "Other"

**FY 2011 Kansas State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Kansas is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
	<b>Funds:</b>		<b>Method:</b>
Urban Capital Assistance	\$406,641	Capital	Discretionary \$406,641
		Operating*	Formula-based
		Not restricted \$406,641	Other
		Other	
		<b>Total \$406,641</b>	<b>Total \$406,641</b>

\* Includes planning

**Program Description:**

Six million dollars is dedicated to transit each year. Approx. \$3.6M goes to the urban providers and \$2.4M to rural providers. It is not specific to capital or operating but is programmed based on identified needs.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
<b>Funds:</b>		<b>Method:</b>
\$6,000,000	Capital	Discretionary \$6,000,000
	Operating*	Formula-based \$0
	Not restricted \$6,000,000	Other \$0
	Other	
	<b>Total \$6,000,000</b>	<b>Total \$6,000,000</b>

## ■ Kentucky State Transit Funding

<b>FY2011 Kentucky State Transit Funding: Overview</b> (FY 2011 for Kentucky is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$1,472,766
<b>Description of state funding sources:</b>	
The state uses state general funds to match up to one-half of the local shares (10%) of capital projects.	
<b>Description of major changes in state funding within the last year:</b>	
None	
<b>Transit systems in the state</b>	34
Total number of transit systems	34
Urban systems	4
Small urban systems	5
Rural systems	25
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	9
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	X
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other: Occupational Tax	X
Other: Contract Revenue	X
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Kentucky State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$1,472,766"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: General Assembly	<input style="width: 90%;" type="text" value="\$1,472,766"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$1,472,766"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?	<input type="radio"/> YES	<input type="radio"/> NO
If asked in the future, could your state provide state-level data on these funds?	<input type="radio"/> YES	<input type="radio"/> NO

Circle the correct response for each question. Thank you.

## FY 2011 Kentucky State Transit Funding: Program Structure and Characteristics

(FY 2011 for Kentucky is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Elderly and disabled care	\$321,089	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$321,089	\$321,089
* Includes planning			
<b>Program Description:</b>			
Formula match of up to 10% of capital projects.	Explain "Other"	Explain "Other"	

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural and Capital Discretionary	\$168,180	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$168,180	\$168,180
* Includes planning			
<b>Program Description:</b>			
Formula match of up to 10% of capital projects.	Explain "Other"	Explain "Other"	

**FY 2011 Kentucky State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Kentucky is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Small urban Capital	\$206,790	Capital <input type="text" value="\$206,790"/>	Discretionary <input type="text" value="\$206,790"/>
		Operating* <input type="text"/>	Formula-based <input type="text"/>
		Not restricted <input type="text"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$206,790"/>	<b>Total</b> <input type="text" value="\$206,790"/>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Formula match of up to 10% of capital projects.	<input type="text"/>	<input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Large Urban Capital	\$776,707	Capital <input type="text" value="\$776,707"/>	Discretionary <input type="text" value="\$776,707"/>
		Operating* <input type="text"/>	Formula-based <input type="text"/>
		Not restricted <input type="text"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$776,707"/>	<b>Total</b> <input type="text" value="\$776,707"/>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Formula match of up to 10% of capital projects.	<input type="text"/>	<input type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$1,472,766	Capital <input type="text" value="\$1,472,766"/>	Discretionary <input type="text" value="\$1,472,766"/>
	Operating* <input type="text" value="\$0"/>	Formula-based <input type="text" value="\$0"/>
	Not restricted <input type="text" value="\$0"/>	Other <input type="text" value="\$0"/>
	Other <input type="text" value="\$0"/>	
	<b>Total</b> <input type="text" value="\$1,472,766"/>	<b>Total</b> <input type="text" value="\$1,472,766"/>

## ■ Louisiana State Transit Funding

<b>FY2011 Louisiana State Transit Funding: Overview</b>	
(FY 2011 for Louisiana is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<input style="width: 100%;" type="text" value="\$4,955,000"/>
<b>Description of state funding sources:</b>	
<p>The Parish Transportation Fund Program sets aside State money for the urban transits systems to be used in operating their respective urban transit systems. This program consist of State funds and is established by the Legislature annually. The Louisiana Department of Transportation and Development receives 2.5% of the distribution and is used for capital acquisition for rural and the elderly and disabled transit providers.</p>	
<b>Description of major changes in state funding within the last year:</b>	
No Changes	
<b>Transit systems in the state</b>	
Total number of transit systems	<input style="width: 100%;" type="text" value="40"/>
Urban systems	<input style="width: 100%;" type="text" value="3"/>
Small urban systems	<input style="width: 100%;" type="text" value="8"/>
Rural systems	<input style="width: 100%;" type="text" value="33"/>
<p><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>	
<b>Number of Metropolitan Planning Organizations in the State</b>	<input style="width: 100%;" type="text" value="8"/>
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	<input style="width: 100%;" type="text" value="X"/>
Local gas taxes	<input style="width: 100%;" type="text"/>
Local property taxes	<input style="width: 100%;" type="text"/>
Local vehicle registration fees	<input style="width: 100%;" type="text"/>
Rental car fees	<input style="width: 100%;" type="text"/>
City/county general fund allocations	<input style="width: 100%;" type="text" value="X"/>
Local income tax	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text" value="Concessions"/>
Other:	<input style="width: 100%;" type="text" value="Advertising"/>
Other:	<input style="width: 100%;" type="text" value="Hotel and Motel Taxes"/>
<p><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>	

## FY2011 Louisiana State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$4,955,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	\$4,955,000
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$4,955,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<input type="radio"/> YES	<input type="radio"/> NO
<b>If asked in the future, could your state provide state-level data on these funds? DOTD can only provide information on other sources of revenue for the Section 5311 Rural Program.</b>	<input type="radio"/> YES	<input type="radio"/> NO

Circle the correct response for each question. Thank you.

## FY 2011 Louisiana State Transit Funding: Program Structure and Characteristics

(FY 2011 for Louisiana is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
All eligible 5311 (non-urban programs) and 5310 Elderly and Disabled program	\$123,875	Capital <input type="text" value="\$123,875"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$123,875</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$123,875"/> Other <input type="text"/> <b>Total</b> <b>\$123,875</b>
<b>Program Description:</b>		* Includes planning	
Funds must be expended for cpaital for capital acquisition	Explain "Other"	Explain "Other"	
	<input type="text"/>	<input type="text"/>	

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
All 5307 Programs (Urban)	\$4,831,125	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$4,831,125"/> Other <input type="text"/> <b>Total</b> <b>\$4,831,125</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$4,831,125"/> Other <input type="text"/> <b>Total</b> <b>\$4,831,125</b>
<b>Program Description:</b>		* Includes planning	
Funds may be spent on any transit-related activity.	Explain "Other"	Explain "Other"	
	<input type="text"/>	<input type="text"/>	

<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>		<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$4,955,000		Capital <input type="text" value="\$123,875"/> Operating* <input type="text" value="\$0"/> Not restricted <input type="text" value="\$4,831,125"/> Other <input type="text" value="\$0"/> <b>Total</b> <b>\$4,955,000</b>	Discretionary <input type="text" value="\$0"/> Formula-based <input type="text" value="\$4,955,000"/> Other <input type="text" value="\$0"/> <b>Total</b> <b>\$4,955,000</b>

# ■ Maine State Transit Funding

<b>FY2011 Maine State Transit Funding: Overview</b> (FY 2011 for Maine is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$530,026
<b>Description of state funding sources:</b>	
General Fund	
<b>Description of major changes in state funding within the last year:</b>	
NA	
<b>Transit systems in the state</b>	
Total number of transit systems	24
Urban systems	
Small urban systems	8
Rural systems	16
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	4
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Maine State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 100%;" type="text" value="\$530,026"/>	
<b>Funding Sources</b>	<b>Amount</b>	
General sales tax	<input style="width: 100%;" type="text"/>	
Vehicle sales tax	<input style="width: 100%;" type="text"/>	
Gas tax	<input style="width: 100%;" type="text"/>	
Lottery	<input style="width: 100%;" type="text"/>	
Vehicle reg/lic/title fees	<input style="width: 100%;" type="text"/>	
Trust Fund	<input style="width: 100%;" type="text"/>	<i>if underlying sources not available</i>
Interest income	<input style="width: 100%;" type="text"/>	
General Fund allocation	<input style="width: 100%;" type="text"/>	
State Transportation Fund	<input style="width: 100%;" type="text"/>	<i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 100%;" type="text"/>	
Other: Misc fees-off road fuel tax	<input style="width: 100%;" type="text" value="\$530,026"/>	
Other:	<input style="width: 100%;" type="text"/>	
Other:	<input style="width: 100%;" type="text"/>	
Other:	<input style="width: 100%;" type="text"/>	
<b>Total</b>	<input style="width: 100%;" type="text" value="\$530,026"/>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 Maine State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Maine is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
Public Transportation Fund	<b>Funds:</b> \$530,026	Capital	<b>Method:</b>
		Operating*	Discretionary
		Not restricted	Formula-based
		Other	Other
		<b>Total</b>	<b>Total</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Supports transit operations, matching Federal transit grants.		

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
<b>Funds:</b>	Capital	<b>Method:</b>
\$530,026	Operating*	Discretionary
	Not restricted	Formula-based
	Other	Other
	<b>Total</b>	<b>Total</b>

## ■ Maryland State Transit Funding

<b>FY2011 Maryland State Transit Funding: Overview</b> (FY 2011 for Maryland is July 1, 2010 to June 30, 2011)														
<b>Total State Transit Funding</b>	<b>\$1,049,499,695</b>													
<b>Description of state funding sources:</b>														
<b>Description of major changes in state funding within the last year:</b>														
<p><b>Transit systems in the state</b></p> <p>Total number of transit systems</p> <p style="padding-left: 20px;">Urban systems</p> <p style="padding-left: 40px;">Small urban systems</p> <p style="padding-left: 40px;">Rural systems</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> </table> <p><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>													
<p><b>Number of Metropolitan Planning Organizations in the State</b></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 30px;"></td></tr> </table> <p style="text-align: center;"><b>"X" indicates Common Local Source</b></p>													
<p><b>Local transit funding sources</b></p> <p style="padding-left: 20px;">Local sales taxes</p> <p style="padding-left: 20px;">Local gas taxes</p> <p style="padding-left: 20px;">Local property taxes</p> <p style="padding-left: 20px;">Local vehicle registration fees</p> <p style="padding-left: 40px;">Rental car fees</p> <p style="padding-left: 20px;">City/county general fund allocations</p> <p style="padding-left: 20px;">Local income tax</p> <p>Other:</p> <p>Other:</p> <p>Other:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"></td></tr> </table> <p><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>													

## FY2011 Maryland State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$1,049,499,695</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	\$90,353,245
Vehicle sales tax	\$263,995,763
Gas tax	\$333,831,211
Lottery	
Vehicle reg/lic/title fees	\$159,973,420
Trust Fund	
Interest income	\$445,531
General Fund allocation	
State Transportation Fund	
Bond proceeds (financing)	\$0
Other: Corporate Income Tax	\$70,107,335
Other: Rental car sales tax	\$10,810,391
Other: Misc motor vehicle fees	\$119,982,799
Other:	
<b>Total</b>	<b>\$1,049,499,695</b>

*if underlying sources not available*

*if underlying sources not available*

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

## FY 2011 Maryland State Transit Funding: Program Structure and Characteristics

(FY 2011 for Maryland is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Large Urban Area Program (Baltimore)	\$696,549,013	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: right;">\$146,211,472</td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$550,337,541</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$696,549,013</b></td></tr> </table>	Capital	\$146,211,472	Operating*	\$550,337,541	Not restricted		Other		<b>Total</b>	<b>\$696,549,013</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="text-align: right;">\$696,549,013</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$696,549,013</b></td></tr> </table>	Discretionary	\$696,549,013	Formula-based		Other		<b>Total</b>	<b>\$696,549,013</b>
Capital	\$146,211,472																				
Operating*	\$550,337,541																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$696,549,013</b>																				
Discretionary	\$696,549,013																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$696,549,013</b>																				
<p><b>Program Description:</b></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%; border: 1px solid black; padding: 5px;">                     Funds Maryland Transit Administration (MTA) services in Baltimore Metro Area and Baltimore/Washington commuter operating expenses.                 </div> <div style="width: 45%;"> <table style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Explain "Other"</td> <td style="width: 50%; text-align: center;">Explain "Other"</td> </tr> <tr> <td style="height: 60px;"></td> <td style="height: 60px;"></td> </tr> </table> </div> </div>				Explain "Other"	Explain "Other"																
Explain "Other"	Explain "Other"																				

\* Includes planning

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Large Urban Program (DC/MD Suburban Area)	\$340,851,632	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: right;">\$228,594,357</td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$112,257,275</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$340,851,632</b></td></tr> </table>	Capital	\$228,594,357	Operating*	\$112,257,275	Not restricted		Other		<b>Total</b>	<b>\$340,851,632</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td style="text-align: right;">\$340,851,632</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$340,851,632</b></td></tr> </table>	Discretionary		Formula-based	\$340,851,632	Other		<b>Total</b>	<b>\$340,851,632</b>
Capital	\$228,594,357																				
Operating*	\$112,257,275																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$340,851,632</b>																				
Discretionary																					
Formula-based	\$340,851,632																				
Other																					
<b>Total</b>	<b>\$340,851,632</b>																				
<p><b>Program Description:</b></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%; border: 1px solid black; padding: 5px;">                     Formula-based Maryland share of Washington Metropolitan Area Transit Authority (WMATA) and suburban Washington transit systems. Suburban systems are operated by Montgomery and Prince George's Counties, and the Corridor Transportation Corporation (CTC), a charitable corporation. Subsidy to the CTC is discretionary, not formula based.                 </div> <div style="width: 45%;"> <table style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Explain "Other"</td> <td style="width: 50%; text-align: center;">Explain "Other"</td> </tr> <tr> <td style="height: 60px;"></td> <td style="height: 60px;"></td> </tr> </table> </div> </div>				Explain "Other"	Explain "Other"																
Explain "Other"	Explain "Other"																				

\* Includes planning

**FY 2011 Maryland State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Maryland is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Small Urban Program	\$1,945,812	<table border="1"> <tr><td>Capital</td><td>\$1,474,160</td></tr> <tr><td>Operating*</td><td>\$471,652</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td><b>\$1,945,812</b></td></tr> </table>	Capital	\$1,474,160	Operating*	\$471,652	Not restricted		Other		<b>Total</b>	<b>\$1,945,812</b>	<table border="1"> <tr><td>Discretionary</td><td>\$1,945,812</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td><b>\$1,945,812</b></td></tr> </table>	Discretionary	\$1,945,812	Formula-based		Other		<b>Total</b>	<b>\$1,945,812</b>
Capital	\$1,474,160																				
Operating*	\$471,652																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$1,945,812</b>																				
Discretionary	\$1,945,812																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$1,945,812</b>																				
<b>Program Description:</b>		* Includes planning																			
Using up 25% operating assistance match for 5307 programs. Up to 10% capital assistance match for 5307.	Explain "Other"	Explain "Other"																			

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Statewide Special Transportation Assistance Program	\$4,418,599	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating*</td><td>\$4,418,599</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td><b>\$4,418,599</b></td></tr> </table>	Capital		Operating*	\$4,418,599	Not restricted		Other		<b>Total</b>	<b>\$4,418,599</b>	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td>\$4,418,599</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td><b>\$4,418,599</b></td></tr> </table>	Discretionary		Formula-based	\$4,418,599	Other		<b>Total</b>	<b>\$4,418,599</b>
Capital																					
Operating*	\$4,418,599																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$4,418,599</b>																				
Discretionary																					
Formula-based	\$4,418,599																				
Other																					
<b>Total</b>	<b>\$4,418,599</b>																				
<b>Program Description:</b>		* Includes planning																			
Allocates 60% of funds evenly to providers; 40% of distribution based on elderly/disabled population to local jurisdiction.	Explain "Other"	Explain "Other"																			

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
ADA Services	\$2,544,927	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating*</td><td>\$2,544,927</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td><b>\$2,544,927</b></td></tr> </table>	Capital		Operating*	\$2,544,927	Not restricted		Other		<b>Total</b>	<b>\$2,544,927</b>	<table border="1"> <tr><td>Discretionary</td><td>\$2,544,927</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td><b>\$2,544,927</b></td></tr> </table>	Discretionary	\$2,544,927	Formula-based		Other		<b>Total</b>	<b>\$2,544,927</b>
Capital																					
Operating*	\$2,544,927																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$2,544,927</b>																				
Discretionary	\$2,544,927																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$2,544,927</b>																				
<b>Program Description:</b>		* Includes planning																			
Discretionary distribution based on need to counties or human services organizations.	Explain "Other"	Explain "Other"																			

**FY 2011 Maryland State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Maryland is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Job Access	\$2,085,465	Capital	Discretionary
		Operating*	\$2,085,465
		Not restricted	Formula-based
		Other	Other
		<b>Total</b>	<b>Total</b>
		\$2,085,465	\$2,085,465
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Matches FTA grant for low income access to jobs.			

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural Transit Program	\$1,104,246	Capital	Discretionary
		Operating*	\$1,024,789
		Not restricted	Formula-based
		Other	Other
		<b>Total</b>	<b>Total</b>
		\$1,104,246	\$1,104,246
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
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			

**FY 2011 Maryland State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Maryland is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Discretionary Capital Program	\$0	Capital <input type="text" value="\$0"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$0</b>	Discretionary <input type="text" value="\$0"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$0</b>

\* Includes planning

**Program Description:**

Provides funds to both small urban and rural operators. Programs are used to provide 100% State funding for vehicles, equipment and facilities that may not be eligible for FTA funds, and to offset federal match requirements for FTA's 5309 program.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<b>\$1,049,499,695</b>	Capital <input type="text" value="\$376,359,446"/> Operating* <input type="text" value="\$673,140,249"/> Not restricted <input type="text" value="\$0"/> Other <input type="text" value="\$0"/> <b>Total \$1,049,499,695</b>	Discretionary <input type="text" value="\$704,229,464"/> Formula-based <input type="text" value="\$345,270,231"/> Other <input type="text" value="\$0"/> <b>Total \$1,049,499,695</b>

## ■ Massachusetts State Transit Funding

### FY2011 Massachusetts State Transit Funding: Overview

(FY 2011 for Massachusetts is July 1, 2010 to June 30, 2011)

<b>Total State Transit Funding</b>	<b>\$1,206,947,412</b>
<b>Description of state funding sources:</b>	
The 15 Regional Transit Authorities (RTAs) receive state funding via dedicated sales tax revenue, and operating budget transfers from the Commonwealth Transportation Fund (CTF). The Massachusetts Bay Transportation Authority (MBTA) receive state funding via dedicated sales tax revenue.	
<b>Description of major changes in state funding within the last year:</b>	
No major changes in Fiscal Year 2011.	
<b>Transit systems in the state</b>	
Total number of transit systems	16
Urban systems	10
Small urban systems	3
Rural systems	3
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	10 MPOs & 3 RPAs
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Massachusetts State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$1,206,947,412</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	\$942,056,680
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$10,400,000
Other: Local assessments	\$178,158,629
Other: Additional State Assist.	
Other: Commonwealth Trans. Fund	\$44,235,055
Other: State Infrastructure Fund	\$32,097,048
Other: Capital Maintenance Fund	
Other: State Capital Assistance	
<b>Total</b>	<b>\$1,206,947,412</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

YES     NO

If asked in the future, could your state provide state-level data on these funds?

