



Final Report 2023—FY 2021 Data Survey of State Funding for Public Transportation



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Characteristics of State Funding for Public Transportation

The following report provides a summary of state transit funding for the 50 states and the District of Columbia (DC). Information includes funding sources, amounts, programs, eligible uses and allocation, and per capita state transit funding. The report was prepared by David Spacek Consulting.

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

Front cover photos:



1) Drivers Donna T., Larry T., Nicole E., and Ken K. Photo courtesy of Mallory Box, Missouri Public Transit Association (MPTA).



2) TriMet's MAX Light Rail service to City Center crossing Tilikum Crossing Bridge. Photo provided courtesy of Richard Price, Former AASHTO Transit Program Manager.



3) Riders Departing The Lift on their way to catch the Amtrak Zephyr back to Denver—Fraser, Colorado. Photo provided courtesy of Studio Six, Krzysztof Walder.



4) Bus on mountain road. Photo courtesy of Jennifer Balmes, Roaring Fork Transportation Authority, Carbondale, Colorado.

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May 2023

Dear Reader,

The AASHTO Council on Public Transportation is pleased to release the 41st compilation of the *Survey of State Funding for Public Transportation*. The survey results are based on Fiscal Year 2021 data from the 50 state departments of transportation (DOTs) and the District of Columbia (DC) Department of Transportation. This annual report provides a snapshot of state-by-state investments in public transportation, including DC, and an understanding of how departments of transportation utilize funding and revenue mechanisms to support all transit operations and capital projects.

The 2023 *Survey of State Funding for Public Transportation* reflects the dedication of these 51 DOTs to the financing and administration of transit programs with Federal and state funding. In this year's report, we continue to assess the COVID-19 pandemic's impact on state transit programs. Building on the critical funding provided to public transit agencies through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, in FY 2021 two additional relief packages were passed by Congress: the Coronavirus Response and Relief Supplemental Appropriations (CRRS) Act and the American Rescue Plan (ARP) Act. These Acts provided for the quick dispersal of Federal funding and were critical to help public transit systems mitigate the ongoing impacts of the pandemic. Here are some pandemic- and funding-related highlights from this year's report:

- Total state funding increased by 12.64 percent (\$2.64 billion).
- Total Federal coronavirus funding increased by 63.14 percent (\$15.63 billion).
- Total Federal public transit funding increased by 37.69 percent (\$18.34 billion).
- DOTs continued to work with transit agencies to maintain service in the midst of pandemic disruptions by creative and innovative means, such as expanding coordination with community-based health centers, implementing contactless fare technologies, and transporting goods and services directly to those in need.
- For FY 2021, DOTs collectively provided \$10.0 billion more in state funding for public transit than Federal formula funds.

The *Survey of State Funding for Public Transportation* is viewed by the public transportation industry, national associations, and Federal and state government agencies as one of the most comprehensive resources on the involvement of these 51 DOTs in public transportation. On behalf of the Council on Public Transportation, we would like to thank the 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.

Sincerely,


Nicole Majeski

Chair, AASHTO Council
on Public Transportation

Secretary, Delaware
Department of Transportation




Jim Tymon
Executive Director
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A battery-electric Mountain Line bus stops at the airport in Missoula, MT. Photo courtesy of Mountain Line (MUTD). Photo courtesy of Olga Kreimer

Table of Contents

PART 1: INTRODUCTION	1-1
PART 2: HIGHLIGHTS OF THE PANDEMIC IMPACT ON STATE TRANSIT SYSTEMS NATIONALLY	2-1
Ridership Impacts.....	2-1
Fare Revenue Impacts	2-3
Service Provided Impacts	2-4
PART 3: HIGHLIGHTS OF THE PANDEMIC IMPACT ON STATE TRANSIT PROGRAMS—FY 2021	3-1
Ongoing Impacts on State Administration.....	3-4
Ongoing Impacts on Public Transit Provider Operations.....	3-5
Use of Federal Coronavirus Supplemental Funds.....	3-6
Examples of Innovative Services	3-7
Operational Innovations.....	3-7
Service Innovations	3-7
Community Innovations	3-7
Select State Innovations.....	3-8
PART 4: HIGHLIGHTS OF STATE TRANSIT FUNDING—FY 2021	4-1
State Funding of Public Transit.....	4-1
How DOTs Used Increased State Public Transit Funding in FY 2021	4-1
Comparing State and Federal Funding of Public Transit	4-4
State Transit Programs Across the United States.....	4-6
Sources of State Public Transit Funding.....	4-6
Eligible Uses for State Public Transit Funding.....	4-8
Distribution Methods for State Public Transit Funding.....	4-10
Changes in State Public Transit Funding	4-12
Total State and Per Capita Public Transit Funding.....	4-14
Total Transit Systems, Metropolitan Planning Organizations (MPOs), and Regional Planning Commissions (RPCs)	4-17
Sources of Local Public Transit Funding by State	4-18
Types of Transit Services Funded with State Public Transit Funds.....	4-20
PART 5: STATE TRANSIT PROGRAMS	5-1
Data Collection Methodology.....	5-1
State Funding Overview	5-1
State Funding Program Description.....	5-1
State COVID-19 Impacts.....	5-2
Use of Federal Coronavirus Appropriation Funds.....	5-2



Alabama.....	5-3
Alaska.....	5-9
Arizona.....	5-14
Arkansas.....	5-21
California.....	5-27
Colorado.....	5-38
Connecticut.....	5-44
Delaware.....	5-52
District of Columbia.....	5-58
Florida.....	5-65
Georgia.....	5-74
Hawaii.....	5-83
Idaho.....	5-89
Illinois.....	5-95
Indiana.....	5-105
Iowa.....	5-112
Kansas.....	5-118
Kentucky.....	5-125
Louisiana.....	5-131
Maine.....	5-137
Maryland.....	5-144
Massachusetts.....	5-153
Michigan.....	5-160
Minnesota.....	5-167
Mississippi.....	5-174
Missouri.....	5-180
Montana.....	5-186
Nebraska.....	5-192
Nevada.....	5-198
New Hampshire.....	5-204
New Jersey.....	5-210
New Mexico.....	5-217
New York.....	5-223
North Carolina.....	5-232
North Dakota.....	5-240
Ohio.....	5-246
Oklahoma.....	5-254
Oregon.....	5-261
Pennsylvania.....	5-269



Rhode Island.....	5-277
South Carolina	5-284
South Dakota	5-291
Tennessee.....	5-297
Texas	5-306
Utah.....	5-312
Vermont.....	5-318
Virginia.....	5-324
Washington.....	5-335
West Virginia.....	5-344
Wisconsin	5-350
Wyoming.....	5-356

List of Tables

Table 3-1. Impact of Federal Pandemic Funding for FY 2020 and 2021 (in Millions \$)	3-3
Table 3-2. Ongoing Impacts of the State Administration.....	3-5
Table 3-3. Ongoing Pandemic Impacts on Public Transit Provider Operations	3-6
Table 3-4. Use of Federal Coronavirus Supplemental Funds	3-6
Table 4-1. State Funding of Public Transit by Select Years (in Millions \$)	4-1
Table 4-2. States with Increased Funding for Public Transit by Amount of Increase (in Million \$).....	4-3
Table 4-3. Federal Formula and State Funding for Public Transit by Select Years (in Millions \$)	4-4
Table 4-4. Major Sources of Overall Public Transit Funding.....	4-6
Table 4-5. Eligible Uses for State Public Transit Funding.....	4-9
Table 4-6. Distribution Methods for State Public Transit Funding.....	4-10
Table 4-7. Changes in Total and Per Capita State Public Transit Funding Levels for FY 2021 and FY 2017.....	4-12
Table 4-8. Reported State Investment by Total Public Transit Funding.....	4-14
Table 4-9. Reported State Investment by Per Capita Funding.....	4-15
Table 4-10. Select State Funding Correlations.....	4-17
Table 4-11. Number of Transit Systems, MPOs, and RPCs	4-17
Table 4-12. Sources of Local Public Transit Funding	4-19
Table 4-13. Types of Transit Services Funded with State Public Transit Funds	4-21

List of Figures

Figure 2-1. 2020 and 2021 Ridership by Mode as Percentage of 2019 Ridership.....	2-2
Figure 2-2. 2020 and 2021 Ridership by System Type as a Percent of 2019 Ridership.....	2-2
Figure 2-3. 2020 and 2021 Fare Revenue by Mode as Percent of 2019 Fare Revenue.....	2-3
Figure 2-4. 2021 Ridership and Fare Revenue by Mode as Percent of 2019 Values	2-4
Figure 2-5. 2020 and 2021 Vehicle Revenue Miles by Mode as Percent of 2019 Vehicle Revenue Miles.....	2-5
Figure 2-6. 2020 and 2021 Vehicle Revenue Miles by System Type as Percent of 2019 Vehicle Revenue Miles.....	2-5
Figure 3-1 State and Federal Funding for Public Transit	3-1
Figure 4-1. State and Federal Funding for Public Transit.....	4-6



The City of Statesboro, in partnership with Georgia DOT and Coastal Regional Commission, operates Statesboro Area Transit's rural public transportation system in the Georgia town. Photo courtesy of Action Signs.

PART I

Introduction

This report, the 41st 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). This report is based on survey responses received from 51 departments of transportation (DOTs), including the District of Columbia. No data was included from any United States territories.

Due to the unusual and continuing widespread impact of the pandemic in FY 2021 on public transit nationwide, AASHTO is providing a snapshot of the impact on transit systems from a national perspective, as well as the continued challenges and impacts faced by state administrators and operators of public transit, and select innovative services implemented to meet these challenges and impacts (Parts 2 and 3).





Columbus Transfer Center, Columbus Indiana. Photo courtesy of Brian Jones, Indiana Department of Transportation.

PART 2

Highlights of the Pandemic Impact on State Transit Systems Nationally

The COVID-19 pandemic had an unprecedented impact on the public transportation industry. The pandemic disrupted services operated by every urban, small urban, rural, and tribal transit system in fiscal year 2021¹. While the pandemic started in Spring 2020 and impacted services during the remaining months of FY 2020, the pandemic affected services in FY 2021 for the entire fiscal year.

The pandemic had significant impacts on transit ridership, fare revenues, service operated, and transit funding. These impacts are discussed in the next sections.