YES     NO

Circle the correct response for each question. Thank you.

## FY 2011 Massachusetts State Transit Funding: Program Structure and Characteristics

(FY 2011 for Massachusetts is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Operating and Capital Assistance for 15 Regional Transit Authorities (other than MBTA)	<b>\$97,364,469</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: right;">\$10,400,000</td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$86,964,469</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$97,364,469</b></td></tr> </table>	Capital	\$10,400,000	Operating*	\$86,964,469	Not restricted		Other		<b>Total</b>	<b>\$97,364,469</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="text-align: right;">\$10,400,000</td></tr> <tr><td>Formula-based</td><td style="text-align: right;">\$86,964,469</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$97,364,469</b></td></tr> </table>	Discretionary	\$10,400,000	Formula-based	\$86,964,469	Other		<b>Total</b>	<b>\$97,364,469</b>
Capital	\$10,400,000																				
Operating*	\$86,964,469																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$97,364,469</b>																				
Discretionary	\$10,400,000																				
Formula-based	\$86,964,469																				
Other																					
<b>Total</b>	<b>\$97,364,469</b>																				
		* Includes planning																			
<b>Program Description:</b>		Explain "Other"	Explain "Other"																		
Regional Transit Authority capital funding reflects final approved figure for SFY 11. Regional Transit Authorities receive \$44,235,055 from the annual MassDOT budget, and an additional \$15,000,000 from a 1.25% sales tax increase enacted in SFY2010. Includes local municipality assessments.																					

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Operating Assistance for MBTA	<b>\$1,109,582,943</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: right;">\$32,097,048</td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$1,077,485,895</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$1,109,582,943</b></td></tr> </table>	Capital	\$32,097,048	Operating*	\$1,077,485,895	Not restricted		Other		<b>Total</b>	<b>\$1,109,582,943</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="text-align: right;">\$32,097,048</td></tr> <tr><td>Formula-based</td><td style="text-align: right;">\$1,077,485,895</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$1,109,582,943</b></td></tr> </table>	Discretionary	\$32,097,048	Formula-based	\$1,077,485,895	Other		<b>Total</b>	<b>\$1,109,582,943</b>
Capital	\$32,097,048																				
Operating*	\$1,077,485,895																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$1,109,582,943</b>																				
Discretionary	\$32,097,048																				
Formula-based	\$1,077,485,895																				
Other																					
<b>Total</b>	<b>\$1,109,582,943</b>																				
		* Includes planning																			
<b>Program Description:</b>		Explain "Other"	Explain "Other"																		
MBTA capital funding reflects state capital assistance for specific projects identified in the transportation bond bill. The MBTA receives 20% of the previous statewide 5% sales tax figure and \$160,000,000 of the 1.25% sales tax increase enacted in SFY2010. Includes local municipality assessments.																					

## FY 2011 Massachusetts State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for Massachusetts is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	Capital <input style="width: 100%;" type="text"/>	Discretionary <input style="width: 100%;" type="text"/>
		Operating* <input style="width: 100%;" type="text"/>	Formula-based <input style="width: 100%;" type="text"/>
		Not restricted <input style="width: 100%;" type="text"/>	Other <input style="width: 100%;" type="text"/>
		Other <input style="width: 100%;" type="text"/>	
		<b>Total</b> <b>\$0</b>	<b>Total</b> <b>\$0</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
<input style="width: 100%; height: 50px;" type="text"/>		<input style="width: 100%; height: 50px;" type="text"/>	<input style="width: 100%; height: 50px;" type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
<input style="width: 100%;" type="text" value="\$1,206,947,412"/>	Capital <input style="width: 100%;" type="text" value="\$42,497,048"/>	Discretionary <input style="width: 100%;" type="text" value="\$42,497,048"/>
	Operating* <input style="width: 100%;" type="text" value="\$1,164,450,364"/>	Formula-based <input style="width: 100%;" type="text" value="\$1,164,450,364"/>
	Not restricted <input style="width: 100%;" type="text" value="\$0"/>	Other <input style="width: 100%;" type="text" value="\$0"/>
	Other <input style="width: 100%;" type="text" value="\$0"/>	
	<b>Total</b> <b>\$1,206,947,412</b>	<b>Total</b> <b>\$1,206,947,412</b>

## ■ Michigan State Transit Funding

<b>FY2011 Michigan State Transit Funding: Overview</b> (FY 2011 for Michigan is October 1, 2010 to September 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$214,975,143</b>
<b>Description of state funding sources:</b>	
<p>The Comprehensive Transportation Fund (CTF) receives up to 10% of the Michigan Transportation Fund (MTF) after certain deductions. This is effectively a little over 8% of the MTF. The MTF revenue sources include fuel taxes, vehicle registration fees, and miscellaneous revenue. The CTF also receives up to 25% of 4% of the sales tax on automotive related items. Historically, the sales tax is roughly one-third, and the MTF two-thirds, of the CTF revenue. In FY2011, CTF funds put under contract (less funds for freight rail and port programs) totaled \$195,281,200. Additionally, \$19,693,943 of CTF bond proceeds were put under contract.</p>	
<b>Description of major changes in state funding within the last year:</b>	
<p>1. An additional \$18,750,000 of CTF funds were appropriated for the Rail Passenger program near the end of FY2011. These funds will be put under contract in FY2012 and FY2013 and will be included in the Total State Transit Funding for those fiscal years. 2. In prior years, CTF funds that were used for the freight rail and port programs were reported on this survey. Based on the revised instructions on how to complete this year's survey, one port and three freight rail program funds were not reported in this survey.)</p>	
<b>Transit systems in the state</b>	
Total number of transit systems	78
Urban systems	6
Small urban systems	11
Rural systems	68
<p style="text-align: right;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>	
<b>Number of Metropolitan Planning Organizations in the State</b>	18
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	X
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<p style="text-align: right;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>	

## FY2011 Michigan State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$214,975,143</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	\$70,952,531
Gas tax	\$57,658,146
Lottery	
Vehicle reg/lic/title fees	\$65,856,919
Trust Fund	<i>if underlying sources not available</i>
Interest income	\$25,442
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$19,693,943
Other: Motor carrier/limo fees	\$318,843
Other: Miscellaneous	\$469,319
Other:	
Other:	
<b>Total</b>	<b>\$214,975,143</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 Michigan State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Michigan is October 1, 2010 to September 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Local Transit Operating Assistance	\$166,624,000	Capital <input type="text"/> Operating* <input type="text" value="\$166,624,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$166,624,000"/>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$166,624,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$166,624,000"/>

\* Includes planning

**Program Description:**

Operating assistance for local public bus and ferry boat services in both urban and non-urban areas of the state.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Public Transportation Development	\$33,702,325	Capital <input type="text" value="\$23,241,109"/> Operating* <input type="text" value="\$10,461,216"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$33,702,325"/>	Discretionary <input type="text" value="\$8,740,200"/> Formula-based <input type="text" value="\$22,962,125"/> Other <input type="text" value="\$2,000,000"/> <b>Total</b> <input type="text" value="\$33,702,325"/>

\* Includes planning

**Program Description:**

Match for Federal capital grants; specialized service and municipal credits; and other transit programs. Formula funds include federal capital match with state funds. Statute requires use of state Comprehensive Transportation Funds to provide 2/3 of the match to federal capital grants awarded to transit agencies. In practice, MDOT's goal is to provide the entire match when possible. Discretionary funds include funds appropriated for programs defined in statute and for which there are statutory minimums for the program, but MDOT has some discretion in how the funds are distributed.

Explain "Other"

Explain "Other"

**FY 2011 Michigan State Transit Funding:  
Program Structure and Characteristics**

(FY 2011 for Michigan is October 1, 2010 to September 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution Method:</b>	
Intercity Passenger and Freight	\$14,648,818	Capital	\$5,293,354	Discretionary	\$14,648,818
		Operating*	\$9,355,464	Formula-based	
		Not restricted		Other	
		Other			
		<b>Total</b>	<b>\$14,648,818</b>	<b>Total</b>	<b>\$14,648,818</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
Capital and operating for passenger rail, intercity bus, rail freight (including management of state-owned rail and economic development) and marine passenger capital programs. By statute, these programs combined are supposed to receive 10% of total program distributions each fiscal year.				<b>Legislated</b>	
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>					
	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution Method:</b>	
	\$214,975,143	Capital	\$28,534,463	Discretionary	\$23,389,018
		Operating*	\$186,440,680	Formula-based	\$189,586,125
		Not restricted	\$0	Other	\$2,000,000
		Other	\$0		
		<b>Total</b>	<b>\$214,975,143</b>	<b>Total</b>	<b>\$214,975,143</b>

## ■ Minnesota State Transit Funding

<b>FY2011 Minnesota State Transit Funding: Overview</b>	
(FY 2011 for Minnesota is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$263,250,400</b>
<b>Description of state funding sources:</b>	
<p>State funding for public transit is determined by the Minnesota Legislature, which appropriates transit funding from the General Fund on a biennial basis and statutorily sets the percentage of Motor Vehicle Sales Tax (MVST) revenue dedicated to public transit. In SFY 2011 38.25 percent of MVST collections were dedicated for public transit; beginning in SFY 2012, 40 percent will be dedicated for transit funding. In addition, Greater Minnesota transit receives half of leased MVST collections over a specified threshold: SFY 2011 threshold = \$30,100,000; SFY 2012 = \$31,100,000; and, SFY 2012 = \$32,000,000.</p>	
<b>Description of major changes in state funding within the last year:</b>	
<p>A reduction in General Funds available for transit in SFY 2011 was the result of budget balancing efforts caused by the poor economy. New base levels set for SFY 2012 and 2013 are an increase over the SFY 2011 appropriation but lower than SFY 2010. SFY 2011 was the first year that Greater Minnesota transit received revenues from leased MVST collections.</p>	
<b>Transit systems in the state</b>	
Total number of transit systems	66
Urban systems	1
Small urban systems	6
Rural systems	53
<p><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>	
<b>Number of Metropolitan Planning Organizations in the State</b>	7
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	x
Local gas taxes	
Local property taxes	x
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other:	
Other:	
Other:	
<p><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>	

## FY2011 Minnesota State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$263,250,400</b>	
<b>Funding Sources</b>	<b>Amount</b>	
General sales tax		
Vehicle sales tax	\$202,569,400	
Gas tax		
Lottery		
Vehicle reg/lic/title fees		
Trust Fund		<i>if underlying sources not available</i>
Interest income		
General Fund allocation	\$60,681,000	
State Transportation Fund		<i>if underlying sources not available</i>
Bond proceeds (financing)		
Other:		
<b>Total</b>	<b>\$263,250,400</b>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?  YES  NO

If asked in the future, could your state provide state-level data on these funds?  YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Minnesota State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Minnesota is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Greater Minnesota Transit Operating and Capital Assistance	\$11,617,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$11,617,000"/> Other <input type="text"/> <b>Total \$11,617,000</b>	Discretionary <input type="text" value="\$11,617,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$11,617,000</b>
<b>Program Description:</b>			
State funding for public transit in 80 counties outside the 7 county Twin Cities Metropolitan Area. Funding may be used to match federal funds for operating, capital and planning activities. A statutory fixed-share funding formula sets the local share for operating costs by system classification.		Explain "Other" <input type="text"/>	Explain "Other" Legislated - General Fund

\* Includes planning

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Greater Minnesota Transit Fund	\$25,391,800	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$25,391,800"/> Other <input type="text"/> <b>Total \$25,391,800</b>	Discretionary <input type="text" value="\$25,391,800"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$25,391,800</b>
<b>Program Description:</b>			
State funding for public transit in 80 counties outside the 7 county Twin Cities Metropolitan Area. Funding may be used to match federal funds for operating, capital and planning activities. A statutory fixed-share funding formula sets the local share for operating costs by system classification.		Explain "Other" <input type="text"/>	Explain "Other" Legislated - Motor Vehicle Sales Tax

\* Includes planning

**FY 2011 Minnesota State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Minnesota is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Metro Area Transit Fund	\$177,177,600	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$177,177,600"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$177,177,600"/>	Discretionary <input type="text" value="\$177,177,600"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$177,177,600"/>
<b>Program Description:</b>		* Includes planning	
This program provides directly operated fixed route, light rail and commuter rail services. It also provides contracted fixed route, general public dial-a-ride, dial-a-ride services to persons certified under the Americans with Disabilities Act (ADA) and transpiration planning for the Metropolitan area.		Explain "Other" <input type="text"/>	Explain "Other" Legislated - Motor Vehicle Sales Tax

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Metro Area Transit Operating Assistance	\$43,890,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$43,890,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$43,890,000"/>	Discretionary <input type="text" value="\$43,890,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$43,890,000"/>
<b>Program Description:</b>		* Includes planning	
This program provides directly operated fixed route, light rail and commuter rail services. It also provides contracted fixed route, general public dial-a-ride, dial-a-ride services to persons certified under the Americans with Disabilities Act (ADA) and transpiration planning for the Metropolitan area.		Explain "Other" <input type="text"/>	Explain "Other" Legislated - General Fund

**FY 2011 Minnesota State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Minnesota is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Hiawatha LRT Operations	\$5,174,000	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$5,174,000	\$5,174,000

\* Includes planning

**Program Description:**

This program provides light rail service from downtown Minneapolis to the Mall of America.

Explain "Other"

Explain "Other"  
 Legislated

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit ways (State Bonds)		Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$0	\$0

\* Includes planning

**Program Description:**

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$263,250,400	Capital	Discretionary
	Operating*	Formula-based
	Not restricted	Other
	Other	
	<b>Total</b>	<b>Total</b>
	\$263,250,400	\$263,250,400

# ■ Mississippi State Transit Funding

<b>FY2011 Mississippi State Transit Funding: Overview</b>	
(FY 2011 for Mississippi is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$1,600,000</b>
<b>Description of state funding sources:</b>	
MDOT General Funds allocated to Section 5311 Rural General Public Program sub-recipients for the delivery of transit service in area with less than 50,000 in population and to small urban systems of 200,000 or less population.	
<b>Description of major changes in state funding within the last year:</b>	
No Changes	
<b>Transit systems in the state</b>	
Total number of transit systems	22
Urban systems	
Small urban systems	3
Rural systems	19
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	3
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Mississippi State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	\$1,600,000
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	\$1,600,000
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	
Other:	
Other:	
Other:	
Other:	
<b>Total</b>	<b>\$1,600,000</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b><u>YES</u></b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b><u>YES</u></b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 Mississippi State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Mississippi is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
Multimodal Transit Program	<b>Funds:</b> \$1,600,000	Capital \$262,764	<b>Method:</b>
		Operating* \$1,337,236	Discretionary
		Not restricted	Formula-based
		Other	Other \$1,600,000
		<b>Total \$1,600,000</b>	<b>Total \$1,600,000</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
		<b>Legislated</b>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
<b>Funds:</b> \$1,600,000	Capital \$262,764	<b>Method:</b>
	Operating* \$1,337,236	Discretionary \$0
	Not restricted \$0	Formula-based \$0
	Other \$0	Other \$1,600,000
	<b>Total \$1,600,000</b>	<b>Total \$1,600,000</b>

## ■ Missouri State Transit Funding

<b>FY2011 Missouri State Transit Funding: Overview</b>	
(FY 2011 for Missouri is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$2,993,658</b>
<b>Description of state funding sources:</b>	
The State Transportation Fund derives its revenues from vehicle sales taxes and registration fees. State General Revenue is derived from income taxes, sales taxes and other non-dedicated state taxes.	
<b>Description of major changes in state funding within the last year:</b>	
In State Fiscal Year 2011, \$6,601,588 was appropriated to Missouri State Transit Assistance, but all of the General Revenue was withheld due to statewide budget constraints, thus leaving only \$560,875 of State Transportation Funds to distribute to Missouri's 34 public transit systems.	
<b>Transit systems in the state</b>	
Total number of transit systems	34
Urban systems	3
Small urban systems	4
Rural systems	27
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	7
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other: Donations	X
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Missouri State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$2,993,658"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text" value="\$1,835,353"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: General Revenue	<input style="width: 90%;" type="text" value="\$1,158,305"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$2,993,658"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<input type="radio"/> YES	<input type="radio"/> NO	
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<input type="radio"/> YES	<input type="radio"/> NO	

Circle the correct response for each question. Thank you.

<b>FY 2011 Missouri State Transit Funding: Program Structure and Characteristics</b> (FY 2011 for Missouri is July 1, 2010 to June 30, 2011)			
<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit Operating Assistance	\$560,875	Capital <input type="text"/> Operating* \$560,875 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$560,875</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other \$560,875 <b>Total \$560,875</b>
<b>Program Description:</b>		* Includes planning	
Operating assistance for urban and rural public transit providers to partially offset operating deficits.		Explain "Other" <input type="text"/>	Explain "Other" <b>Historical</b> <input type="text"/>
<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Missouri Elderly & Handicapped Transportation Assistance Program	\$2,432,783	Capital <input type="text"/> Operating* \$2,432,783 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$2,432,783</b>	Discretionary <input type="text"/> Formula-based \$2,432,783 Other <input type="text"/> <b>Total \$2,432,783</b>
<b>Program Description:</b>		* Includes planning	
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.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>	
\$2,993,658	Capital \$0 Operating* \$2,993,658 Not restricted \$0 Other \$0 <b>Total \$2,993,658</b>	Discretionary \$0 Formula-based \$2,432,783 Other \$560,875 <b>Total \$2,993,658</b>	

# ■ Montana State Transit Funding

<b>FY2011 Montana State Transit Funding: Overview</b>	
(FY 2011 for Montana is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$319,862</b>
<b>Description of state funding sources:</b>	
State receives 75,000 in gas tax and 244,862 from a percentage of vehicle registration tax.	
<b>Description of major changes in state funding within the last year:</b>	
State had spent some excess funds in SFY11. This had come from our TRANSADE account as previous year carry-forward.	
<b>Transit systems in the state</b>	
Total number of transit systems	43
Urban systems	0
Small urban systems	3
Rural systems	40
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	3
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	X
Local property taxes	
Local vehicle registration fees	X
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Montana State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount	
General sales tax	<input style="width: 100%; height: 20px;" type="text"/>	
Vehicle sales tax	<input style="width: 100%; height: 20px;" type="text"/>	
Gas tax	\$75,000	
Lottery	<input style="width: 100%; height: 20px;" type="text"/>	
Vehicle reg/lic/title fees	\$244,862	
Trust Fund	<input style="width: 100%; height: 20px;" type="text"/>	<i>if underlying sources not available</i>
Interest income	<input style="width: 100%; height: 20px;" type="text"/>	
General Fund allocation	<input style="width: 100%; height: 20px;" type="text"/>	
State Transportation Fund	<input style="width: 100%; height: 20px;" type="text"/>	<i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 100%; height: 20px;" type="text"/>	
Other:	<input style="width: 100%; height: 20px;" type="text"/>	
Other:	<input style="width: 100%; height: 20px;" type="text"/>	
Other:	<input style="width: 100%; height: 20px;" type="text"/>	
Other:	<input style="width: 100%; height: 20px;" type="text"/>	
<b>Total</b>	<b>\$319,862</b>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?**

**If asked in the future, could your state provide state-level data on these funds?**

Circle the correct response for each question. Thank you.