Ridership Impacts

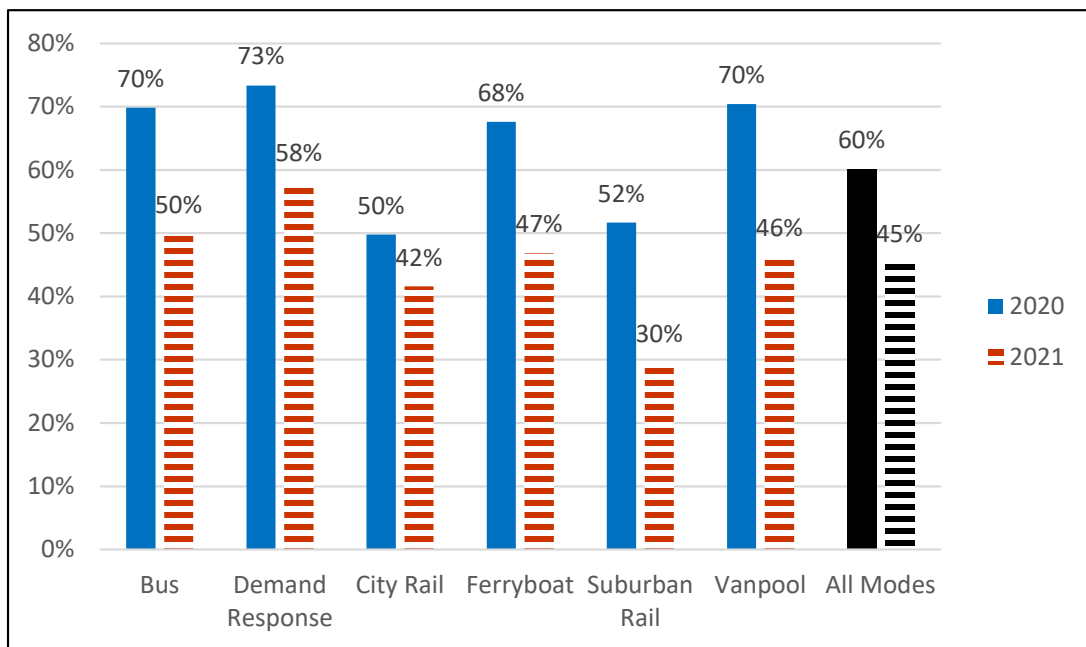
The pandemic had a significant impact on transit ridership. As Figure 2-1 shows, overall transit ridership dropped in FY 2020 to 60 percent of pre-pandemic 2019 levels, and further to 45 percent in FY 2021. The sharp ridership decline is attributed to government restrictions, social distancing policy recommendations, and stay-at-home orders, and the resulting reduced economic activity.

The apparent decline in ridership between 2020 and 2021 primarily reflects the differences in local fiscal years used by the transit systems and states in reporting the data to the National Transit Database. The pandemic started in Spring 2020 and impacted services during the remaining months of FY 2020. About half of the transit systems have fiscal years that begin July 1 and end June 30. For these systems, the pandemic affected only three months of their FY 2020. The pandemic affected services operated by all transit systems in FY 2021 for the entire fiscal year.

Figure 2-1 also shows that the decline in ridership between 2019 and 2021 had the following modal differences:

- Bus, city rail, ferryboat, and vanpool dropped to 42 to 50 percent of their pre-pandemic 2019 ridership levels,
- Suburban rail lost the most passengers relative to 2019 and only retained 30 percent of its 2019 ridership, and conversely,
- Demand response lost fewer passengers relative to 2019 and retained almost 60 percent of its 2019 ridership.

¹ The information presented in this section is largely based on an analysis of data reported by states and local transit providers to the National Transit Database (NTD) managed by the Federal Transit Administration. The data are reported according to the local fiscal years defined by the states and local transit providers (e.g., July 1 through June 30, October 1 through September 30, January 1 through December 31). Therefore, references to data for a specific year (e.g., 2021) reflect the composite data for the local-defined fiscal year.

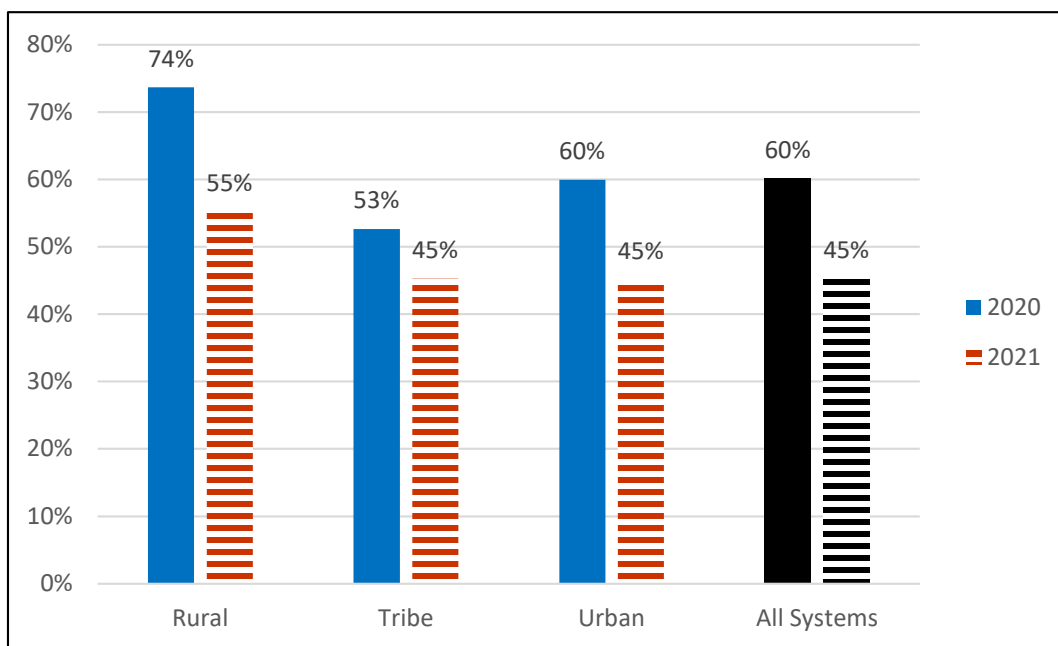


Source: NTD Report Year 2021 provided time series file TS2.1—Service Data and Operating Expenses Time Series by Mode.