## FY 2011 Montana State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for Montana is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit Capital and Operations	\$75,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$75,000 Other <input type="text"/> <b>Total \$75,000</b>	Discretionary <input type="text"/> Formula-based \$75,000 Other <input type="text"/> <b>Total \$75,000</b>
<b>Program Description:</b>		* Includes planning	
Allocated to six general public providers. The local provider can decide to use the funding for capital, operating or match.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
TransADE Elderly and Disabled Services	\$244,862	Capital <input type="text"/> Operating* \$244,862 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$244,862</b>	Discretionary \$244,862 Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$244,862</b>
<b>Program Description:</b>		* Includes planning	
Allocation for operating expenses for agencies providing services to elderly and disabled persons.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

#### TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$319,862	Capital \$0 Operating* \$244,862 Not restricted \$75,000 Other \$0 <b>Total \$319,862</b>	Discretionary \$244,862 Formula-based \$75,000 Other \$0 <b>Total \$319,862</b>

## ■ Nebraska State Transit Funding

<b>FY2011 Nebraska State Transit Funding: Overview</b>																																									
(FY 2011 for Nebraska is July 1, 2010 to June 30, 2011)																																									
<b>Total State Transit Funding</b>	<input style="width: 80%;" type="text" value="\$2,900,000"/>																																								
<b>Description of state funding sources:</b>																																									
<b>Description of major changes in state funding within the last year:</b>																																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2"><b>Transit systems in the state</b></td> </tr> <tr> <td style="padding-left: 20px;">Total number of transit systems</td> <td style="text-align: center;"><input style="width: 60%;" type="text" value="68"/></td> </tr> <tr> <td style="padding-left: 40px;">Urban systems</td> <td style="text-align: center;"><input style="width: 60%;" type="text" value="4"/></td> </tr> <tr> <td style="padding-left: 40px;">Small urban systems</td> <td style="text-align: center;"><input style="width: 60%;" type="text" value="1"/></td> </tr> <tr> <td style="padding-left: 40px;">Rural systems</td> <td style="text-align: center;"><input style="width: 60%;" type="text" value="63"/></td> </tr> <tr> <td colspan="2" style="padding-top: 10px;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></td> </tr> <tr> <td style="padding-top: 20px;"><b>Number of Metropolitan Planning Organizations in the State</b></td> <td style="text-align: center;"><input style="width: 60%;" type="text" value="3"/></td> </tr> <tr> <td colspan="2" style="padding-top: 20px;"> <p style="text-align: center;"><b>"X" indicates Common Local Source</b></p> <table style="width: 100%; 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## FY2011 Nebraska State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$2,900,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	\$651,000
Gas tax	\$1,955,000
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	\$291,000
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	\$3,000
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$2,900,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?	NO
If asked in the future, could your state provide state-level data on these funds?	NO

Circle the correct response for each question. Thank you.

**FY 2011 Nebraska State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Nebraska is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit Operations	\$2,800,000	Capital <input type="text"/> Operating* <input type="text" value="\$2,800,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,800,000"/>	Discretionary <input type="text" value="\$2,800,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,800,000"/>
* Includes planning			

**Program Description:**

	Explain "Other"	Explain "Other"
	<input type="text"/>	<input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Intercity Bus Service	\$100,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$100,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$100,000"/>	Discretionary <input type="text" value="\$100,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$100,000"/>
* Includes planning			

**Program Description:**

Allocated for both capital and operating expenditures. Includes vehicle purchase, administration, marketing and operating costs.	Explain "Other"	Explain "Other"
	<input type="text"/>	<input type="text"/>

<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>	
\$2,900,000	Capital <input type="text" value="\$0"/> Operating* <input type="text" value="\$2,800,000"/> Not restricted <input type="text" value="\$100,000"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$2,900,000"/>	Discretionary <input type="text" value="\$2,900,000"/> Formula-based <input type="text" value="\$0"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$2,900,000"/>	

# ■ Nevada State Transit Funding

<b>FY2011 Nevada State Transit Funding: Overview</b>	
(FY 2011 for Nevada is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$666,819</b>
<b>Description of state funding sources:</b>	
Nevada Revised Statute - Interest on highway trust fund can be used to pay for match on transit vehicle purchases in MPO areas. Also NDOT matches 10% of the required 20% match of federal funds for 5310 vehicle purchases.	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	15
Urban systems	3
Small urban systems	2
Rural systems	10
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	3
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	X
Local property taxes	
Local vehicle registration fees	X
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

**FY2011 Nevada State Transit Funding: State Sources**  
 Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text"/>
Vehicle sales tax	<input type="text"/>
Gas tax	<input type="text"/>
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	\$628,060
General Fund allocation	\$38,759
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input type="text"/>
Other:	<input type="text"/>
<b>Total</b>	\$666,819

**The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.**

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?** YES

**If asked in the future, could your state provide state-level data on these funds?** YES

Circle the correct response for each question. Thank you.

**FY 2011 Nevada State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Nevada is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
5310 Vehicle Funding for Specialized Transportation	\$38,759	Capital <input type="text" value="\$38,759"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$38,759</b>	Discretionary <input type="text" value="\$38,759"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$38,759</b>
* Includes planning			
<b>Program Description:</b>	NDOT matches 10% of the required 20% match for Federal funds for purchases of vehicles providing transit to the elderly and disabled.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Nevada Revised Statute	\$628,060	Capital <input type="text" value="\$628,060"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$628,060</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$628,060"/> Other <input type="text"/> <b>Total</b> <b>\$628,060</b>
* Includes planning			
<b>Program Description:</b>	Nevada Revised Statute states that interest on Highway Trust Fund can be used in MPO areas to assist with transit vehicle purchases.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>	
\$666,819	Capital <input type="text" value="\$666,819"/> Operating* <input type="text" value="\$0"/> Not restricted <input type="text" value="\$0"/> Other <input type="text" value="\$0"/> <b>Total</b> <b>\$666,819</b>	Discretionary <input type="text" value="\$38,759"/> Formula-based <input type="text" value="\$628,060"/> Other <input type="text" value="\$0"/> <b>Total</b> <b>\$666,819</b>	

## ■ New Hampshire State Transit Funding

<b>FY2011 New Hampshire State Transit Funding: Overview</b> (FY 2011 for New Hampshire is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$422,153</b>
<b>Description of state funding sources:</b>	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	12
Urban systems	
Small urban systems	5
Rural systems	7
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	3
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other: General Funds	285945
Other: Bond Proceeds (financing)	136208
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 New Hampshire State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$422,153"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	\$285,945
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	\$136,208
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<b>\$422,153</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding? YES  NO

If asked in the future, could your state provide state-level data on these funds? YES  NO

Circle the correct response for each question. Thank you.

## FY 2011 New Hampshire State Transit Funding: Program Structure and Characteristics

(FY 2011 for New Hampshire is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Commuter Bus Program	\$224,352	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="text-align: right;">\$1,620</td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$196,586</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td style="text-align: right;">\$26,146</td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$224,352</b></td></tr> </table>	Capital	\$1,620	Operating*	\$196,586	Not restricted		Other	\$26,146	<b>Total</b>	<b>\$224,352</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td style="text-align: right;">\$224,352</td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$224,352</b></td></tr> </table>	Discretionary		Formula-based		Other	\$224,352	<b>Total</b>	<b>\$224,352</b>
Capital	\$1,620																				
Operating*	\$196,586																				
Not restricted																					
Other	\$26,146																				
<b>Total</b>	<b>\$224,352</b>																				
Discretionary																					
Formula-based																					
Other	\$224,352																				
<b>Total</b>	<b>\$224,352</b>																				
* Includes planning																					
<b>Program Description:</b>																					
Matching funds for capital expenses at commuter bus terminals, operation of expanded commuter bus service, marketing of expanded commuter bus service.	Explain "Other"	Explain "Other"																			
	Contract Marketing	Contract Operation																			

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Operating Assistance	\$61,593	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$61,593</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$61,593</b></td></tr> </table>	Capital		Operating*	\$61,593	Not restricted		Other		<b>Total</b>	<b>\$61,593</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td style="text-align: right;">\$61,593</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$61,593</b></td></tr> </table>	Discretionary		Formula-based	\$61,593	Other		<b>Total</b>	<b>\$61,593</b>
Capital																					
Operating*	\$61,593																				
Not restricted																					
Other																					
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Discretionary																					
Formula-based	\$61,593																				
Other																					
<b>Total</b>	<b>\$61,593</b>																				
* Includes planning																					
<b>Program Description:</b>																					
Match for local transit systems. Formula based on ridership.	Explain "Other"	Explain "Other"																			

## FY 2011 New Hampshire State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for New Hampshire is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>				<b>Total Program</b>			
		<b>Funds:</b>		<b>Amount by Eligible Use:</b>		<b>Amount by Distribution</b>	
Capital Match		\$136,208				<b>Method:</b>	
				Capital		Discretionary	
				Operating*		Formula-based	
				Not restricted		Other	
				Other		Total	
		<b>Total</b>		<b>\$136,208</b>		<b>\$136,208</b>	
				* Includes planning			
<b>Program Description:</b>							
Match for transit vehicle purchases (10%)		Explain "Other"		Explain "Other"		Vehicle match = 10% of project total (maximum).	
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>							
		<b>Total Program</b>		<b>Amount by Eligible Use:</b>		<b>Amount by Distribution</b>	
		<b>Funds:</b>				<b>Method:</b>	
		\$422,153		Capital		Discretionary	
				Operating*		Formula-based	
				Not restricted		Other	
				Other			
		<b>Total</b>		<b>\$422,153</b>		<b>Total</b>	
				<b>\$422,153</b>		<b>\$422,153</b>	

## ■ New Jersey State Transit Funding

<b>FY2011 New Jersey State Transit Funding: Overview</b> (FY 2011 for New Jersey is July 1, 2010 to June 30, 2011)																																														
<b>Total State Transit Funding</b>	<b>\$773,423,628</b>																																													
<b>Description of state funding sources:</b>																																														
<b>Description of major changes in state funding within the last year:</b>																																														
<p><b>Transit systems in the state</b></p> <table style="width: 100%;"> <tr> <td style="width: 40%;">Total number of transit systems</td> <td style="border: 1px solid black; width: 15%;"></td> <td style="width: 45%;"></td> </tr> <tr> <td style="padding-left: 20px;">Urban systems</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Small urban systems</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Rural systems</td> <td style="border: 1px solid black;"></td> <td></td> </tr> </table> <p style="text-align: right; font-size: small;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p> <p><b>Number of Metropolitan Planning Organizations in the State</b></p> <div style="border: 1px solid black; width: 15%; height: 30px; margin-left: 40px;"></div> <p style="text-align: center;"><b>"X" indicates Common Local Source</b></p> <table style="width: 100%;"> <tr> <td style="width: 40%;"><b>Local transit funding sources</b></td> <td style="border: 1px solid black; width: 15%;"></td> <td style="width: 45%;"></td> </tr> <tr> <td style="padding-left: 20px;">Local sales taxes</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Local gas taxes</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Local property taxes</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 20px;">Local vehicle registration fees</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Rental car fees</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 20px;">City/county general fund allocations</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Local income tax</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> <td></td> </tr> <tr> <td>Other:</td> <td style="border: 1px solid black;"></td> <td></td> </tr> </table> <p style="text-align: right; font-size: small;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>		Total number of transit systems			Urban systems			Small urban systems			Rural systems			<b>Local transit funding sources</b>			Local sales taxes			Local gas taxes			Local property taxes			Local vehicle registration fees			Rental car fees			City/county general fund allocations			Local income tax			Other:			Other:			Other:		
Total number of transit systems																																														
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Other:																																														
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## FY2011 New Jersey State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$773,423,628</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	\$0
Vehicle sales tax	\$38,251,744
Gas tax	\$92,377,961
Lottery	\$0
Vehicle reg/lic/title fees	\$0
Trust Fund	<i>if underlying sources not available</i>
Interest income	\$88,280
General Fund allocation	\$276,200,000
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$302,121,119
Other:Petroleum Gross Receipts Tax	\$38,251,744
Other:Toll Authority	\$2,295,105
Other:Toll Authority (PANYNJ) (cap)	\$13,480,171
Other:Casino Fund	\$10,357,504
<b>Total</b>	<b>\$773,423,628</b>

**The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.**

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 New Jersey State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for New Jersey is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
NJ Transit	\$773,423,628	<table border="1"> <tr><td>Capital</td><td align="right">\$253,140,039</td></tr> <tr><td>Operating*</td><td align="right">\$520,283,589</td></tr> <tr><td>Not restricted</td><td align="right">\$0</td></tr> <tr><td>Other</td><td align="right">\$0</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$773,423,628</b></td></tr> </table>	Capital	\$253,140,039	Operating*	\$520,283,589	Not restricted	\$0	Other	\$0	<b>Total</b>	<b>\$773,423,628</b>	<table border="1"> <tr><td>Discretionary</td><td align="right">\$773,423,628</td></tr> <tr><td>Formula-based</td><td align="right">\$0</td></tr> <tr><td>Other</td><td align="right">\$0</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$773,423,628</b></td></tr> </table>	Discretionary	\$773,423,628	Formula-based	\$0	Other	\$0	<b>Total</b>	<b>\$773,423,628</b>
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Discretionary	\$773,423,628																				
Formula-based	\$0																				
Other	\$0																				
<b>Total</b>	<b>\$773,423,628</b>																				

\* Includes planning

**Program Description:**

General Fund Appropriation includes general support for NJ Transit's operating budget including rail, bus and light rail operations and administrative/operations support costs. TTF funding is restricted to certain eligible operating costs including capital maintenance, vehicle parts, Amtrak access fees and facility lease costs.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
\$773,423,628	<table border="1"> <tr><td>Capital</td><td align="right">\$253,140,039</td></tr> <tr><td>Operating*</td><td align="right">\$520,283,589</td></tr> <tr><td>Not restricted</td><td align="right">\$0</td></tr> <tr><td>Other</td><td align="right">\$0</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$773,423,628</b></td></tr> </table>	Capital	\$253,140,039	Operating*	\$520,283,589	Not restricted	\$0	Other	\$0	<b>Total</b>	<b>\$773,423,628</b>	<table border="1"> <tr><td>Discretionary</td><td align="right">\$773,423,628</td></tr> <tr><td>Formula-based</td><td align="right">\$0</td></tr> <tr><td>Other</td><td align="right">\$0</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$773,423,628</b></td></tr> </table>	Discretionary	\$773,423,628	Formula-based	\$0	Other	\$0	<b>Total</b>	<b>\$773,423,628</b>
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<b>Total</b>	<b>\$773,423,628</b>																			
Discretionary	\$773,423,628																			
Formula-based	\$0																			
Other	\$0																			
<b>Total</b>	<b>\$773,423,628</b>																			

## ■ New Mexico State Transit Funding

<b>FY2011 New Mexico State Transit Funding: Overview</b>	
(FY 2011 for New Mexico is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$11,187,647</b>
<b>Description of state funding sources:</b>	
The 2010 legislature provided \$6.6 million for our Park & Ride program. An additional \$4.5 million of previously issued bond proceeds was provided for Rail Runner Express Commuter Rail Construction.	
<b>Description of major changes in state funding within the last year:</b>	
No changes	
<b>Transit systems in the state</b>	
Total number of transit systems	27
Urban systems	1
Small urban systems	3
Rural systems	23
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	4
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	x
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 New Mexico State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$11,187,647

Funding Sources	Amount
General sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Gas tax	<input style="width: 100%; height: 20px;" type="text"/>
Lottery	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 100%; height: 20px;" type="text"/>
Trust Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 100%; height: 20px;" type="text"/>
General Fund allocation	<input style="width: 100%; height: 20px;" type="text"/>
State Transportation Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	\$4,586,870
Other: State Road Fund - gas tax, vehicle reg/lic/title fees	\$6,600,777
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
<b>Total</b>	<b>\$11,187,647</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding? YES  NO

If asked in the future, could your state provide state-level data on these funds? YES  NO

Circle the correct response for each question. Thank you.

## FY 2011 New Mexico State Transit Funding: Program Structure and Characteristics

(FY 2011 for New Mexico is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
New Mexico Park and Ride Bus Service	\$6,600,777	Capital	\$500,000	Discretionary	
		Operating*	\$6,100,777	Formula-based	
		Not restricted		Other	\$6,600,777
		Other			
		<b>Total</b>	<b>\$6,600,777</b>	<b>Total</b>	<b>\$6,600,777</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	<b>Legislated</b>
For operation of statewide Park and Ride Bus Service and capital improvements to Park and Ride lot. Ten routes with over 131 daily departures www.nmparkandride.com					
New Mexico Rail runner Express Commuter Rail	\$4,586,870	Capital	\$4,586,870	Discretionary	
		Operating*	\$0	Formula-based	
		Not restricted		Other	\$4,586,870
		Other			
		<b>Total</b>	<b>\$4,586,870</b>	<b>Total</b>	<b>\$4,586,870</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	<b>Bond proceeds/State Road Fund</b>
Provides capital funds for commuter rail service. www.nmrailrunner.com					
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>					
	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution Method:</b>	
	\$11,187,647	Capital	\$5,086,870	Discretionary	\$0
		Operating*	\$6,100,777	Formula-based	\$0
		Not restricted	\$0	Other	\$11,187,647
		Other	\$0		
		<b>Total</b>	<b>\$11,187,647</b>	<b>Total</b>	<b>\$11,187,647</b>

## ■ New York State Transit Funding

<b>FY2011 New York State Transit Funding: Overview</b> (FY 2011 for New York is April 1, 2010 to March 31, 2011)	
<b>Total State Transit Funding</b>	<b>\$4,246,005,900</b>
<b>Description of state funding sources:</b>	
Mass Transportation Operating Assistance (MTOA) Fund	
The MTOA fund was established by Section 18-b of State Transportation Law and Section 88-c of the State Finance Law.	
• Provides operating assistance to municipally sponsored (county, city, regional transportation authority and	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	114
Urban systems	62
Small urban systems	14
Rural systems	38
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	13
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	x
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 New York State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

\$4,246,005,900

Funding Sources	Amount
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	\$2,375,455,000 <small>if underlying sources not available</small>
Interest income	
General Fund allocation	\$97,550,900
State Transportation Fund	<small>if underlying sources not available</small>
Bond proceeds (financing)	
Other: Dedicated from trust fund for non-MTA sys	\$37,000,000
Other:	
Other:	
Other: Payroll mobility tax	\$1,736,000,000
Other:	
<b>Total</b>	<b>\$4,246,005,900</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

YES

NO

If asked in the future, could your state provide state-level data on these funds?

YES

NO

Circle the correct response for each question. Thank you.

## FY 2011 New York State Transit Funding: Program Structure and Characteristics

(FY 2011 for New York is April 1, 2010 to March 31, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Section 18b STOA Operating Assistance Program	\$27,433,900	Capital <input type="text"/> Operating* \$27,433,900 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$27,433,900</b>	Discretionary <input type="text"/> Formula-based \$27,433,900 Other <input type="text"/> <b>Total \$27,433,900</b>
<b>Program Description:</b>			
Statewide Mass Transportation Operating Assistance (STOA) provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.		Explain "Other"	Explain "Other"

\* Includes planning

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Additional General Fund Operating Assistance	\$44,866,000	Capital <input type="text"/> Operating* \$44,866,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$44,866,000</b>	Discretionary <input type="text"/> Formula-based \$44,866,000 Other <input type="text"/> <b>Total \$44,866,000</b>
<b>Program Description:</b>			
No local match required for general funds provided in addition to Section 18b requirement. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.		Explain "Other"	Explain "Other"

\* Includes planning

**FY 2011 New York State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for New York is April 1, 2010 to March 31, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
MTA Student Reduced Fare	\$25,251,000	Capital Operating* \$25,251,000 Not restricted Other <b>Total \$25,251,000</b>	Discretionary Formula-based \$25,251,000 Other <b>Total \$25,251,000</b>

\* Includes planning

**Program Description:**

Special funds to support MTA Student Reduced Fare Program - 100% match provided by New York City. Appropriation provided pursuant to a legislative line item in state budget.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Metropolitan MTOA Downstate Account	\$189,540,000	Capital Operating* \$189,540,000 Not restricted Other <b>Total \$189,540,000</b>	Discretionary Formula-based \$189,540,000 Other <b>Total \$189,540,000</b>

\* Includes planning

**Program Description:**

STOA provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.

Explain "Other"

Explain "Other"

**FY 2011 New York State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for New York is April 1, 2010 to March 31, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Metropolitan MTOA Downstate Account	\$1,446,985,000	Capital <input type="text"/> Operating* \$1,446,985,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$1,446,985,000</b>	Discretionary <input type="text"/> Formula-based \$1,446,985,000 Other <input type="text"/> <b>Total \$1,446,985,000</b>
<b>Program Description:</b>		* Includes planning	
Dedicated non-matching assistance for transit systems within the 12-county Downstate metro transportation district. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Public Transportation System Operating Fund- Upstate Account	\$4,896,000	Capital <input type="text"/> Operating* \$4,896,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$4,896,000</b>	Discretionary <input type="text"/> Formula-based \$4,896,000 Other <input type="text"/> <b>Total \$4,896,000</b>
<b>Program Description:</b>		* Includes planning	
STOA provided under Section 18b requires 100% local match. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

**FY 2011 New York State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for New York is April 1, 2010 to March 31, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>						
Public Transportation System Operating Fund-Upstate Account	\$84,163,000	Capital <input type="text"/> Operating* \$84,163,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$84,163,000</b>	Discretionary <input type="text"/> Formula-based \$84,163,000 Other <input type="text"/> <b>Total \$84,163,000</b>						
* Includes planning									
<b>Program Description:</b>	<table border="1"> <tr> <td>Dedicated non-matching assistance for transit systems outside the 12-county metro transportation district (Upstate). Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.</td> <td>Explain "Other"</td> <td>Explain "Other"</td> </tr> <tr> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> </table>			Dedicated non-matching assistance for transit systems outside the 12-county metro transportation district (Upstate). Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.	Explain "Other"	Explain "Other"	<input type="text"/>	<input type="text"/>	<input type="text"/>
Dedicated non-matching assistance for transit systems outside the 12-county metro transportation district (Upstate). Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.	Explain "Other"	Explain "Other"							
<input type="text"/>	<input type="text"/>	<input type="text"/>							

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>						
MTA Capital and Operating Assistance	\$620,400,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$620,400,000 Other <input type="text"/> <b>Total \$620,400,000</b>	Discretionary <input type="text"/> Formula-based \$620,400,000 Other <input type="text"/> <b>Total \$620,400,000</b>						
* Includes planning									
<b>Program Description:</b>	<table border="1"> <tr> <td>Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service. Appropriation provided pursuant to a legislative line item in state budget.</td> <td>Explain "Other"</td> <td>Explain "Other"</td> </tr> <tr> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> </table>			Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service. Appropriation provided pursuant to a legislative line item in state budget.	Explain "Other"	Explain "Other"	<input type="text"/>	<input type="text"/>	<input type="text"/>
Dedicated MTA share of transit allocation (34%) of state trust fund. Used for operating, capital, and debt service. Appropriation provided pursuant to a legislative line item in state budget.	Explain "Other"	Explain "Other"							
<input type="text"/>	<input type="text"/>	<input type="text"/>							

**FY 2011 New York State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for New York is April 1, 2010 to March 31, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Non-MTA Capital and Operating Assistance	\$37,000,000	Capital <input type="text"/> \$37,000,000 Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$37,000,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> \$37,000,000 Other <input type="text"/> <b>Total \$37,000,000</b>

\* Includes planning

**Program Description:**

Dedicated share of transit allocation of trust fund for non-MTA systems. \$18.5 million is available for the state share of federally-funded capital projects (10%) for non-MTA systems. Local sponsors match the remaining non-Federal share (10%). An additional \$18.5 million funds a 100% state-supported non-MTA capital program to address needs that exceed available Federal funds.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Additional Non-MTA Operating Assistance	\$29,471,000	Capital <input type="text"/> Operating* <input type="text"/> \$29,471,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$29,471,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> \$29,471,000 Other <input type="text"/> <b>Total \$29,471,000</b>

\* Includes planning

**Program Description:**

Portion of trust fund redirected to address operating assistance needs. Portion of appropriation provided pursuant to a legislative line item in state budget; portion provided pursuant to a legislative line item in state budget; portion provided pursuant to a revenue passenger and vehicle mile formula.

Explain "Other"

Explain "Other"

**FY 2011 New York State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for New York is April 1, 2010 to March 31, 2011)

<b>Program Name:</b>	<b>Total Program</b>		
	<b>Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
Suburban Transportation Fund	\$0		<b>Method:</b>
		Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$0	\$0

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"

<b>Program Name:</b>	<b>Total Program</b>		
	<b>Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
Metropolitan Commuter Transportation Mobility Tax (MCTMT)	\$1,736,000,000		<b>Method:</b>
		Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$1,736,000,000	\$1,736,000,000

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
In May 2009, the New York State Legislature approved a new regional payroll/mobility tax to provide funding for Metropolitan Transportation Authority (MTA) operations and capital. The tax affects employers in the Metropolitan Commuter Transportation District (MCTD), which comprises New York City and Nassau, Suffolk, Westchester, Dutchess, Orange, Rockland, and Putnam Counties. The tax rate is 0.34% of total payroll expense for employees employed within the MCTD. In addition to the payroll tax, the regional payroll/mobility tax includes DMV-related tax and fee increases, a per trip surcharge on all medallion taxicabs in New York City and an increase in the rental fee for motor vehicles within the MCTD.		

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
	<b>Funds:</b>		<b>Method:</b>
	\$4,246,005,900	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$4,246,005,900	\$4,246,005,900

## ■ North Carolina State Transit Funding

<b>FY2011 North Carolina State Transit Funding: Overview</b> (FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$74,947,962</b>
<b>Description of state funding sources:</b>	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	
Urban systems	
Small urban systems	
Rural systems	
	<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>
<b>Number of Metropolitan Planning Organizations in the State</b>	
	<b>"X" indicates Common Local Source</b>
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
	<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>

## FY2011 North Carolina State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$74,947,962

Funding Sources	Amount
General sales tax	
Vehicle sales tax	\$1,200,000
Gas tax	\$73,747,962
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	
Interest income	
General Fund allocation	
State Transportation Fund	
Bond proceeds (financing)	
Other:	
<b>Total</b>	\$74,947,962

*if underlying sources not available*

*if underlying sources not available*

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

## FY 2011 North Carolina State Transit Funding: Program Structure and Characteristics

(FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
Urban and Regional Maintenance Assistance	\$33,589,054	Capital <input type="text"/> Operating* \$33,589,054 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$33,589,054</b>	Discretionary <input type="text"/> Formula-based \$33,589,054 Other <input type="text"/> <b>Total \$33,589,054</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Formula allocation to fixed route systems to match Section 5307 eligible operating costs only. State share cannot exceed local.		<input type="text"/>	<input type="text"/>

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
Urban Bus Facilities	\$2,585,000	Capital \$2,585,000 Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$2,585,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other \$2,585,000 <b>Total \$2,585,000</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Funding for up to 1/2 local match for urban and regional transit systems for major capital purchases (buses, facilities, some passenger amenities) for FTA Section 5307 (including funds flexed from FHWA's Congestion Mitigation and Air Quality program for bus replacement and expansion projects) and Section 5309 (non-New Start projects).		<input type="text"/>	<input type="text"/>

## FY 2011 North Carolina State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Statewide Transit Development Program	\$5,650,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="width: 50px;"></td></tr> <tr><td>Operating*</td><td></td></tr> <tr><td>Not restricted</td><td style="text-align: right;">\$5,650,000</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$5,650,000</b></td></tr> </table>	Capital		Operating*		Not restricted	\$5,650,000	Other		<b>Total</b>	<b>\$5,650,000</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="width: 50px; text-align: right;">\$5,650,000</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$5,650,000</b></td></tr> </table>	Discretionary	\$5,650,000	Formula-based		Other		<b>Total</b>	<b>\$5,650,000</b>
Capital																					
Operating*																					
Not restricted	\$5,650,000																				
Other																					
<b>Total</b>	<b>\$5,650,000</b>																				
Discretionary	\$5,650,000																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$5,650,000</b>																				

\* Includes planning

**Program Description:**

Discretionary funds used to match FTA funding apportionments, local and statewide Transportation Demand Management programs, regional transit planning activities, and demonstration projects.

Explain "Other"

Explain "Other"

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Elderly and Disabled Program	\$9,000,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="width: 50px;"></td></tr> <tr><td>Operating*</td><td style="text-align: right;">\$9,000,000</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$9,000,000</b></td></tr> </table>	Capital		Operating*	\$9,000,000	Not restricted		Other		<b>Total</b>	<b>\$9,000,000</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="width: 50px;"></td></tr> <tr><td>Formula-based</td><td style="text-align: right;">\$9,000,000</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td style="text-align: right;"><b>\$9,000,000</b></td></tr> </table>	Discretionary		Formula-based	\$9,000,000	Other		<b>Total</b>	<b>\$9,000,000</b>
Capital																					
Operating*	\$9,000,000																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$9,000,000</b>																				
Discretionary																					
Formula-based	\$9,000,000																				
Other																					
<b>Total</b>	<b>\$9,000,000</b>																				

\* Includes planning

**Program Description:**

Formula allocation to 100 counties for operation assistance only. A special budget provision provides flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.

Explain "Other"

Explain "Other"

## FY 2011 North Carolina State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural Capital Program	\$250,000	Capital <input style="width: 100%;" type="text" value="\$250,000"/> Operating* <input style="width: 100%;" type="text"/> Not restricted <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <b>\$250,000</b>	Discretionary <input style="width: 100%;" type="text"/> Formula-based <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text" value="\$250,000"/> <b>Total</b> <b>\$250,000</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Capital grants to non-urbanized area transportation systems; matches FTA Section 5311 capital projects.		<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Trade Show Transportation First Program	\$1,200,000	Capital <input style="width: 100%;" type="text" value="\$1,200,000"/> Operating* <input style="width: 100%;" type="text"/> Not restricted <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <b>\$1,200,000</b>	Discretionary <input style="width: 100%;" type="text"/> Formula-based <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text" value="\$1,200,000"/> <b>Total</b> <b>\$1,200,000</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Provides funds for international trade show special transportation services.		<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Urban and Rural Technology Program	\$800,000	Capital <input style="width: 100%;" type="text" value="\$800,000"/> Operating* <input style="width: 100%;" type="text"/> Not restricted <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <b>\$800,000</b>	Discretionary <input style="width: 100%;" type="text" value="\$800,000"/> Formula-based <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total</b> <b>\$800,000</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Project grants to urban systems to improve customer convenience and system effectiveness.		<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>

## FY 2011 North Carolina State Transit Funding: Program Structure and Characteristics

(FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:						
Intercity Bus Service Program	\$750,000	Capital <input type="text"/> Operating* <input type="text" value="\$750,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$750,000"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$750,000"/> <b>Total</b> <input type="text" value="\$750,000"/>						
		* Includes planning							
<b>Program Description:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Dedicated operating funds for intercity services for contract operations through local jurisdictions, public transportation authorities or the private sector. Funds are used to reduce the nonfederal share of Section 5311 (f) funded services.</td> <td style="width: 25%; border: none; text-align: center;">Explain "Other"</td> <td style="width: 25%; border: none; text-align: center;">Explain "Other"</td> </tr> <tr> <td style="border: 1px solid black; height: 50px;"></td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> </table>			Dedicated operating funds for intercity services for contract operations through local jurisdictions, public transportation authorities or the private sector. Funds are used to reduce the nonfederal share of Section 5311 (f) funded services.	Explain "Other"	Explain "Other"			
Dedicated operating funds for intercity services for contract operations through local jurisdictions, public transportation authorities or the private sector. Funds are used to reduce the nonfederal share of Section 5311 (f) funded services.	Explain "Other"	Explain "Other"							
Operating Assistance for Rural General Public Service	\$7,500,000	Capital <input type="text"/> Operating* <input type="text" value="\$7,500,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$7,500,000"/>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$7,500,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$7,500,000"/>						
		* Includes planning							
<b>Program Description:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Formula allocation to rural agencies serving the general public for operating assistance only. A special budget provision allows flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.</td> <td style="width: 25%; border: none; text-align: center;">Explain "Other"</td> <td style="width: 25%; border: none; text-align: center;">Explain "Other"</td> </tr> <tr> <td style="border: 1px solid black; height: 50px;"></td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> </table>			Formula allocation to rural agencies serving the general public for operating assistance only. A special budget provision allows flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.	Explain "Other"	Explain "Other"			
Formula allocation to rural agencies serving the general public for operating assistance only. A special budget provision allows flexibility to move funds to the rural operating program line items from the rural capital program once the capital needs have been met.	Explain "Other"	Explain "Other"							

## FY 2011 North Carolina State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Regional New Starts	\$9,225,908	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="border: 1px solid black; width: 100px;"></td></tr> <tr><td>Operating*</td><td style="border: 1px solid black;"></td></tr> <tr><td>Not restricted</td><td style="border: 1px solid black;"></td></tr> <tr><td>Other</td><td style="border: 1px solid black; text-align: right;">\$9,225,908</td></tr> <tr><td><b>Total</b></td><td style="border: 1px solid black; text-align: right;"><b>\$9,225,908</b></td></tr> </table>	Capital		Operating*		Not restricted		Other	\$9,225,908	<b>Total</b>	<b>\$9,225,908</b>	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="border: 1px solid black; width: 100px;"></td></tr> <tr><td>Formula-based</td><td style="border: 1px solid black;"></td></tr> <tr><td>Other</td><td style="border: 1px solid black; text-align: right;">\$9,225,908</td></tr> <tr><td><b>Total</b></td><td style="border: 1px solid black; text-align: right;"><b>\$9,225,908</b></td></tr> </table>	Discretionary		Formula-based		Other	\$9,225,908	<b>Total</b>	<b>\$9,225,908</b>
Capital																					
Operating*																					
Not restricted																					
Other	\$9,225,908																				
<b>Total</b>	<b>\$9,225,908</b>																				
Discretionary																					
Formula-based																					
Other	\$9,225,908																				
<b>Total</b>	<b>\$9,225,908</b>																				
* Includes planning																					
<b>Program Description:</b>																					
Funds up to 25% of costs of New Start Projects, subject to appropriations.	Explain "Other"	Explain "Other"																			
Rural Transportation Program Administration	\$1,898,000	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Capital</td><td style="border: 1px solid black; width: 100px;"></td></tr> <tr><td>Operating*</td><td style="border: 1px solid black;"></td></tr> <tr><td>Not restricted</td><td style="border: 1px solid black;"></td></tr> <tr><td>Other</td><td style="border: 1px solid black; text-align: right;">\$1,898,000</td></tr> <tr><td><b>Total</b></td><td style="border: 1px solid black; text-align: right;"><b>\$1,898,000</b></td></tr> </table>	Capital		Operating*		Not restricted		Other	\$1,898,000	<b>Total</b>	<b>\$1,898,000</b>	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Discretionary</td><td style="border: 1px solid black; width: 100px;"></td></tr> <tr><td>Formula-based</td><td style="border: 1px solid black;"></td></tr> <tr><td>Other</td><td style="border: 1px solid black; text-align: right;">\$1,898,000</td></tr> <tr><td><b>Total</b></td><td style="border: 1px solid black; text-align: right;"><b>\$1,898,000</b></td></tr> </table>	Discretionary		Formula-based		Other	\$1,898,000	<b>Total</b>	<b>\$1,898,000</b>
Capital																					
Operating*																					
Not restricted																					
Other	\$1,898,000																				
<b>Total</b>	<b>\$1,898,000</b>																				
Discretionary																					
Formula-based																					
Other	\$1,898,000																				
<b>Total</b>	<b>\$1,898,000</b>																				
* Includes planning																					
<b>Program Description:</b>																					
Funding for rural transportation system administrative costs (urban area counties and human service only rural systems).	Explain "Other"	Explain "Other"																			

## FY 2011 North Carolina State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for North Carolina is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
Employment Transportation First Program	\$2,500,000	Capital		Discretionary	
		Operating*	\$2,500,000	Formula-based	
		Not restricted		Other	\$2,500,000
		Other			
		<b>Total</b>	<b>\$2,500,000</b>	<b>Total</b>	<b>\$2,500,000</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
Funding allocation to all 100 counties to assist with employment transportation needs, with an emphasis on former Work First clients.					
<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>					
	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution Method:</b>	
	<b>\$74,947,962</b>	Capital	\$4,835,000	Discretionary	\$6,450,000
		Operating*	\$53,339,054	Formula-based	\$50,089,054
		Not restricted	\$5,650,000	Other	\$18,408,908
		Other	\$11,123,908		
		<b>Total</b>	<b>\$74,947,962</b>	<b>Total</b>	<b>\$74,947,962</b>

## ■ North Dakota State Transit Funding

<b>FY2011 North Dakota State Transit Funding: Overview</b> (FY 2011 for North Dakota is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$3,150,000</b>
<b>Description of state funding sources:</b>	
State Highway Tax Fund	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	39
Urban systems	0
Small urban systems	3
Rural systems	36
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	3
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	Local Mill Levy
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 North Dakota State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$3,150,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	\$3,150,000
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$3,150,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 North Dakota State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for North Dakota is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Transit Operating/Capital/Planning Assistance	\$3,150,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$3,150,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$3,150,000"/>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$3,150,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$3,150,000"/>

\* Includes planning

**Program Description:**

State statutory formula distribution of state grant funds to each county for public transportation operators in that county is based on population and includes a base funding amount. Funds flow directly from the state to the governmental or private nonprofit transit provider(s) in the county. If more than one eligible provider exists, the state grant funds are allocated among providers based on the percentage of rides each operator provides in that county. State grant funds may be used for capital, operating and/or administrative expenses, the only restriction relating to real estate purchases.