Figure 2-1. 2020 and 2021 Ridership by Mode as Percentage of 2019 Ridership

From Figure 2-2, there also were differences among system type in the size of the drop in ridership between 2019 and 2021 with:

- Urban and tribal systems dropping to 45 percent of their pre-pandemic 2019 ridership levels, and
- Rural general public systems dropping to 55 percent of its 2019 ridership.

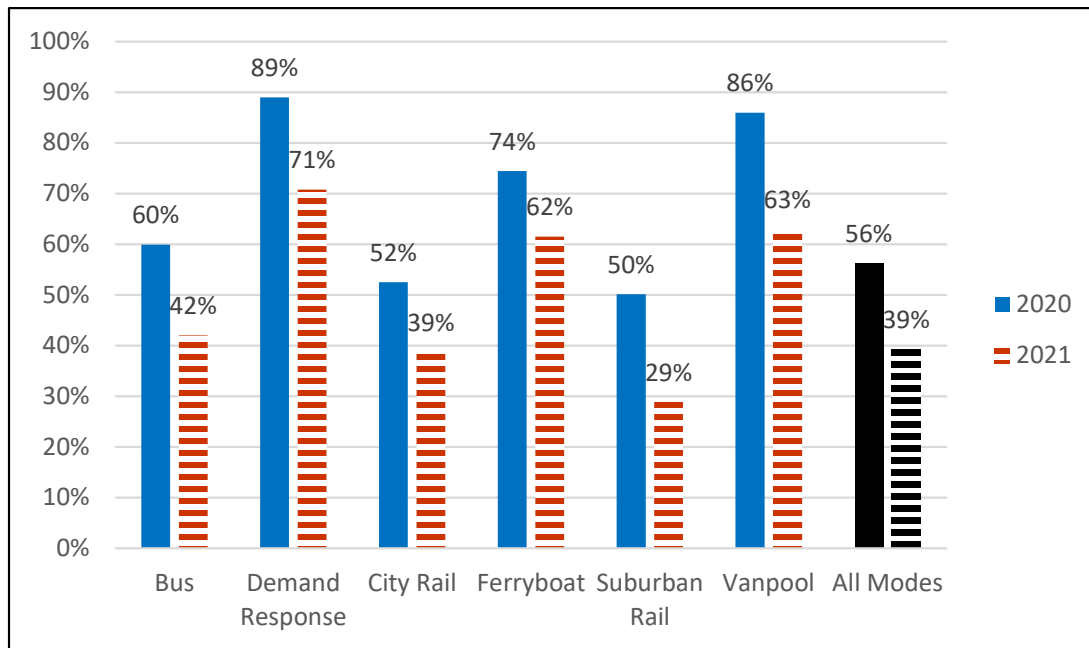


Source: NTD Report Year 2021 provided time series file TS2.1—Service Data and Operating Expenses Time Series by Mode.

Figure 2-2. 2020 and 2021 Ridership by System Type as a Percent of 2019 Ridership

Fare Revenue Impacts

The dramatic loss of ridership had a direct impact on fare revenues. As Figure 2-3 shows, overall fare revenues for all modes declined in FY 2020 to 56 percent of pre-pandemic 2019 levels and further to 39 percent in FY 2021. The largest revenue losses were experienced by bus (to 42 percent), city rail (to 39 percent), and suburban rail (to 29 percent).

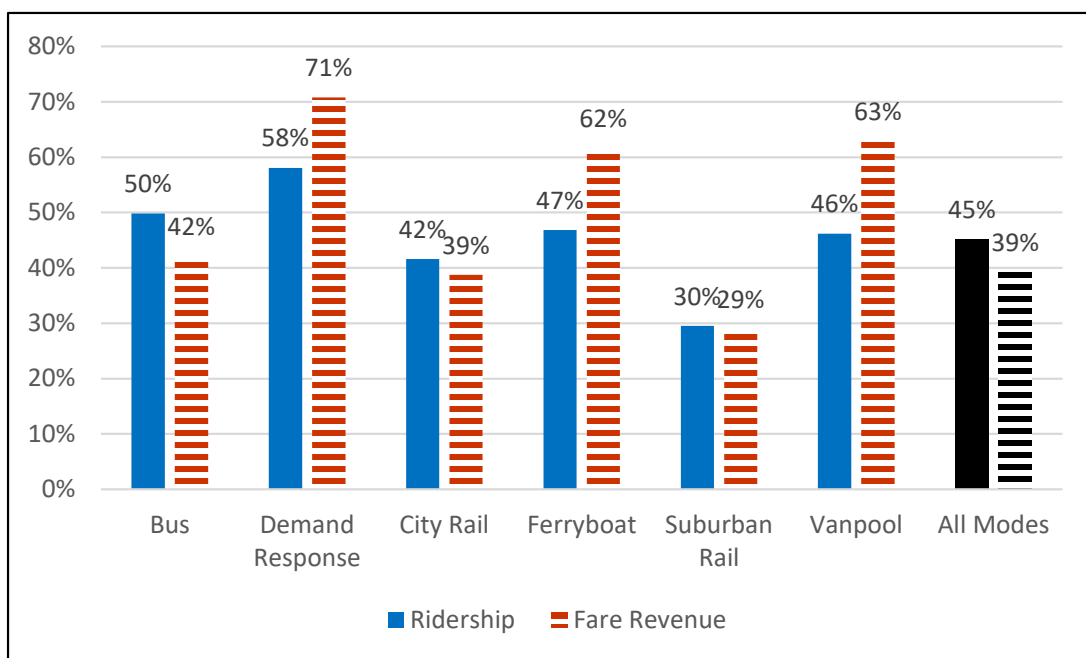


Source: NTD Report Year 2021 provided time series file TS2.1—Service Data and Operating Expenses Time Series by Mode.