Explain "Other"	Explain "Other"
<input type="text"/>	<input type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$3,150,000	Capital <input type="text" value="\$0"/> Operating* <input type="text" value="\$0"/> Not restricted <input type="text" value="\$3,150,000"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$3,150,000"/>	Discretionary <input type="text" value="\$0"/> Formula-based <input type="text" value="\$3,150,000"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$3,150,000"/>

# ■ Ohio State Transit Funding

<b>FY2011 Ohio State Transit Funding: Overview</b> (FY 2011 for Ohio is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$10,638,436</b>
<b>Description of state funding sources:</b>	
General Revenue Funds	
<b>Description of major changes in state funding within the last year:</b>	
N/A	
<b>Transit systems in the state</b>	
Total number of transit systems	62
Urban systems	8
Small urban systems	19
Rural systems	35
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	17
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	
Local property taxes	X
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	X
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Ohio State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 100%;" type="text" value="\$10,638,436"/>	
<b>Funding Sources</b>	<b>Amount</b>	
General sales tax	<input style="width: 100%;" type="text"/>	
Vehicle sales tax	<input style="width: 100%;" type="text"/>	
Gas tax	<input style="width: 100%;" type="text"/>	
Lottery	<input style="width: 100%;" type="text"/>	
Vehicle reg/lic/title fees	<input style="width: 100%;" type="text"/>	
Trust Fund	<input style="width: 100%;" type="text"/>	<i>if underlying sources not available</i>
Interest income	<input style="width: 100%;" type="text"/>	
General Fund allocation	<input style="width: 100%;" type="text" value="\$10,638,436"/>	
State Transportation Fund	<input style="width: 100%;" type="text"/>	<i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 100%;" type="text"/>	
Other:	<input style="width: 100%;" type="text"/>	
Other:	<input style="width: 100%;" type="text"/>	
Other:	<input style="width: 100%;" type="text"/>	
Other:	<input style="width: 100%;" type="text"/>	
<b>Total</b>	<input style="width: 100%;" type="text" value="\$10,638,436"/>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?** YES

**If asked in the future, could your state provide state-level data on these funds?** YES

Circle the correct response for each question. Thank you.

## FY 2011 Ohio State Transit Funding: Program Structure and Characteristics

(FY 2011 for Ohio is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Ohio Urban Transit Program	\$2,367,141	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Capital</td><td style="width: 50px;"></td></tr> <tr><td style="text-align: right;">Operating*</td><td style="text-align: right;">\$2,367,141</td></tr> <tr><td style="text-align: right;">Not restricted</td><td></td></tr> <tr><td style="text-align: right;">Other</td><td></td></tr> <tr><td style="text-align: right;"><b>Total</b></td><td style="text-align: right;"><b>\$2,367,141</b></td></tr> </table>	Capital		Operating*	\$2,367,141	Not restricted		Other		<b>Total</b>	<b>\$2,367,141</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Discretionary</td><td style="text-align: right;">\$2,367,141</td></tr> <tr><td style="text-align: right;">Formula-based</td><td></td></tr> <tr><td style="text-align: right;">Other</td><td></td></tr> <tr><td style="text-align: right;"><b>Total</b></td><td style="text-align: right;"><b>\$2,367,141</b></td></tr> </table>	Discretionary	\$2,367,141	Formula-based		Other		<b>Total</b>	<b>\$2,367,141</b>
Capital																					
Operating*	\$2,367,141																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$2,367,141</b>																				
Discretionary	\$2,367,141																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$2,367,141</b>																				

\* Includes planning

**Program Description:**

This program provides financial assistance to public transportation systems in areas with populations of 50,000 or greater. A transit system may use its funds for up to 50% of the non-federal share of operating expenses, 10% of planning expenses, or 80% of capital expenses. As local funds continue to decline, more transit systems apply their state funds toward operating or capitalized operating expenses. ODOT has provided \$14 million of their federal funds to assist urban public transportation systems with operating expenses.

Explain "Other"

Explain "Other"

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:																		
Ohio Rural Transit Program	\$3,200,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Capital</td><td style="width: 50px;"></td></tr> <tr><td style="text-align: right;">Operating*</td><td style="text-align: right;">\$3,200,000</td></tr> <tr><td style="text-align: right;">Not restricted</td><td></td></tr> <tr><td style="text-align: right;">Other</td><td></td></tr> <tr><td style="text-align: right;"><b>Total</b></td><td style="text-align: right;"><b>\$3,200,000</b></td></tr> </table>	Capital		Operating*	\$3,200,000	Not restricted		Other		<b>Total</b>	<b>\$3,200,000</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Discretionary</td><td style="text-align: right;">\$3,200,000</td></tr> <tr><td style="text-align: right;">Formula-based</td><td></td></tr> <tr><td style="text-align: right;">Other</td><td></td></tr> <tr><td style="text-align: right;"><b>Total</b></td><td style="text-align: right;"><b>\$3,200,000</b></td></tr> </table>	Discretionary	\$3,200,000	Formula-based		Other		<b>Total</b>	<b>\$3,200,000</b>
Capital																					
Operating*	\$3,200,000																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$3,200,000</b>																				
Discretionary	\$3,200,000																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$3,200,000</b>																				

\* Includes planning

**Program Description:**

This program provides financial assistance to public transportation systems in areas with populations less than 50,000. Program funds may be used for up to 30% of the non-federal share of operating expenses.

Explain "Other"

Explain "Other"

**FY 2011 Ohio State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Ohio is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Ohio Coordination Program	\$0	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$0</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$0</b>

\* Includes planning

**Program Description:**

This program provides financial assistance to assist in the coordination of transportation services among transportation providers including human service agencies, private operators, public transit, etc. FY 2009 State Budget cuts resulted in the elimination of state funding available for the Coordination Program. In order to continue this program, federal funds are used. The criteria was modified to meet the more restrictive federal funding requirements.

Explain "Other"	Explain "Other"
<input type="text"/>	<input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Elderly and Disabled Transit Fare Assistance Program	\$4,633,981	Capital <input type="text"/> Operating* <input type="text" value="\$4,633,981"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$4,633,981</b>	Discretionary <input type="text" value="\$4,633,981"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <b>\$4,633,981</b>

\* Includes planning

**Program Description:**

This program provides financial assistance to public transportation systems who offer reduced fares to the elderly and people with disabilities. FY 2011 State Budget cuts resulted level funding compared to FY 2010 Elderly and Disabled Transit Fare Assistance Program funding.

Explain "Other"	Explain "Other"
<input type="text"/>	<input type="text"/>

**FY 2011 Ohio State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Ohio is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Administration Costs	\$437,314	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	\$437,314
		<b>Total</b>	<b>Total</b>
		\$437,314	\$437,314
* Includes planning			
<b>Program Description:</b>			
Costs of administering programs	Explain "Other"	Explain "Other"	

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$10,638,436	Capital	Discretionary
	Operating*	Formula-based
	Not restricted	Other
	Other	
	<b>Total</b>	<b>Total</b>
	\$10,638,436	\$10,638,436
		\$10,201,122
		\$0
		\$437,314

## ■ Oklahoma State Transit Funding

<b>FY2011 Oklahoma State Transit Funding: Overview</b> (FY 2011 for Oklahoma is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<input style="width: 80%;" type="text" value="\$5,750,000"/>
<b>Description of state funding sources:</b>	
The State Public Transit Revolving Fund receives dedicated funding from fuel tax and income tax revenue.	
<b>Description of major changes in state funding within the last year:</b>	
None.	
<b>Transit systems in the state</b>	
Total number of transit systems	<input style="width: 80%;" type="text" value="23"/>
Urban systems	<input style="width: 80%;" type="text" value="2"/>
Small urban systems	<input style="width: 80%;" type="text" value="2"/>
Rural systems	<input style="width: 80%;" type="text" value="19"/>
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	<input style="width: 80%;" type="text" value="3"/>
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	<input style="width: 80%;" type="text" value="X"/>
Local gas taxes	<input style="width: 80%;" type="text"/>
Local property taxes	<input style="width: 80%;" type="text"/>
Local vehicle registration fees	<input style="width: 80%;" type="text"/>
Rental car fees	<input style="width: 80%;" type="text"/>
City/county general fund allocations	<input style="width: 80%;" type="text" value="X"/>
Local income tax	<input style="width: 80%;" type="text"/>
Other: Contract Revenues	<input style="width: 80%;" type="text" value="X"/>
Other:	<input style="width: 80%;" type="text"/>
Other:	<input style="width: 80%;" type="text"/>
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Oklahoma State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$5,750,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	\$2,750,000
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	\$3,000,000
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$5,750,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

If asked in the future, could your state provide state-level data on these funds?

Circle the correct response for each question. Thank you.

**FY 2011 Oklahoma State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Oklahoma is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
New Starts	\$287,500	Capital <input type="text"/>	Discretionary <input type="text"/>
		Operating* <input type="text"/>	Formula-based <input type="text" value="\$287,500"/>
		Not restricted <input type="text" value="\$287,500"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$287,500"/>	<b>Total</b> <input type="text" value="\$287,500"/>
* Includes planning			
<b>Program Description:</b>	Urban and rural new starts, including expansion of service mode by existing operators.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Metro Transit (Oklahoma City)	\$1,018,210	Capital <input type="text"/>	Discretionary <input type="text"/>
		Operating* <input type="text"/>	Formula-based <input type="text" value="\$1,018,210"/>
		Not restricted <input type="text" value="\$1,018,210"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$1,018,210"/>	<b>Total</b> <input type="text" value="\$1,018,210"/>
* Includes planning			
<b>Program Description:</b>	For all purposes	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
CityLink (Edmond)	\$74,290	Capital <input type="text"/>	Discretionary <input type="text"/>
		Operating* <input type="text"/>	Formula-based <input type="text" value="\$74,290"/>
		Not restricted <input type="text" value="\$74,290"/>	Other <input type="text"/>
		Other <input type="text"/>	
		<b>Total</b> <input type="text" value="\$74,290"/>	<b>Total</b> <input type="text" value="\$74,290"/>
* Includes planning			
<b>Program Description:</b>	For all purposes	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

**FY 2011 Oklahoma State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Oklahoma is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Tulsa Transit	\$1,092,500	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$1,092,500 Other <input type="text"/> <b>Total \$1,092,500</b>	Discretionary <input type="text"/> Formula-based \$1,092,500 Other <input type="text"/> <b>Total \$1,092,500</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
For all purposes.	<input type="text"/>	<input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
All other public transportation providers	\$3,277,500	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$3,277,500 Other <input type="text"/> <b>Total \$3,277,500</b>	Discretionary <input type="text"/> Formula-based \$3,277,500 Other <input type="text"/> <b>Total \$3,277,500</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
For all purposes.	<input type="text"/>	<input type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$5,750,000	Capital <input type="text"/> \$0 Operating* <input type="text"/> \$0 Not restricted \$5,750,000 Other <input type="text"/> \$0 <b>Total \$5,750,000</b>	Discretionary <input type="text"/> \$0 Formula-based \$5,750,000 Other <input type="text"/> \$0 <b>Total \$5,750,000</b>

## ■ Oregon State Transit Funding

<b>FY2011 Oregon State Transit Funding: Overview</b> (FY 2011 for Oregon is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$132,292,392</b>
<b>Description of state funding sources:</b>	
Described in program material. Interest is earned from the Special Transportation Fund. Oregon has constitutional limitation on the use of highway gas tax and does not have sales tax so revenue sources are limited. Lottery funds, Bonding, cigarette tax, income tax and ID fees are opportunities.	
<b>Description of major changes in state funding within the last year:</b>	
No major changes.	
<b>Transit systems in the state</b>	
Total number of transit systems	40
Urban systems	3
Small urban systems	3
Rural systems	38
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	6
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	x
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	x
Local income tax	x
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Oregon State Transit Funding: State Sources

**Instructions:** Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<b>\$132,292,392</b>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	\$18,058
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	\$94,319,949
Other: Cigarette tax	\$4,336,569
Other: DMV ID card fee	\$1,767,945
Other: Lottery	\$14,961,000
Other: Non Hwy use gas tax	\$3,201,843
Other: Program Income	
Other: Mass transit tax	\$8,310,446
Other: Custom plate fees	\$5,376,582
<b>Total</b>	<b>\$132,292,392</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

## FY 2011 Oregon State Transit Funding: Program Structure and Characteristics

(FY 2011 for Oregon is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
Special Transportation Fund	\$9,324,415	Capital <input style="width: 100%;" type="text"/> Operating* <input style="width: 100%;" type="text"/> Not restricted <b>\$9,324,415</b> Other <input style="width: 100%;" type="text"/> <b>Total \$9,324,415</b>	Discretionary <input style="width: 100%;" type="text"/> \$2,331,103 Formula-based <input style="width: 100%;" type="text"/> \$6,993,312 Other <input style="width: 100%;" type="text"/> <b>Total \$9,324,415</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
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.		<input style="width: 100%; height: 100%;" type="text"/>	<input style="width: 100%; height: 100%;" type="text"/>

Program Name:	Total Program Funds:	Amount by Eligible Use:	Amount by Distribution Method:
Urban Light Rail and Commuter Program	\$94,319,949	Capital <input style="width: 100%;" type="text"/> \$94,319,949 Operating* <input style="width: 100%;" type="text"/> Not restricted <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> <b>Total \$94,319,949</b>	Discretionary <input style="width: 100%;" type="text"/> Formula-based <input style="width: 100%;" type="text"/> Other <input style="width: 100%;" type="text"/> \$94,319,949 <b>Total \$94,319,949</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Allocation of lottery profits for construction, debt service and bond repayment for Portland Milwaukee Area light rail (MAX), Portland Streetcar.		<input style="width: 100%; height: 100%;" type="text"/>	<input style="width: 100%; height: 100%;" type="text"/> <b>Legislatively directed</b>

**FY 2011 Oregon State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Oregon is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
	<b>Funds:</b>		<b>Method:</b>
Oregon Passenger Rail Program	\$5,376,582	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	\$5,376,582
		<b>Total</b>	<b>Total</b>
		\$5,376,582	\$5,376,582
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	
Legislated allocation of revenue from custom license plate sales for operation, equipment, and track improvements for Oregon High Speed Rail Program through ODOT Rail Division.		Contracted with Amtrak	

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
	<b>Funds:</b>		<b>Method:</b>
Commuter Rail Program	\$0	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$0	\$0
* Includes planning			
<b>Program Description:</b>	Explain "Other"	Explain "Other"	

## FY 2011 Oregon State Transit Funding: Program Structure and Characteristics

(FY 2011 for Oregon is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
Transit District Assistance	\$8,310,446	Capital		Discretionary	
		Operating*		Formula-based	\$8,310,446
		Not restricted	\$8,310,446	Other	
		Other			
		<b>Total</b>	<b>\$8,310,446</b>	<b>Total</b>	<b>\$8,310,446</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"	Explain "Other"		
To transit and transportation districts for transit operations and capital expenditures. Allocated eligible districts as a percent (0.6%) of state wages paid locally. Cannot receive more than their own taxing resources (i.e., a 50% match). Distributed by Dept of Administrative Services rather than ODOT.				Local pass thru	

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
Connect Oregon	\$14,961,000	Capital		Discretionary	
		Operating*		Formula-based	
		Not restricted		Other	
		Other			
		<b>Total</b>	<b>\$14,961,000</b>	<b>Total</b>	<b>\$14,961,000</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"	Explain "Other"		
Legislative program to support improvements to multimodal infrastructure targeted to maximize economic benefit. \$13 million in transit projects for first biennial effort, \$10.5 million in second, \$7,836,000 reimbursed in 2010.					

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
	\$132,292,392	Capital	\$109,280,949	Discretionary	\$17,292,103
		Operating*	\$5,376,582	Formula-based	\$15,303,758
		Not restricted	\$17,634,861	Other	\$99,696,531
		Other	\$0		
		<b>Total</b>	<b>\$132,292,392</b>	<b>Total</b>	<b>\$132,292,392</b>

# ■ Pennsylvania State Transit Funding

## FY2011 Pennsylvania State Transit Funding: Overview

(FY 2011 for Pennsylvania is July 1, 2010 to June 30, 2011)

**Total State Transit Funding**

\$1,055,849,793

**Description of state funding sources:**

- Public Transportation Trust Fund (PTTF) - funded by collections from the Turnpike Commission from toll collections.
- Act 44 Funding - includes the annual transfer of 4.4% of total Sales Tax collections, the transfer of \$88.2 million of Lottery Funds to provide free rides for Senior Citizens on fixed route public transportation service, the Public Transportation Assistance Fund (PTAF) which includes a \$1 tax on new tires, a \$2 per day tax on motor vehicle rental, a 3% tax on motor vehicle lease and an additional 0.937% transfer of sales tax collections.
- Lottery Funds - for the Shared Ride for Senior Citizens Program. (In addition to the aforementioned Act 44 Lottery funding)
- General State Obligations Bonds - to fund Capital Projects authorized in approved State Capital Budgets.

**Description of major changes in state funding within the last year:**

The \$150 M of discretionary Section 1514 Asset Improvement provided from the Trust Fund in FY 2009/10 was not provided in FY 2010/11.

**Transit systems in the state**

Total number of transit systems	37
Urban systems	8
Small urban systems	15
Rural systems	18

*Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories*

**Number of Metropolitan Planning Organizations in the State**

15

**"X" indicates  
Common Local  
Source**

**Local transit funding sources**

Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other: Liquor, Malt, Brewed Beverages Tax (Allegheny County)	X
Other: Rental of Motor Vehicles Tax (Allegheny County)	X
Other:	

*Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database*

### FY2011 Pennsylvania State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$1,055,849,793

Funding Sources	Amount
General sales tax	\$337,430,492
Vehicle sales tax	
Gas tax	\$0
Lottery	\$166,019,301
Vehicle reg/lic/title fees	
Trust Fund	\$250,000,000 <small>if underlying sources not available</small>
Interest income	
General Fund allocation	
State Transportation Fund	
Bond proceeds (financing)	\$126,000,000 <small>if underlying sources not available</small>
Other: PTAF	\$176,400,000
Other:	
Other:	
Other:	
Total	\$1,055,849,793

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?      YES     NO

If asked in the future, could your state provide state-level data on these funds?      YES     NO

Circle the correct response for each question. Thank you.

**FY 2011 Pennsylvania State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Pennsylvania is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Operating Assistance (Section 1513)	\$759,713,356	Capital <input type="text"/> Operating* \$759,713,356 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$759,713,356</b>	Discretionary <input type="text"/> Formula-based \$759,713,356 Other <input type="text"/> <b>Total \$759,713,356</b>

\* Includes planning

**Program Description:**

Allocated by legislative formula: \$749.8M for urban and \$16.8M for rural. Eligible uses include all standard categories of operating assistance.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Asset Improvement Program - Trust Funds (Section 1514)	\$0	Capital <input type="text"/> \$0 Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$0</b>	Discretionary <input type="text"/> \$0 Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$0</b>

\* Includes planning

**Program Description:**

Act 44 Section 1514 Capital Asset Improvement Program with discretionary funding distribution. (See note on major changes in state funding within the last year).

Explain "Other"

Explain "Other"

**FY 2011 Pennsylvania State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Pennsylvania is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Asset Improvement Program - Bond Funds (Section 1514)	\$126,000,000	Capital \$126,000,000 Operating* Not restricted Other <b>Total \$126,000,000</b>	Discretionary Formula-based Other \$126,000,000 <b>Total \$126,000,000</b>
<b>Program Description:</b>			
Allocated to specific capital projects authorized in periodic State Capital Budgets. Eligible uses include all standard categories of capital assistance and vehicle overhaul costs.	Explain "Other"	Explain "Other"	Capital projects authorized in approved state capital budgets.