Figure 2-3. 2020 and 2021 Fare Revenue by Mode as Percent of 2019 Fare Revenue

As Figure 2-4 shows, the overall decline in fare revenue in 2022, to 39 percent of 2019 levels, was slightly greater than the decline in ridership to 45 percent. These are some significant differences among four modes in the relative sizes of these declines:

- Bus:** The 2021 bus ridership was 50 percent of the 2019 ridership while the 2021 fare revenue was 42 percent of the 2019 fare revenue. A possible explanation is that some transit systems permitted boarding through the rear doors during the pandemic and often did not collect fares.
- Demand Response:** The 2021 demand response ridership was 58 percent of the 2019 ridership while the 2021 fare revenue was 71 percent of the 2019 fare revenue. A possible explanation is that many transit agencies serve clients of social service agencies who pay the fares of their clients. Sometimes, the agencies pay a negotiated fee per year that is not tied to the number of rides provided.
- Ferryboat:** The 2021 ferryboat ridership was 47 percent of the 2019 ridership while the 2021 fare revenue was 62 percent of the 2019 fare revenue. A likely explanation is that some users switched from purchasing monthly passes to buying single-ride tickets because they were riding less frequently, and the monthly pass did not provide the savings per trip over the single-ride ticket.
- Vanpool:** The 2021 vanpool ridership was 46 percent of the 2019 ridership while the 2021 fare revenue was 63 percent of the 2019 fare revenue. A likely explanation is that vanpools paid the same lease cost for their vehicles even though they took fewer trips. Therefore, the fixed-lease cost was spread over fewer trips which resulted in a higher cost per trip.



Source: NTD Report Year 2021 provided time series file TS2.1—Service Data and Operating Expenses Time Series by Mode.

Figure 2-4. 2021 Ridership and Fare Revenue by Mode as Percent of 2019 Values

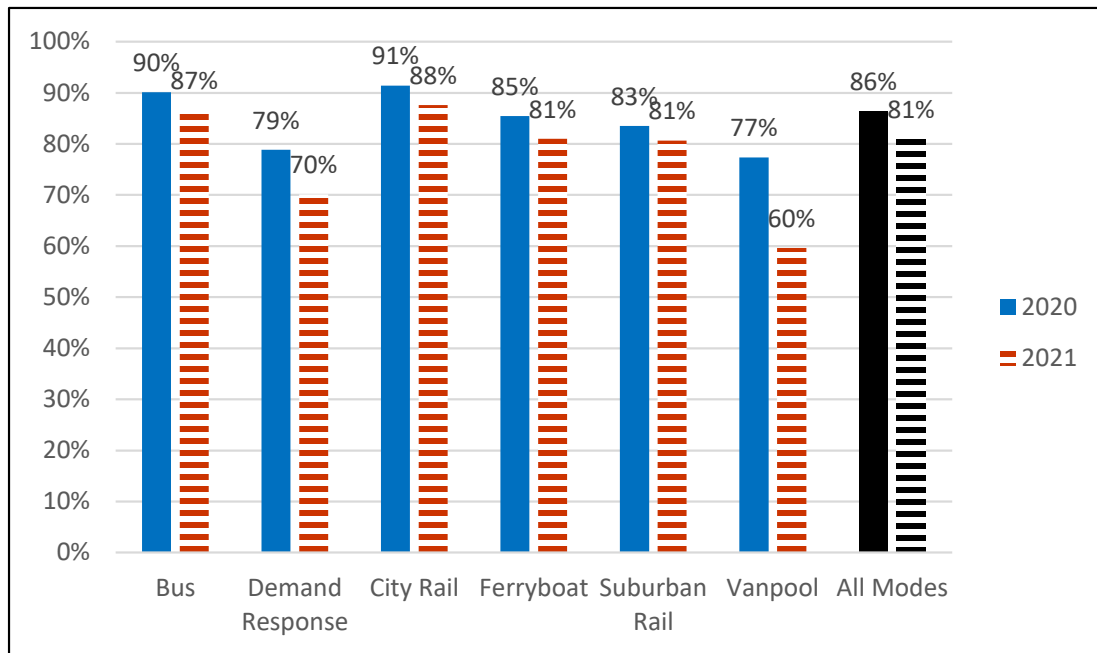
Service Provided Impacts

The pandemic also significantly affected the service provided by transit systems. Overall transit service as measured by vehicle revenue miles fell in FY 2020 to 86 percent of pre-pandemic 2019 levels and further to 81 percent in fiscal year 2021 (see Figure 2-5). The decline in FY 2021 in service provided (19 percent) was likely less than the drop in ridership (55 percent) because of the local decision to provide a basic level of service to transit-dependent users during both peak and off-peak travel periods.

In addition, there were the following differences among modes in the size of the decline in service provided between 2019 and 2021:

- Bus, city rail, ferryboat, and suburban rail all dropped to between 81 to 88 percent of their pre-pandemic 2019 service levels, and
- Vanpool and demand response modes dropped more than other modes relative to 2019 (60 percent and 70 percent, respectively).

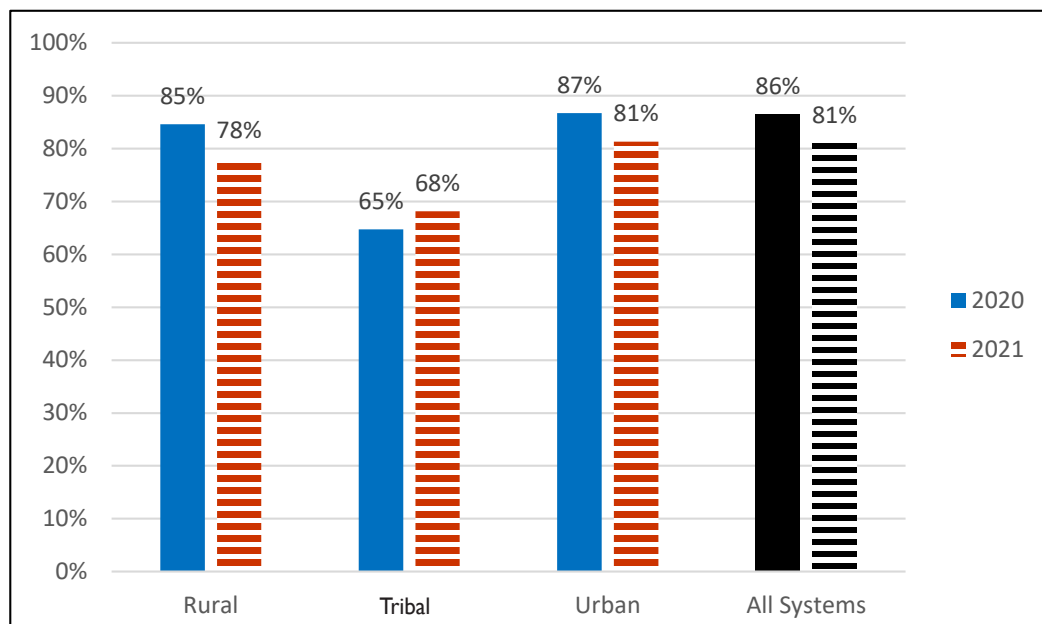
This difference likely reflects the ability of non-fixed scheduled services, like vanpool and demand response, to better and more flexibly match service provided with passenger demand than conventional fixed-schedule services such as bus, city rail, ferryboat, and suburban rail.



Source: NTD Report Year 2021 provided time series file TS2.1—Service Data and Operating Expenses Time Series by Mode.

Figure 2-5. 2020 and 2021 Vehicle Revenue Miles by Mode as Percent of 2019 Vehicle Revenue Miles

As can be seen in Figure 2-6, there also were differences among system type in the size of the decline in service operated between 2019 and 2021. Urban and rural systems dropped to about 80 percent of their pre-pandemic 2019 service levels. However, tribal systems operated less service in 2021 relative to 2019 than the other system types at 68 percent of its 2019 vehicle revenue miles operated.



Source: NTD Report Year 2021 provided time series file TS2.1—Service Data and Operating Expenses Time Series by Mode.

Figure 2-6. 2020 and 2021 Vehicle Revenue Miles by System Type as Percent of 2019 Vehicle Revenue Miles



Virginia Breeze intercity bus service connecting rural and urban communities across Virginia. Photo courtesy of Virginia Department of Rail and Public Transportation.

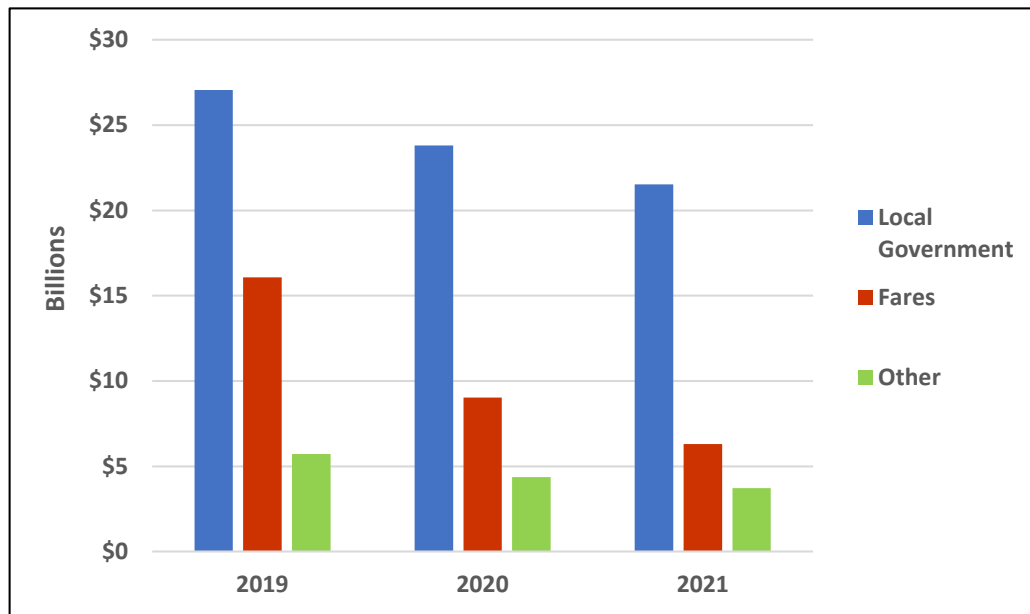
PART 3

Highlights of the Pandemic Impact on State Transit Programs—FY 2021

The financial support of public transportation services changed significantly during the pandemic between FY 2019 and FY 2021. While the national total of capital and operating costs remained relatively stable, dropping slightly from \$78.8 billion in 2019 to \$77.2 billion in 2021², the mix of funding from different sources was dramatically affected by the pandemic (see Figure 3-1).