\* Includes planning

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Improvement Program (Section 1517)	\$58,000,000	Capital \$58,000,000 Operating* Not restricted Other <b>Total \$58,000,000</b>	Discretionary Formula-based \$58,000,000 Other <b>Total \$58,000,000</b>
<b>Program Description:</b>			
Act 44 Section 1517 capital assistance program with formula based distribution of funds to urban and rural transit systems. Eligible uses include all standard categories of capital assistance and vehicle overhaul costs.	Explain "Other"	Explain "Other"	

\* Includes planning

**FY 2011 Pennsylvania State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Pennsylvania is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Senior Citizen Shared Ride Program	\$68,875,928	Capital <input type="text"/> Operating* \$68,875,928 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$68,875,928</b>	Discretionary <input type="text"/> Formula-based \$68,875,928 Other <input type="text"/> <b>Total \$68,875,928</b>

\* Includes planning

**Program Description:**

Total funding consists of \$68.9 m for the Shared Ride Program for Senior Citizens. The Shared Ride allocation is based on reimbursement of 85% of eligible fares for demand responsive service for seniors citizens.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Intercity Transportation Program (Section 1516)	\$15,000,000	Capital <input type="text"/> Operating* \$15,000,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$15,000,000</b>	Discretionary \$15,000,000 Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$15,000,000</b>

\* Includes planning

**Program Description:**

Funding for AMTRAK \$13 m and the remaining \$2 m distributed to the selected Intercity Bus Carriers that participate in the state program.

Explain "Other"

Explain "Other"

**FY 2011 Pennsylvania State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Pennsylvania is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Miscellaneous Other Programs	\$28,260,509	Capital \$7,746,424 Operating* \$20,514,085 Not restricted Other	Discretionary \$28,260,509 Formula-based Other
		<b>Total \$28,260,509</b>	<b>Total \$28,260,509</b>

\* Includes planning

**Program Description:**

Eligible uses include operating assistance for Persons with Disabilities (PwD) Program (\$5.3 m), Job Access Program and New Freedom Program (\$7.9 m), consultant oversight for State Rail Transit Safety Oversight Program (\$0.5 m), and technical assistance (\$7.4 m). Also included is capital assistance for w2w (\$1.8 m) and Community Transportation systems (\$5.9 m).

Explain "Other"

Explain "Other"

Discretionary funds excludes unallocated funding

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$1,055,849,793	Capital \$191,746,424 Operating* \$864,103,369 Not restricted \$0 rts local transit \$0	Discretionary \$43,260,509 Formula-based \$886,589,284 Local pass thru \$126,000,000
	<b>Total \$1,055,849,793</b>	<b>Total \$1,055,849,793</b>

# ■ Rhode Island State Transit Funding

## FY2011 Rhode Island State Transit Funding: Overview

(FY 2011 for Rhode Island is July 1, 2010 to June 30, 2011)

**Total State Transit Funding**

**\$56,940,909**

### Description of state funding sources:

The largest portion of state funding comes from the Motor Fuel (gas) tax. A total of 9.75 cents per gallon is allocated to the Rhode Island Public Transit Authority (RIPTA) for operating expenses. An additional 1.0 cent per gallon is allocated to the Department of Human Services (DHS) and transferred to RIPTA for elderly and disabled transportation. Gas tax funding totaled \$44.0 million in FY2011. Other transit funding comes from the state's General Fund to purchase bus passes for those in DHS job placement and retraining programs (\$1.3 million); Rhode Island Capital Plan (RICAP) funds to assist with land and building costs (\$526,862), while state bond funds are allocated to match Federal transit capital dollars (\$27.0 million).

### Description of major changes in state funding within the last year:

Compared to FY2010, there was a significant increase in bond funding for transit in FY2011. This increase was required to match Federal ARRA funds allocated to purchase buses and to match Federal dollars allocated for commuter rail expansion in Rhode Island.

### Transit systems in the state

Total number of transit systems

2

Urban systems

2

Small urban systems

0

Rural systems

1

*Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories*

**Number of Metropolitan Planning Organizations in the State**

1

**"X" indicates  
Common Local  
Source**

### Local transit funding sources

Local sales taxes

0

Local gas taxes

0

Local property taxes

0

Local vehicle registration fees

0

Rental car fees

0

City/county general fund allocations

0

Local income tax

0

Other:

0

Other:

0

Other:

0

*Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database*

### FY2011 Rhode Island State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text"/>
Vehicle sales tax	<input type="text"/>
Gas tax	\$45,331,406
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text"/>
General Fund allocation	\$1,319,585
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	\$9,763,056
Other: Capital Fund Program	\$526,862
Other:	<input type="text"/>
Other:	<input type="text"/>
Other:	<input type="text"/>
<b>Total</b>	<b>\$56,940,909</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?**  YES  NO

**If asked in the future, could your state provide state-level data on these funds?**  YES  NO

Circle the correct response for each question. Thank you.

## FY 2011 Rhode Island State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for Rhode Island is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Operating Assistance	\$41,114,531	Capital <input type="text"/> Operating* \$41,114,531 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$41,114,531</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other \$41,114,531 <b>Total \$41,114,531</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Allocated to RI Public Transit Authority (RIPTA) operations. Uses 9.25 cents per gallon from the \$0.32 per gallon Motor Fuel Tax and 0.5 cents per gallon of the 1.0 cent Underground Storage Tank Recovery Fee assessed per gallon.		<input style="width: 100%; height: 50px;" type="text"/>	Funding is distributed through state law, which specifies the exact share of the total gas tax should be allocated to each agency/purpose

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Department of Elderly Affairs Program	\$0	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$0</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$0</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
In the past, funding has been allocated for elderly/disabled reduced fares for RIPTA fixed-route services, RIPTA ADA services, and Department of Elderly Affairs elderly transportation. These funds have been transferred to the Department of Human Services and will continue to be allocated to provide RIDE elderly and ADA program services.		<input style="width: 100%; height: 50px;" type="text"/>	<input style="width: 100%; height: 50px;" type="text"/>

**FY 2011 Rhode Island State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Rhode Island is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Capital Program	\$10,289,918	Capital <input type="text" value="\$10,289,918"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$10,289,918</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$10,289,918"/> <b>Total \$10,289,918</b>
<b>Program Description:</b>		* Includes planning	
Funds the 20% match of Federal funding for commuter rail projects. In addition, \$4.4 m was used for bus purchases, to match Federal funds made available through ARRA. \$526,862 was used for acquisition/design/construction of transit facilities.		Explain "Other" <input type="text"/>	Explain "Other" Bond funding and other capital funding allocated through legislation: only one bus transit and one rail transit system in state.

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Department of Human Services	\$5,536,460	Capital <input type="text"/> Operating* <input type="text" value="\$5,536,460"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$5,536,460</b>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$5,536,460"/> Other <input type="text"/> <b>Total \$5,536,460</b>
<b>Program Description:</b>		* Includes planning	
One penny of the \$0.32 per gallon gas tax is distributed to the Department of Human Services (DHS) and then paid to RIPTA for the operation of the RIDE program, the service which provides on-call transportation for the elderly and disabled (\$4.2 million). In addition, \$1.3 million of General Fund proceeds are allocated to purchase bus passes for state clients. The passes are purchased as books of ten (10) tickets and are given to those without other means of transportation to reach work, medical appointments, and essential shopping.		Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

**FY 2011 Rhode Island State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Rhode Island is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
		Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$0	\$0

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$56,940,909	Capital	Discretionary
	Operating*	Formula-based
	Not restricted	Other
	Other	
	<b>Total</b>	<b>Total</b>
	\$56,940,909	\$56,940,909

## ■ South Carolina State Transit Funding

<b>FY2011 South Carolina State Transit Funding: Overview</b> (FY 2011 for South Carolina is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<input style="width: 80%;" type="text" value="\$6,000,000"/>
<b>Description of state funding sources:</b>	
1/4 of 1 cent gasoline user fee.	
<b>Description of major changes in state funding within the last year:</b>	
None	
<b>Transit systems in the state</b>	
Total number of transit systems	<input style="width: 80%;" type="text" value="26"/>
Urban systems	<input style="width: 80%;" type="text" value="3"/>
Small urban systems	<input style="width: 80%;" type="text" value="6"/>
Rural systems	<input style="width: 80%;" type="text" value="17"/>
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	<input style="width: 80%;" type="text" value="10"/>
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	<input style="width: 80%;" type="text" value="X"/>
Local sales taxes	<input style="width: 80%;" type="text" value="X"/>
Local gas taxes	<input style="width: 80%;" type="text"/>
Local property taxes	<input style="width: 80%;" type="text"/>
Local vehicle registration fees	<input style="width: 80%;" type="text" value="X"/>
Rental car fees	<input style="width: 80%;" type="text"/>
City/county general fund allocations	<input style="width: 80%;" type="text"/>
Local income tax	<input style="width: 80%;" type="text"/>
Other:	<input style="width: 80%;" type="text"/>
Other:	<input style="width: 80%;" type="text"/>
Other:	<input style="width: 80%;" type="text"/>
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 South Carolina State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%; border: 1px solid black;" type="text" value="\$6,000,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%; border: 1px solid black;" type="text"/>
Vehicle sales tax	<input style="width: 90%; border: 1px solid black;" type="text"/>
Gas tax	\$6,000,000
Lottery	<input style="width: 90%; border: 1px solid black;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%; border: 1px solid black;" type="text"/>
Trust Fund	<input style="width: 90%; border: 1px solid black;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%; border: 1px solid black;" type="text"/>
General Fund allocation	<input style="width: 90%; border: 1px solid black;" type="text"/>
State Transportation Fund	<input style="width: 90%; border: 1px solid black;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%; border: 1px solid black;" type="text"/>
Other:	<input style="width: 90%; border: 1px solid black;" type="text"/>
Other:	<input style="width: 90%; border: 1px solid black;" type="text"/>
Other:	<input style="width: 90%; border: 1px solid black;" type="text"/>
Other:	<input style="width: 90%; border: 1px solid black;" type="text"/>
<b>Total</b>	<input style="width: 90%; border: 1px solid black;" type="text" value="\$6,000,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>	
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>	

Circle the correct response for each question. Thank you.

**FY 2011 South Carolina State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for South Carolina is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Match for Large Urban Operators	\$1,500,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$1,500,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$1,500,000"/>	Discretionary <input type="text" value="\$1,500,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$1,500,000"/>
* Includes planning			
<b>Program Description:</b>	Match for FTA 5307 funds. Can be used for both operating and capital expenses.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Match for Small Urban Operators	\$1,140,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$1,140,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$1,140,000"/>	Discretionary <input type="text" value="\$1,140,000"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$1,140,000"/>
* Includes planning			
<b>Program Description:</b>	Match for FTA 5307 funds. Can be used for both operating and capital expenses.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Match for Rural (non-urban) Operators	\$2,760,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$2,760,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,760,000"/>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$2,760,000"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$2,760,000"/>
* Includes planning			
<b>Program Description:</b>	Match for FTA 5311 funds. Can be used for capital, operating, administrative, and technical assistance/planning expenses.	Explain "Other" <input type="text"/>	Explain "Other" <input type="text"/>

## FY 2011 South Carolina State Transit Funding:

### Program Structure and Characteristics

(FY 2011 for South Carolina is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
State Mass Transit Programs	\$600,000	Capital <input type="text"/> Operating* \$600,000 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$600,000</b>	Discretionary <input type="text"/> \$600,000 Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$600,000</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
Funds special programs and special projects of the Office of Public Transit.		<input style="width: 100%; height: 40px;" type="text"/>	<input style="width: 100%; height: 40px;" type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input style="width: 100%; height: 40px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$0</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$0</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
<input style="width: 100%; height: 40px;" type="text"/>		<input style="width: 100%; height: 40px;" type="text"/>	<input style="width: 100%; height: 40px;" type="text"/>

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$6,000,000	Capital <input type="text"/> \$0 Operating* \$600,000 Not restricted \$5,400,000 Other <input type="text"/> \$0 <b>Total \$6,000,000</b>	Discretionary <input type="text"/> \$3,240,000 Formula-based <input type="text"/> \$2,760,000 Other <input type="text"/> \$0 <b>Total \$6,000,000</b>

## ■ South Dakota State Transit Funding

### FY2011 South Dakota State Transit Funding: Overview

(FY 2011 for South Dakota is July 1, 2010 to June 30, 2011)

<b>Total State Transit Funding</b>	<b>\$770,000</b>
<b>Description of state funding sources:</b>	
<b>Description of major changes in state funding within the last year:</b>	
<p><b>Transit systems in the state</b></p> <p>Total number of transit systems <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Urban systems <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Small urban systems <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Rural systems <input style="width: 100px; height: 20px;" type="text"/></p> <p style="text-align: right; font-size: small;"><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p> <p><b>Number of Metropolitan Planning Organizations in the State</b> <input style="width: 100px; height: 20px;" type="text"/></p> <p style="text-align: center;"><b>"X" indicates Common Local Source</b></p> <p><b>Local transit funding sources</b></p> <p style="padding-left: 20px;">Local sales taxes <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Local gas taxes <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Local property taxes <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Local vehicle registration fees <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Rental car fees <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">City/county general fund allocations <input style="width: 100px; height: 20px;" type="text"/></p> <p style="padding-left: 20px;">Local income tax <input style="width: 100px; height: 20px;" type="text"/></p> <p>Other: <input style="width: 100px; height: 20px;" type="text"/></p> <p>Other: <input style="width: 100px; height: 20px;" type="text"/></p> <p>Other: <input style="width: 100px; height: 20px;" type="text"/></p> <p style="text-align: right; font-size: small;"><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>	

## FY2011 South Dakota State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	<input style="width: 90%;" type="text" value="\$770,000"/>
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	<input style="width: 90%;" type="text"/>
Vehicle sales tax	<input style="width: 90%;" type="text"/>
Gas tax	<input style="width: 90%;" type="text"/>
Lottery	<input style="width: 90%;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 90%;" type="text"/>
Trust Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 90%;" type="text"/>
General Fund allocation	<input style="width: 90%;" type="text"/>
State Transportation Fund	<input style="width: 90%;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 90%;" type="text"/>
Other: Other State Funds	<input style="width: 90%;" type="text" value="\$770,000"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
Other:	<input style="width: 90%;" type="text"/>
<b>Total</b>	<input style="width: 90%;" type="text" value="\$770,000"/>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 South Dakota State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for South Dakota is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Operating Assistance	\$770,000	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>
		\$770,000	\$770,000

\* Includes planning

**Program Description:**

Allocated among 5311 providers by account ridership and miles driven.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$770,000	Capital	Discretionary
	Operating*	Formula-based
	Not restricted	Other
	Other	
	<b>Total</b>	<b>Total</b>
	\$770,000	\$770,000

## ■ Tennessee State Transit Funding

<b>FY2011 Tennessee State Transit Funding: Overview</b> (FY 2011 for Tennessee is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$44,349,000
<b>Description of state funding sources:</b>	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	26
Urban systems	4
Small urban systems	12
Rural systems	10
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	12
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Tennessee State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text"/>
Vehicle sales tax	<input type="text"/>
Gas tax	\$44,349,000
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text"/>
General Fund allocation	<input type="text"/>
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input type="text"/>
Other:	<input type="text"/>
Total	\$44,349,000

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?  YES  NO

If asked in the future, could your state provide state-level data on these funds?  YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Tennessee State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Tennessee is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
Urban Capital Assistance	<b>Funds:</b> \$4,675,990	Capital \$4,675,990	<b>Method:</b>
		Operating* _____	Discretionary _____
		Not restricted _____	Formula-based \$4,675,990
		Other _____	Other _____
		<b>Total \$4,675,990</b>	<b>Total \$4,675,990</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Approximately 10% match funds		

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
Urban Operating Assistance	<b>Funds:</b> \$19,133,000	Capital _____	<b>Method:</b>
		Operating* \$19,133,000	Discretionary _____
		Not restricted _____	Formula-based \$19,133,000
		Other _____	Other _____
		<b>Total \$19,133,000</b>	<b>Total \$19,133,000</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Match of up to 50% of non-Federal share.		

**FY 2011 Tennessee State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Tennessee is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Rural Transportation	\$9,076,880	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text"/> \$9,076,880 Other <input type="text"/> <b>Total</b> <input type="text"/> <b>\$9,076,880</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> \$9,076,880 Other <input type="text"/> <b>Total</b> <input type="text"/> <b>\$9,076,880</b>

\* Includes planning

**Program Description:**

Funds are used for State match for 5311 Program and additional Rural Operating Assistance. The majority of the funds are used for operating assistance. Only about 3% of the matching funds are used for capital investment.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Elderly and Disabled, Job Access (rural/urban) & New Freedom	\$2,919,099	Capital <input type="text"/> \$351,961 Operating* <input type="text"/> \$2,567,138 Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text"/> <b>\$2,919,099</b>	Discretionary <input type="text"/> \$351,961 Formula-based <input type="text"/> \$2,567,138 Other <input type="text"/> <b>Total</b> <input type="text"/> <b>\$2,919,099</b>

\* Includes planning

**Program Description:**

Match of Federal funds for the Elderly and Disabled (5310), Jobs Access, and New Freedom Programs.

Explain "Other"

Explain "Other"

**FY 2011 Tennessee State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Tennessee is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Supplemental Needs	\$3,400,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$3,400,000 Other <input type="text"/> <b>Total \$3,400,000</b>	Discretionary <input type="text"/> \$3,400,000 Formula-based <input type="text"/> Other <input type="text"/> <b>Total \$3,400,000</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Miscellaneous state programs; Supplemental Operating, Employee ride to work, Special projects	<input type="text"/>	<input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
MPO Statewide Planning (5303 and 5313b)	\$481,498	Capital <input type="text"/> Operating* \$481,498 Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$481,498</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> \$481,498 Other <input type="text"/> <b>Total \$481,498</b>

\* Includes planning

<b>Program Description:</b>	Explain "Other"	Explain "Other"
Match of Federal funds for planning, Statewide planning 5313b used for technical assistance program.	<input type="text"/>	<input type="text"/>

**FY 2011 Tennessee State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Tennessee is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution Method:</b>	
Urban/Rural Training Assistance and Student Intern Program	\$130,000	Capital		Discretionary	\$130,000
		Operating*		Formula-based	
		Not restricted	\$130,000	Other	
		Other			
		<b>Total</b>	<b>\$130,000</b>	<b>Total</b>	<b>\$130,000</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
Allocated for training assistance and student intern program.					

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution Method:</b>	
5309 Earmark Match	\$4,532,533	Capital	\$4,532,533	Discretionary	\$4,532,533
		Operating*		Formula-based	
		Not restricted		Other	
		Other			
		<b>Total</b>	<b>\$4,532,533</b>	<b>Total</b>	<b>\$4,532,533</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
State match funds set-aside for 5309 Earmarks					

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>		
\$44,349,000	Capital	\$9,560,484	Discretionary	\$8,414,494
	Operating*	\$22,181,636	Formula-based	\$35,934,506
	Not restricted	\$12,606,880	Local pass thru	\$0
	rts local transit	\$0		
	<b>Total</b>	<b>\$44,349,000</b>	<b>Total</b>	<b>\$44,349,000</b>

# ■ Texas State Transit Funding

<b>FY2011 Texas State Transit Funding: Overview</b> (FY 2011 for Texas is September 1, 2010 to August 31, 2011)	
<b>Total State Transit Funding</b>	<b>\$28,741,068</b>
<b>Description of state funding sources:</b>	
Texas uses funds from the State Highway Fund (Fund 006) that are not dedicated for highway purposes to provide grants to qualifying rural and urban transportation providers. State funds are appropriated for a two-year period by the Texas Legislature every other year (odd numbered years). The Texas Transportation Commission was authorized by statute to establish a formula to allocate these funds. The Texas Department of Transportation provides oversight for these grants, once awarded by the commission.	
<b>Description of major changes in state funding within the last year:</b>	
This is the second year of the state fiscal biennium. No changes were made in the total amount of funds appropriated by the legislature in 2009 for FY 2011.	
<b>Transit systems in the state</b>	
Total number of transit systems	68
Urban systems	8
Small urban systems	30 (eligible for state funds)
Rural systems	38
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	25
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	
Local property taxes	X
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Texas State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$28,741,068

Funding Sources	Amount
General sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Gas tax	<input style="width: 100%; height: 20px;" type="text"/>
Lottery	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 100%; height: 20px;" type="text"/>
Trust Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 100%; height: 20px;" type="text"/>
General Fund allocation	<input style="width: 100%; height: 20px;" type="text"/>
State Transportation Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 100%; height: 20px;" type="text"/>
Other: State Highway Fund	\$28,741,068
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
<b>Total</b>	<b>\$28,741,068</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

YES  NO

If asked in the future, could your state provide state-level data on these funds?

YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Texas State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Texas is September 1, 2010 to August 31, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
All eligible 5311 (non-urban programs)	\$18,681,694	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$18,681,694 Other <input type="text"/> <b>Total \$18,681,694</b>	Discretionary <input type="text"/> Formula-based \$18,681,694 Other <input type="text"/> <b>Total \$18,681,694</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
100% of rural (non urban) program funds were allocated to recipients based on 65% needs (75% population and 25% land area) and 35% performance (equally: local funds per operating expense; ridership per revenue mile; and revenue miles per operating expense).		<input type="text"/>	<input type="text"/>

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Eligible urban transit districts. Includes transit systems in the Governor's Apportionment, as well as several transit agencies in large urbanized areas that qualify for state funds.	\$10,059,374	Capital <input type="text"/> Operating* <input type="text"/> Not restricted \$10,059,374 Other <input type="text"/> <b>Total \$10,059,374</b>	Discretionary <input type="text"/> Formula-based \$10,059,374 Other <input type="text"/> <b>Total \$10,059,374</b>
* Includes planning			
<b>Program Description:</b>		Explain "Other"	Explain "Other"
100% of urban transit district program funds were allocated to recipients based on 50% needs (population only) and 50% performance (weighted 30% local funds per operating expense; 30% ridership per revenue mile; 20% revenue miles per operating expense, and 20% ridership per capita).		<input type="text"/>	<input type="text"/>

<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>	
\$28,741,068	Capital <input type="text"/> \$0 Operating* <input type="text"/> \$0 Not restricted \$28,741,068 Other <input type="text"/> \$0 <b>Total \$28,741,068</b>	Discretionary <input type="text"/> \$0 Formula-based \$28,741,068 Other <input type="text"/> \$0 <b>Total \$28,741,068</b>	

## ■ Utah State Transit Funding

<b>FY2011 Utah State Transit Funding: Overview</b>	
(FY 2011 for Utah is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<input style="width: 100%;" type="text"/>
<b>Description of state funding sources:</b>	
The State of Utah currently doesn't provide any state transit funding. All Federal matches are provided with local dollars or a percent of local option sales tax revenues.	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	<input style="width: 100%;" type="text"/>
Urban systems	<input style="width: 100%;" type="text"/>
Small urban systems	<input style="width: 100%;" type="text"/>
Rural systems	<input style="width: 100%;" type="text"/>
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	<input style="width: 100%;" type="text"/>
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	<input style="width: 100%;" type="text"/>
Local gas taxes	<input style="width: 100%;" type="text"/>
Local property taxes	<input style="width: 100%;" type="text"/>
Local vehicle registration fees	<input style="width: 100%;" type="text"/>
Rental car fees	<input style="width: 100%;" type="text"/>
City/county general fund allocations	<input style="width: 100%;" type="text"/>
Local income tax	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text"/>
Other:	<input style="width: 100%;" type="text"/>
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Utah State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

Utah does not fund public transportation

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle sales tax	<input style="width: 100%; height: 20px;" type="text"/>
Gas tax	<input style="width: 100%; height: 20px;" type="text"/>
Lottery	<input style="width: 100%; height: 20px;" type="text"/>
Vehicle reg/lic/title fees	<input style="width: 100%; height: 20px;" type="text"/>
Trust Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Interest income	<input style="width: 100%; height: 20px;" type="text"/>
General Fund allocation	<input style="width: 100%; height: 20px;" type="text"/>
State Transportation Fund	<input style="width: 100%; height: 20px;" type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
Other:	<input style="width: 100%; height: 20px;" type="text"/>
<b>Total</b>	<input style="width: 100%; height: 20px;" type="text"/> \$0

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<b>YES</b>	<b>NO</b>
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<b>YES</b>	<b>NO</b>

Circle the correct response for each question. Thank you.

**FY 2011 Utah State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Utah is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input type="text"/>	<input type="text"/>	Capital <input type="text"/>	Discretionary <input type="text"/>
		Operating* <input type="text"/>	Formula-based <input type="text"/>
		Not restricted <input type="text"/>	Other <input type="text"/>
		Other <input type="text"/>	
<b>Utah does not fund public transportation</b>		<b>Total</b> \$0	<b>Total</b> \$0

\* Includes planning

**Program Description:**

<input type="text"/>	Explain "Other"	Explain "Other"
	<input type="text"/>	<input type="text"/>

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**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
<input type="text"/>	Capital <input type="text"/>	Discretionary <input type="text"/>
	Operating* <input type="text"/>	Formula-based <input type="text"/>
	Not restricted <input type="text"/>	Local pass thru <input type="text"/>
	Other <input type="text"/>	
	<b>Total</b> \$0	<b>Total</b> \$0

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## ■ Vermont State Transit Funding

<b>FY2011 Vermont State Transit Funding: Overview</b>	
(FY 2011 for Vermont is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$6,842,927</b>
<b>Description of state funding sources:</b>	
The Transportation Fund from taxes on gas and diesel fuel, taxes and fees on motor vehicle purchase and use, motor vehicle fees and 'other'	
<b>Description of major changes in state funding within the last year:</b>	
none	
<b>Transit systems in the state</b>	
Total number of transit systems	10
Urban systems	0
Small urban systems	1
Rural systems	9
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	1
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other: donations from municipalities,	X
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Vermont State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

<b>Total State Transit Funding</b>	\$6,842,927
<b>Funding Sources</b>	<b>Amount</b>
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	\$6,842,927 <i>if underlying sources not available</i>
Bond proceeds (financing)	
Other:	
Other:	
Other:	
Other:	
<b>Total</b>	<b>\$6,842,927</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

<b>Does your state receive this type of client-based transportation funding?</b>	<input type="radio"/> YES	<input type="radio"/> NO
<b>If asked in the future, could your state provide state-level data on these funds?</b>	<input type="radio"/> YES	<input type="radio"/> NO
Circle the correct response for each question. Thank you. possibly		

**FY 2011 Vermont State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Vermont is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Local Transit Operations	\$6,765,427	Capital <input type="text" value="\$999,539"/> Operating* <input type="text" value="\$5,765,888"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$6,765,427"/>	Discretionary <input type="text" value="\$6,765,427"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$6,765,427"/>

\* Includes planning

**Program Description:**

Transportation funds support local transit operations and are used to match operating, capital, and Job Access and Reverse Commute (JARC) grants.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
5310 capital program	\$77,500	Capital <input type="text" value="\$77,500"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$77,500"/>	Discretionary <input type="text" value="\$77,500"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$77,500"/>

\* Includes planning

**Program Description:**

FTA elderly and disabled program capital purchases

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
\$6,842,927	Capital <input type="text" value="\$1,077,039"/> Operating* <input type="text" value="\$5,765,888"/> Not restricted <input type="text" value="\$0"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$6,842,927"/>	Discretionary <input type="text" value="\$6,842,927"/> Formula-based <input type="text" value="\$0"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$6,842,927"/>

## ■ Virginia State Transit Funding

<b>FY2011 Virginia State Transit Funding: Overview</b> (FY 2011 for Virginia is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	\$201,357,502
<b>Description of state funding sources:</b>	
<p>*Total state transit funding for FY 2011 was \$201 million for a per capita figure of \$25.14, based on 2010 census data population count of 8,001,024.</p> <p>*The Commonwealth Transportation Trust Fund provides most state funding for transit in Virginia. Various taxes and fees, including general sales tax, gasoline and motor vehicle taxes are used to support the fund. 14.7 percent of the fund was allocated to transit.</p> <p>*Nine localities in the Washington, D.C., metropolitan area are supported by regional motor fuels tax.</p>	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	39
Urban systems	12
Small urban systems	9
Rural systems	20
<p><i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i></p>	
<b>Number of Metropolitan Planning Organizations in the State</b>	14
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	X
Local gas taxes	X
Local property taxes	X
Local vehicle registration fees	X
Rental car fees	X
City/county general fund allocations	X
Local income tax	
Other:	
Other:	
Other:	
<p><i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i></p>	

## FY2011 Virginia State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$201,357,502

Funding Sources	Amount
General sales tax	
Vehicle sales tax	
Gas tax	\$68,813,436
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	\$110,801,566 <small>if underlying sources not available</small>
Interest income	
General Fund allocation	
State Transportation Fund	
Bond proceeds (financing)	
Other: Recordation tax	\$21,742,500
Other: Documentary stamps	
Other:	
Other:	
<b>Total</b>	<b>\$201,357,502</b>

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding? YES  NO

If asked in the future, could your state provide state-level data on these funds? YES  NO

Circle the correct response for each question. Thank you.

**FY 2011 Virginia State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Virginia is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit Operating Assistance	\$102,011,669	Capital <input type="text"/> Operating* <input type="text" value="\$102,011,669"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$102,011,669"/>	Discretionary <input type="text"/> Formula-based <input type="text" value="\$102,011,669"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$102,011,669"/>

\* Includes planning

**Program Description:**

Allocated based on each system's operating expenses as a percentage of the statewide total. The source of funding is Virginia's Transportation Trust Fund which is a combination of all the funding sources listed except bond proceeds.

Explain "Other"

Explain "Other"

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transit Capital Assistance	\$25,441,772	Capital <input type="text" value="\$25,441,772"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$25,441,772"/>	Discretionary <input type="text" value="\$25,441,772"/> Formula-based <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$25,441,772"/>

\* Includes planning

**Program Description:**

These funds were allocated based on grant applications subject to approval by the Commonwealth Transportation.

Explain "Other"

Explain "Other"

**FY 2011 Virginia State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Virginia is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Transit & Congestion Management Special Project Assistance	\$5,090,625	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating*</td><td align="right">\$5,090,625</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$5,090,625</b></td></tr> </table>	Capital		Operating*	\$5,090,625	Not restricted		Other		<b>Total</b>	<b>\$5,090,625</b>	<table border="1"> <tr><td>Discretionary</td><td align="right">\$5,090,625</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$5,090,625</b></td></tr> </table>	Discretionary	\$5,090,625	Formula-based		Other		<b>Total</b>	<b>\$5,090,625</b>
Capital																					
Operating*	\$5,090,625																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$5,090,625</b>																				
Discretionary	\$5,090,625																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$5,090,625</b>																				
* Includes planning																					
<b>Program Description:</b>		Explain "Other"	Explain "Other"																		
Discretionary grants subject to review and approval by Commonwealth Transportation Board. The funds support congestion management projects, transit technical studies and transit demonstration projects, as well as providing salaries for transit interns and operating funds for TDM programs.																					

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Northern VA Transportation Commission	\$41,615,490	<table border="1"> <tr><td>Capital</td><td></td></tr> <tr><td>Operating*</td><td></td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td align="right">\$41,615,490</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$41,615,490</b></td></tr> </table>	Capital		Operating*		Not restricted		Other	\$41,615,490	<b>Total</b>	<b>\$41,615,490</b>	<table border="1"> <tr><td>Discretionary</td><td align="right">\$9,333,985</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td align="right">\$32,281,505</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$41,615,490</b></td></tr> </table>	Discretionary	\$9,333,985	Formula-based		Other	\$32,281,505	<b>Total</b>	<b>\$41,615,490</b>
Capital																					
Operating*																					
Not restricted																					
Other	\$41,615,490																				
<b>Total</b>	<b>\$41,615,490</b>																				
Discretionary	\$9,333,985																				
Formula-based																					
Other	\$32,281,505																				
<b>Total</b>	<b>\$41,615,490</b>																				
* Includes planning																					
<b>Program Description:</b>		Explain "Other"	Explain "Other"																		
Most of the gas tax collected in Northern Virginia supports the Washington Metropolitan Area Transit Authority's (WMATA) operating and capital expenses. WMATA spends the funds at their discretion and is unable to provide a breakdown of expenses for this report. Thus, they are categorized in "other". Loudoun county collected \$9,333,985 in sales tax and they are not bound by the state legislation requiring the contribution to WMATA. Thus they spend their funding on local projects, which may include local road projects.																					

**FY 2011 Virginia State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Virginia is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>		<b>Amount by Distribution</b>	
Potomac and Rappahannock Transportation Commission	<b>Funds:</b> \$27,197,946	Capital		<b>Method:</b>	
		Operating*		Discretionary	
		Not restricted	\$27,197,946	Formula-based	
		Other		Other	\$27,197,946
		<b>Total</b>	<b>\$27,197,946</b>	<b>Total</b>	<b>\$27,197,946</b>
* Includes planning					
<b>Program Description:</b>	Explain "Other"	Explain "Other"			
Funding to support the operating and capital expenses of the Virginia Railway Express (commuter rail), OmniRide and Link (commuter and local bus) and other transportation projects and services. This may include small road projects.					

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>	
<b>Funds:</b>	Capital	<b>Method:</b>	
\$201,357,502	Operating*	Discretionary	\$39,866,382
	Not restricted	Formula-based	\$102,011,669
	Other	Other	\$59,479,451
	<b>Total</b>	<b>Total</b>	<b>\$201,357,502</b>

## ■ Washington State Transit Funding

<b>FY2011 Washington State Transit Funding: Overview</b>	
(FY 2011 for Washington is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$80,017,638</b>
<b>Description of state funding sources:</b>	
<b>Description of major changes in state funding within the last year:</b>	
No significant changes from previous reporting year.	
<b>Transit systems in the state</b>	
Total number of transit systems	30
Urban systems	7
Small urban systems	11
Rural systems	12
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	14
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	x
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Washington State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding**

Funding Sources	Amount
General sales tax	<input type="text" value="\$1,254,308,547"/>
Vehicle sales tax	<input type="text"/>
Gas tax	<input type="text"/>
Lottery	<input type="text"/>
Vehicle reg/lic/title fees	<input type="text"/>
Trust Fund	<input type="text"/> <i>if underlying sources not available</i>
Interest income	<input type="text" value="\$27,827,305"/> *
General Fund allocation	<input type="text" value="\$80,017,638"/>
State Transportation Fund	<input type="text"/> <i>if underlying sources not available</i>
Bond proceeds (financing)	<input type="text"/>
Other: Utility Taxes	<input type="text" value="\$24,079,381"/> *
Other: MVET (Sound Transit only)	<input type="text" value="\$65,892,758"/> *
Other: Advertising	<input type="text" value="\$9,118,531"/> *
Other: MISC	<input type="text" value="\$49,596,617"/> *
Other:	<input type="text"/>
Total	<input type="text" value="\$1,510,840,777"/>

\*These data are based on the 2011 calendar year.

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. These additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive These type of client-based transportation funding?

NO

If asked in the future, could your state provide state-level data on these funds?

NO

Circle the correct response for each question. Thank you.

**FY 2011 Washington State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Washington is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Rural Mobility Grants	\$8,500,000	<table border="1"> <tr><td>Capital</td><td align="right">\$679,986</td></tr> <tr><td>Operating*</td><td align="right">\$7,666,260</td></tr> <tr><td>Not restricted</td><td align="right">\$153,754</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$8,500,000</b></td></tr> </table>	Capital	\$679,986	Operating*	\$7,666,260	Not restricted	\$153,754	Other		<b>Total</b>	<b>\$8,500,000</b>	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td align="right">\$4,250,000</td></tr> <tr><td>Other</td><td align="right">\$4,250,000</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$8,500,000</b></td></tr> </table>	Discretionary		Formula-based	\$4,250,000	Other	\$4,250,000	<b>Total</b>	<b>\$8,500,000</b>
Capital	\$679,986																				
Operating*	\$7,666,260																				
Not restricted	\$153,754																				
Other																					
<b>Total</b>	<b>\$8,500,000</b>																				
Discretionary																					
Formula-based	\$4,250,000																				
Other	\$4,250,000																				
<b>Total</b>	<b>\$8,500,000</b>																				

\* Includes planning

**Program Description:**

Competitive and formula grants for transit capital and operating in rural areas. \$4.2 Million in state funds are distributed to the rural and small urban transit agencies that receive less than 80% of the average state per capita sales tax.

Explain "Other"

Explain "Other"  
The "Other" category funds are competitively awarded with the FTA 5310, 5311, 5316 and 5317 funds.

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
FTA 5311	\$10,355,743	<table border="1"> <tr><td>Capital</td><td align="right">\$832,730</td></tr> <tr><td>Operating*</td><td align="right">\$7,613,546</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td align="right">\$1,909,467</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$10,355,743</b></td></tr> </table>	Capital	\$832,730	Operating*	\$7,613,546	Not restricted		Other	\$1,909,467	<b>Total</b>	<b>\$10,355,743</b>	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td align="right">\$10,355,743</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$10,355,743</b></td></tr> </table>	Discretionary		Formula-based		Other	\$10,355,743	<b>Total</b>	<b>\$10,355,743</b>
Capital	\$832,730																				
Operating*	\$7,613,546																				
Not restricted																					
Other	\$1,909,467																				
<b>Total</b>	<b>\$10,355,743</b>																				
Discretionary																					
Formula-based																					
Other	\$10,355,743																				
<b>Total</b>	<b>\$10,355,743</b>																				

\* Includes planning

**Program Description:**

Other funds are awarded under the Intercity Bus Program (5311 (f)) through an RFP process. They are for operating activities. Capital funds are a mix of regular 5311 funds (\$722,730) and STP Funds (\$110,000). STP funds are FHWA funds transferred into the 5311 Program.

Explain "Other"

Explain "Other"  
All funds with the exception of 5311(f) are awarded competitively. 5311(f) is awarded through an RFP process.

**FY 2011 Washington State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Washington is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Paratransit and Special Needs Grants	\$12,500,000	<table border="1"> <tr><td>Capital</td><td align="right">\$288,413</td></tr> <tr><td>Operating*</td><td align="right">\$12,087,058</td></tr> <tr><td>Not restricted</td><td align="right">\$124,529</td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$12,500,000</b></td></tr> </table>	Capital	\$288,413	Operating*	\$12,087,058	Not restricted	\$124,529	Other		<b>Total</b>	<b>\$12,500,000</b>	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td align="right">\$9,750,000</td></tr> <tr><td>Other</td><td align="right">\$2,750,000</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$12,500,000</b></td></tr> </table>	Discretionary		Formula-based	\$9,750,000	Other	\$2,750,000	<b>Total</b>	<b>\$12,500,000</b>
Capital	\$288,413																				
Operating*	\$12,087,058																				
Not restricted	\$124,529																				
Other																					
<b>Total</b>	<b>\$12,500,000</b>																				
Discretionary																					
Formula-based	\$9,750,000																				
Other	\$2,750,000																				
<b>Total</b>	<b>\$12,500,000</b>																				

\* Includes planning

**Program Description:**

Competitive and formula grants for transit capital and operating in rural areas. \$19.5 Million (for the biennium) in state funds are distributed to the rural and small urban transit agencies.