The major declines in funding occurred in:

- Fare revenues, which dropped \$9.8 billion (\$16.1 billion in 2019 versus \$6.3 billion in 2021) largely due to the 45 percent decline in ridership from 2019, and
- Local revenues, which fell \$5.6 billion (\$27.1 billion in 2019 to \$21.5 billion in 2021) perhaps because of the reduced economic activity caused by the pandemic.



Sources: NTD Report Year 2021 provided time series files TS1.2—Operating and Capital Funding Time Series and TS2.1—Service Data and Operating Expenses Time Series by Mode

Figure 3-1 Sources of Local Capital and Operating Funding for Fiscal Years 2019–2021

² National Transit Database Report Year 2021 time series files TS2.1—Service Data and Operating Expenses Time Series by Mode.

Federal Funding Impact on State Transit Programs

In response to the critical financial, service, and employee impact the pandemic had on public transit providers nationwide, in 2020 and 2021 Congress provided an unprecedented \$65 billion in funding to support the transit industry's service response to COVID-19 and loss of revenue through the three special COVID-19 funding relief packages passed by Congress: the CARES (Coronavirus Aid, Relief, and Economic Security) Act in March 2020; the CRRS (Coronavirus Response and Relief Supplemental Appropriations) Act of 2021 in December 2020; and the ARP (American Rescue Plan) Act of 2021 in March 2021. (see Table 3-1).³

It should be noted that the Federal dollars referenced in this report represent Federal Transit Administration public transit funds apportioned to the DOTs, some of which may not be administered by a specific DOT.

The CARES Act provided \$24.75 billion in Federal transit funding which included:

- \$22.53 billion for urbanized area public transit providers (Section 5307);
- \$2.17 billion for non-urbanized public transit providers (Section 5311); and
- \$0.05 billion for tribal transit programs [Section 5311 (c)(1)].

The CRRS Act provided \$13.95 billion in Federal transit funding which included:

- \$13.22 billion for urbanized area public transit providers (Section 5307);
- \$0.65 billion for non-urbanized public transit providers (Section 5311);
- \$0.03 billion for tribal transit programs [Section 5311 (c)(1)]; and
- \$0.05 billion for enhanced mobility for older adults and people with disabilities (Section 5310).

The ARP Act provided \$26.42 billion in Federal transit funding which included:

- \$25.97 billion for urbanized area public transit providers (Section 5307);
- \$0.27 billion for non-urbanized public transit providers (Section 5311);
- \$0.03 billion for tribal transit programs [Section 5311 (c)(1)];
- \$0.05 billion for enhanced mobility for older adults and people with disabilities (Section 5310); and
- \$0.10 billion for intercity bus [Section 5311 (f)].

³ Federal Transit Administration, Table 1—FY 2020 CARES Act Appropriations and Apportionments for Grant Programs, April 2, 2020.

Federal Transit Administration (FTA), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), Apportionments/Allocations by State for Selected FTA Programs, January 11, 2021.

Federal Transit Administration (FTA), American Rescue Plan (ARP) Act Fiscal Year 2021 Apportionments by State For Selected FTA Programs, March 29, 2021.

Table 3-1. Impact of Federal Pandemic Funding for FY 2020 and 2021 (in Millions \$)