Explain "Other"

Explain "Other"  
The "Other" category funds are competitively awarded with the FTA 5310, 5311, 5316 and 5317 funds.

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
FTA 5310	\$2,567,645	<table border="1"> <tr><td>Capital</td><td align="right">\$2,567,645</td></tr> <tr><td>Operating*</td><td></td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$2,567,645</b></td></tr> </table>	Capital	\$2,567,645	Operating*		Not restricted		Other		<b>Total</b>	<b>\$2,567,645</b>	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td align="right">\$2,567,645</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$2,567,645</b></td></tr> </table>	Discretionary		Formula-based		Other	\$2,567,645	<b>Total</b>	<b>\$2,567,645</b>
Capital	\$2,567,645																				
Operating*																					
Not restricted																					
Other																					
<b>Total</b>	<b>\$2,567,645</b>																				
Discretionary																					
Formula-based																					
Other	\$2,567,645																				
<b>Total</b>	<b>\$2,567,645</b>																				

\* Includes planning

**Program Description:**

Capital awards for the purchase of equipment and funding of mobility management projects for persons with disabilities and the elderly.

Explain "Other"

Explain "Other"  
All funds are awarded through a competitive process.

**FY 2011 Washington State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Washington is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
JARC FTA 5316	\$1,753,491	<table border="1"> <tr><td>Capital</td><td align="right">\$49,603</td></tr> <tr><td>Operating*</td><td align="right">\$1,703,888</td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$1,753,491</b></td></tr> </table>	Capital	\$49,603	Operating*	\$1,703,888	Not restricted		Other		<b>Total</b>	<b>\$1,753,491</b>	<table border="1"> <tr><td>Discretionary</td><td></td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td align="right">\$1,753,491</td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$1,753,491</b></td></tr> </table>	Discretionary		Formula-based		Other	\$1,753,491	<b>Total</b>	<b>\$1,753,491</b>
Capital	\$49,603																				
Operating*	\$1,703,888																				
Not restricted																					
Other																					
<b>Total</b>	<b>\$1,753,491</b>																				
Discretionary																					
Formula-based																					
Other	\$1,753,491																				
<b>Total</b>	<b>\$1,753,491</b>																				
* Includes planning																					
<b>Program Description:</b> Combined small urban and rural apportionments; \$1,085,791 and \$667,700 respectively.		Explain "Other" <div style="border: 1px solid black; height: 40px;"></div>	Explain "Other" All funds are awarded through a competitive process.																		

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>																		
Vanpool Incentive Program (VIP) Grants	\$3,500,000	<table border="1"> <tr><td>Capital</td><td align="right">\$3,500,000</td></tr> <tr><td>Operating*</td><td></td></tr> <tr><td>Not restricted</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$3,500,000</b></td></tr> </table>	Capital	\$3,500,000	Operating*		Not restricted		Other		<b>Total</b>	<b>\$3,500,000</b>	<table border="1"> <tr><td>Discretionary</td><td align="right">\$3,500,000</td></tr> <tr><td>Formula-based</td><td></td></tr> <tr><td>Other</td><td></td></tr> <tr><td><b>Total</b></td><td align="right"><b>\$3,500,000</b></td></tr> </table>	Discretionary	\$3,500,000	Formula-based		Other		<b>Total</b>	<b>\$3,500,000</b>
Capital	\$3,500,000																				
Operating*																					
Not restricted																					
Other																					
<b>Total</b>	<b>\$3,500,000</b>																				
Discretionary	\$3,500,000																				
Formula-based																					
Other																					
<b>Total</b>	<b>\$3,500,000</b>																				
* Includes planning																					
<b>Program Description:</b> Provides grants to transit agencies to provide assistance with the purchase vanpool vans to expand vanpooling. Grants can also be provided to employers to provide incentives to encourage employees to vanpool.		Explain "Other" <div style="border: 1px solid black; height: 40px;"></div>	Explain "Other" <div style="border: 1px solid black; height: 40px;"></div>																		

**FY 2011 Washington State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Washington is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Commuter Trip Reduction	\$1,960,000	Capital <input type="text"/> Operating* <input type="text"/> Not restricted <input type="text" value="\$1,960,000"/> Other <input type="text"/> <b>Total \$1,960,000</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$1,960,000"/> <b>Total \$1,960,000</b>

\* Includes planning

**Program Description:**

This program is required under state law. Funds are passed through to nine counties based on the number of affected worksites and the estimated trips to be reduced in local CTR plans. These figures represent half of biennial funding granted by the Washington Commuter Trip Reduction Board to reduce trips among affected worksites across the state. Figures include commuter trip reduction program implementation, public awareness, and planning.

Explain "Other"

Explain "Other"  
These funds are granted to local organizations based on the CTR Board's funding policy.

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Regional Mobility Program	\$37,641,658	Capital <input type="text" value="\$33,911,576"/> Operating* <input type="text" value="\$3,730,082"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total \$37,641,658</b>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$37,641,658"/> <b>Total \$37,641,658</b>

\* Includes planning

**Program Description:**

This program provides public transportation grants to facilitate the connection and integration of public transportation in congested corridors.

Explain "Other"

Explain "Other"  
Funds are distributed by a competitive grant basis.

**FY 2011 Washington State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Washington is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
	<b>Funds:</b>		<b>Method:</b>
5317 New Freedom	\$1,239,101	Capital \$667,523	Discretionary
		Operating* \$571,578	Formula-based
		Not restricted	Other \$1,239,101
		Other	
		<b>Total \$1,239,101</b>	<b>Total \$1,239,101</b>

\* Includes planning

**Program Description:**

Total includes small urban and rural apportionments; \$892,979 and \$346,122 respectively.

Explain "Other"

Explain "Other"  
All funds are awarded through a competitive process.

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
<b>Funds:</b>		<b>Method:</b>
\$80,017,638	Capital \$42,497,476	Discretionary \$3,500,000
	Operating* \$33,372,412	Formula-based \$14,000,000
	Not restricted \$2,238,283	Other \$62,517,638
	Other \$1,909,467	
	<b>Total \$80,017,638</b>	<b>Total \$80,017,638</b>

## ■ West Virginia State Transit Funding

### FY2011 West Virginia State Transit Funding: Overview

(FY 2011 for West Virginia is July 1, 2010 to June 30, 2011)

<b>Total State Transit Funding</b>	<b>\$2,786,009</b>
<b>Description of state funding sources:</b>	
General Revenue funds provide the state's share of transit funding and are used only to match FTA grants.	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	18
Urban systems	
Small urban systems	7
Rural systems	11
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	7
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 West Virginia State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$2,786,009

<b>Funding Sources</b>	<b>Amount</b>	
General sales tax		
Vehicle sales tax		
Gas tax		
Lottery		
Vehicle reg/lic/title fees		
Trust Fund		<i>if underlying sources not available</i>
Interest income		
General Fund allocation	\$2,786,009	
State Transportation Fund		<i>if underlying sources not available</i>
Bond proceeds (financing)		
Other:		
<b>Total</b>	<b>\$2,786,009</b>	

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?**  YES  NO

**If asked in the future, could your state provide state-level data on these funds?**  YES  NO

Circle the correct response for each question. Thank you.

## FY 2011 West Virginia State Transit Funding: Program Structure and Characteristics

(FY 2011 for West Virginia is July 1, 2010 to June 30, 2011)

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
Operating Assistance to Rural Transit (5311)	\$1,669,170	Capital		Discretionary	\$1,669,170
		Operating*	\$1,669,170	Formula-based	
		Not restricted		Other	
		Other			
		<b>Total</b>	<b>\$1,669,170</b>	<b>Total</b>	<b>\$1,669,170</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
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.					

Program Name:	Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
Match for Capital Grants	\$1,116,839	Capital	\$1,116,839	Discretionary	\$1,116,839
		Operating*		Formula-based	
		Not restricted		Other	
		Other			
		<b>Total</b>	<b>\$1,116,839</b>	<b>Total</b>	<b>\$1,116,839</b>
* Includes planning					
<b>Program Description:</b>		Explain "Other"		Explain "Other"	
State matching funds are provided to match capital projects. Both urban and rural systems receive these matching funds.					

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

Total Program Funds:	Amount by Eligible Use:		Amount by Distribution Method:	
\$2,786,009	Capital	\$1,116,839	Discretionary	\$2,786,009
	Operating*	\$1,669,170	Formula-based	\$0
	Not restricted	\$0	Other	\$0
	Other	\$0		
	<b>Total</b>	<b>\$2,786,009</b>	<b>Total</b>	<b>\$2,786,009</b>

## ■ Wisconsin State Transit Funding

<b>FY2011 Wisconsin State Transit Funding: Overview</b>	
(FY 2011 for Wisconsin is July 1, 2010 to June 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$115,724,700</b>
<b>Description of state funding sources:</b>	
In Wisconsin, there is no dedicated revenue source(s) or pre-established allocation of revenue source(s) supporting state transit funding programs.	
<b>Description of major changes in state funding within the last year:</b>	
<b>Transit systems in the state</b>	
Total number of transit systems	78
Urban systems	11
Small urban systems	16
Rural systems	51
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	14
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	X
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	
Local income tax	
Other:	
Other:	
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

### FY2011 Wisconsin State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$115,724,700

Funding Sources	Amount
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	<i>if underlying sources not available</i>
Interest income	
General Fund allocation	
State Transportation Fund	<i>if underlying sources not available</i>
Bond proceeds (financing)	
Other: Other fees and revenues	\$115,724,700
Other:	
Other:	
Other:	
<b>Total</b>	<b>\$115,724,700</b>

In Wisconsin, there is no dedicated revenue source(s) or pre-established allocation of revenue source(s) supporting state transit funding programs.

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

**Does your state receive this type of client-based transportation funding?** YES NO (X)

**If asked in the future, could your state provide state-level data on these funds?** YES NO (NA)

Circle the correct response for each question. Thank you.

**FY 2011 Wisconsin State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Wisconsin is July 1, 2010 to June 30, 2011)

<b>Program Name:</b>	<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
	<b>Funds:</b>		<b>Method:</b>
State Transit Operating Assistance	\$115,724,700	Capital	Discretionary
		Operating*	Formula-based
		Not restricted	Other
		Other	
		<b>Total</b>	<b>Total</b>

\* Includes planning

**Program Description:**

Based on equalized percentages of combined state and federal operating expenses within 3-tier system based on system size. In Wisconsin, there is no dedicated revenue source(s) or pre-established allocation of revenue source(s) supporting this state transit funding program.

Explain "Other"

Explain "Other"

**TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)**

<b>Total Program</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution</b>
<b>Funds:</b>		<b>Method:</b>
\$115,724,700	Capital	Discretionary
	Operating*	Formula-based
	Not restricted	Other
	Other	
	<b>Total</b>	<b>Total</b>

## ■ Wyoming State Transit Funding

<b>FY2011 Wyoming State Transit Funding: Overview</b> (FY 2011 for Wyoming is October 1, 2010 to September 30, 2011)	
<b>Total State Transit Funding</b>	<b>\$2,615,350</b>
<b>Description of state funding sources:</b>	
General funds and interest.	
<b>Description of major changes in state funding within the last year:</b>	
None	
<b>Transit systems in the state</b>	
Total number of transit systems	41
Urban systems	
Small urban systems	2
Rural systems	39
<i>Note: Sum of urban, small urban, and rural may exceed the total as some systems provide service in multiple areas as defined in these categories</i>	
<b>Number of Metropolitan Planning Organizations in the State</b>	2
<b>"X" indicates Common Local Source</b>	
<b>Local transit funding sources</b>	
Local sales taxes	
Local gas taxes	
Local property taxes	
Local vehicle registration fees	
Rental car fees	
City/county general fund allocations	x
Local income tax	
Other: Fundraising/Donations	x
Other: Foundations	x
Other:	
<i>Note: Local funding dollars are not included in this report, but are available at a transit agency level through FTA's National Transit Database</i>	

## FY2011 Wyoming State Transit Funding: State Sources

Instructions: Enter data/text in any relevant white box

**Total State Transit Funding** \$2,615,350

Funding Sources	Amount
General sales tax	
Vehicle sales tax	
Gas tax	
Lottery	
Vehicle reg/lic/title fees	
Trust Fund	
Interest income	\$1,115,350
General Fund allocation	
State Transportation Fund	
Bond proceeds (financing)	
Other: Statutory Funds	\$1,500,000
Other:	
Other:	
Other:	
<b>Total</b>	<b>\$2,615,350</b>

*if underlying sources not available*

*if underlying sources not available*

The funding provided above should only include funding meant to support transit services that are open to the general public. It can include funding for transit services that are targeted to specific populations, such as the elderly, but the services are also open to the general public.

Transit agencies in some states receive funding from other non-transit specific state or federal programs, such as Medicaid, Aging or Workforce Development programs. This additional funding may support client-based transportation only but the funding might be a significant source of revenue for local transit services.

Does your state receive this type of client-based transportation funding?

YES     NO

If asked in the future, could your state provide state-level data on these funds?

YES     NO

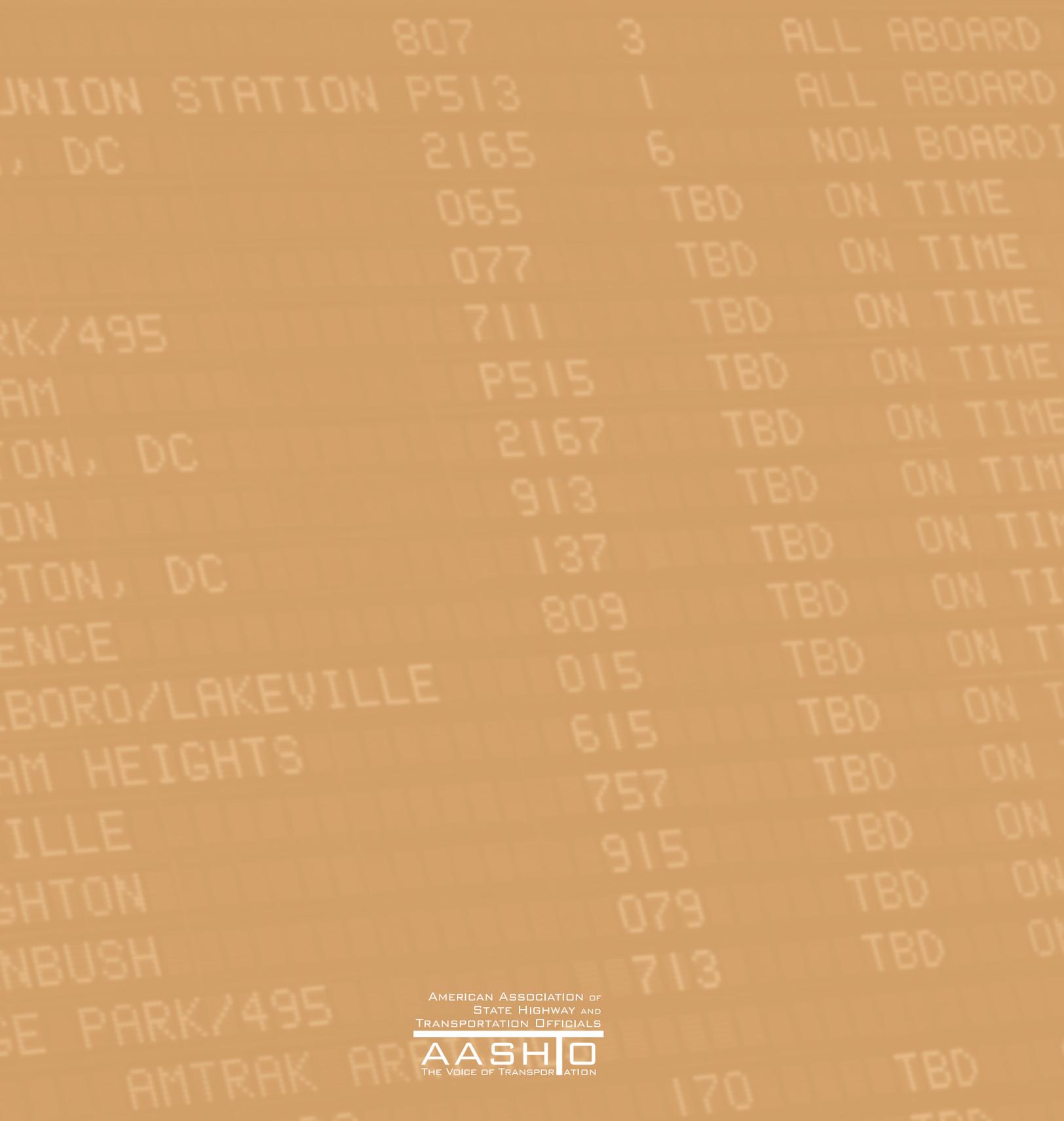
Circle the correct response for each question. Thank you.

**FY 2011 Wyoming State Transit Funding:  
Program Structure and Characteristics**  
(FY 2011 for Wyoming is October 1, 2010 to September 30, 2011)

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Operating and Capital Assistance	\$1,500,000	Capital <input type="text"/> Operating* <input type="text" value="\$1,500,000"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$1,500,000"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$1,500,000"/> <b>Total</b> <input type="text" value="\$1,500,000"/>
<b>Program Description:</b>		* Includes planning	
Allocated to local transit providers to supplement and help match 5307 and 5311 public transit funding.	Explain "Other"	Explain "Other"	Legislated

<b>Program Name:</b>	<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>
Transportation Enterprise Fund	\$1,115,350	Capital <input type="text" value="\$1,115,350"/> Operating* <input type="text"/> Not restricted <input type="text"/> Other <input type="text"/> <b>Total</b> <input type="text" value="\$1,115,350"/>	Discretionary <input type="text"/> Formula-based <input type="text"/> Other <input type="text" value="\$1,115,350"/> <b>Total</b> <input type="text" value="\$1,115,350"/>
<b>Program Description:</b>		* Includes planning	
Purchase of public transit vehicles	Explain "Other"	Explain "Other"	Interest from Trust Fund

<b>TOTALS FOR ALL PROGRAMS (DON'T EDIT - automatically calculated)</b>			
<b>Total Program Funds:</b>	<b>Amount by Eligible Use:</b>	<b>Amount by Distribution Method:</b>	
\$2,615,350	Capital <input type="text" value="\$1,115,350"/> Operating* <input type="text" value="\$1,500,000"/> Not restricted <input type="text" value="\$0"/> Other <input type="text" value="\$0"/> <b>Total</b> <input type="text" value="\$2,615,350"/>	Discretionary <input type="text" value="\$0"/> Formula-based <input type="text" value="\$0"/> Other <input type="text" value="\$2,615,350"/> <b>Total</b> <input type="text" value="\$2,615,350"/>	



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