State	FY2020			FY2021				Total Federal Pandemic Funding \$
	Federal Formula \$	State \$	Federal CARES Act \$	Federal Formula \$	State \$	Federal CRSS Act \$	Federal ARP Act\$	
Alabama	\$75.74	\$0.00	\$131.29	\$77.45	\$0.00	\$59.61	\$34.31	\$225.20
Alaska	\$72.70	\$93.39	\$145.43	\$50.37	\$107.16	\$0.76	\$20.24	\$166.42
Arizona	\$143.92	\$11.26	\$313.48	\$303.13	\$11.76	\$107.60	\$267.02	\$688.11
Arkansas	\$37.26	\$3.69	\$82.75	\$36.46	\$3.49	\$0.69	\$15.05	\$98.49
California	\$1,484.85	\$3,676.09	\$3,738.12	\$1,679.94	\$4,210.46	\$2,096.18	\$3,976.91	\$9,811.21
Colorado	\$150.16	\$72.00	\$325.26	\$152.62	\$77.00	\$284.23	\$380.12	\$989.61
Connecticut	\$195.62	\$708.35	\$489.15	\$133.32	\$686.95	\$350.06	\$435.20	\$1,274.41
Delaware	\$31.74	\$117.73	\$66.55	\$31.65	\$129.71	\$40.64	\$96.66	\$203.85
District of Columbia	\$208.86	\$878.99	\$535.66	\$50.86	\$882.12	\$460.10	\$185.13	\$1,180.89
Florida	\$439.92	\$396.92	\$958.65	\$529.64	\$214.28	\$342.67	\$867.66	\$2,168.98
Georgia	\$226.50	\$15.70	\$522.24	\$176.48	\$16.03	\$41.74	\$343.05	\$907.02
Hawaii	\$63.34	\$0.00	\$107.59	\$68.63	\$0.00	\$114.92	\$174.74	\$397.25
Idaho	\$34.27	\$0.31	\$62.40	\$34.19	\$0.31	\$1.54	\$7.99	\$71.94
Illinois	\$635.84	\$1,353.87	\$1,618.31	\$493.36	\$788.97	\$529.75	\$1,518.51	\$3,666.57
Indiana	\$104.95	\$67.94	\$238.43	\$331.00	\$62.36	\$42.81	\$193.25	\$474.50
Iowa	\$56.27	\$17.37	\$107.18	\$82.47	\$18.23	\$26.52	\$61.09	\$194.78
Kansas	\$49.81	\$11.00	\$91.54	\$62.99	\$11.00	\$15.66	\$44.00	\$151.20
Kentucky	\$66.52	\$1.35	\$138.47	\$83.48	\$1.40	\$44.41	\$89.66	\$272.54
Louisiana	\$94.63	\$4.96	\$163.28	\$95.22	\$4.96	\$39.38	\$101.34	\$304.00
Maine	\$49.50	\$14.73	\$85.00	\$40.95	\$20.62	\$23.19	\$17.90	\$126.09
Maryland	\$277.06	\$813.64	\$696.32	\$336.85	\$904.80	\$253.94	\$911.24	\$1,861.50
Massachusetts	\$407.93	\$2,333.72	\$1,043.95	\$409.18	\$3,500.35	\$344.22	\$1,028.74	\$2,416.91
Michigan	\$187.74	\$301.86	\$353.18	\$197.91	\$303.99	\$144.28	\$291.51	\$788.97
Minnesota	\$138.32	\$583.09	\$309.77	\$117.05	\$547.13	\$209.05	\$352.47	\$871.29
Mississippi	\$41.08	\$1.92	\$75.20	\$51.81	\$1.76	\$1.79	\$12.06	\$89.06
Missouri	\$118.52	\$1.71	\$256.23	\$156.01	\$1.71	\$82.01	\$199.70	\$537.94
Montana	\$28.87	\$1.48	\$51.91	\$29.91	\$1.58	\$2.29	\$10.50	\$64.71
Nebraska	\$45.62	\$6.30	\$62.85	\$50.14	\$6.30	\$1.83	\$24.48	\$89.16
Nevada	\$78.16	\$0.00	\$161.50	\$83.00	\$0.00	\$65.86	\$154.02	\$381.38
New Hampshire	\$20.90	\$0.82	\$38.75	\$20.77	\$0.46	\$3.39	\$26.77	\$68.91
New Jersey	\$679.53	\$368.64	\$1,752.19	\$752.75	\$1,034.72	\$1,465.35	\$3,125.32	\$6,342.86
New Mexico	\$59.08	\$6.60	\$134.25	\$61.18	\$6.60	\$3.03	\$45.90	\$183.18
New York	\$1,565.04	\$5,965.48	\$4,150.84	\$892.18	\$7,017.44	\$4,120.89	\$5,902.50	\$14,174.23
North Carolina	\$149.92	\$91.65	\$320.36	\$170.30	\$17.82	\$85.65	\$218.03	\$624.03
North Dakota	\$32.86	\$4.26	\$34.08	\$32.76	\$4.15	\$1.13	\$7.56	\$42.77
Ohio	\$209.34	\$70.00	\$478.00	\$188.23	\$70.00	\$194.33	\$413.73	\$1,086.07
Oklahoma	\$72.94	\$5.75	\$113.74	\$73.43	\$5.75	\$7.85	\$35.05	\$156.64
Oregon	\$127.09	\$125.32	\$285.82	\$202.50	\$147.25	\$224.77	\$340.51	\$851.10
Pennsylvania	\$461.74	\$1,729.02	\$1,140.01	\$383.04	\$1,697.18	\$459.80	\$998.60	\$2,598.41
Rhode Island	\$59.87	\$63.38	\$104.38	\$59.88	\$52.45	\$0.81	\$29.48	\$134.67
South Carolina	\$64.50	\$5.00	\$123.59	\$74.27	\$5.00	\$3.72	\$31.88	\$159.20
South Dakota	\$22.19	\$1.05	\$36.63	\$21.36	\$1.05	\$2.63	\$11.81	\$51.07
Tennessee	\$98.01	\$69.77	\$229.75	\$109.47	\$61.07	\$10.66	\$118.98	\$359.39
Texas	\$515.74	\$37.42	\$1,179.70	\$513.83	\$37.27	\$429.84	\$1,015.99	\$2,625.53
Utah	\$108.05	\$6.37	\$219.66	\$158.99	\$13.49	\$39.04	\$175.50	\$434.20
Vermont	\$13.75	\$8.16	\$21.01	\$13.63	\$8.33	\$29.30	\$14.93	\$65.23
Virginia	\$189.52	\$600.58	\$456.40	\$181.45	\$598.24	\$223.02	\$800.07	\$1,479.49
Washington	\$315.10	\$117.35	\$698.90	\$473.10	\$113.44	\$833.76	\$1,113.93	\$2,646.58

(continued on next page)

Table 3-I . Impact of Federal Pandemic Funding for FY 2020 and 2021 (in Millions \$) (continued)

State	FY2020			FY2021				Total Federal Pandemic Funding \$
	Federal Formula \$	State \$	Federal CARES Act \$	Federal Formula \$	State \$	Federal CRSS Act \$	Federal ARP Act\$	
West Virginia	\$29.43	\$2.26	\$59.18	\$34.18	\$2.26	\$2.40	\$21.53	\$83.10
Wisconsin	\$102.82	\$115.98	\$209.81	\$150.31	\$115.98	\$79.60	\$158.30	\$447.70
Wyoming	\$18.96	\$1.89	\$28.65	\$18.86	\$1.52	\$0.22	\$2.79	\$31.66
TOTALS	\$10,462.08	\$20,886.12	\$24,747.37	\$10,532.57	\$23,525.87	\$13,948.92	\$26,423.69	\$65,119.98

Sources: Federal Transit Administration FAST ACT Fiscal Year 2020 and 2021 Full Year Apportionments/Allocations by State for Selected FTA Programs, December 27, 2020.

Federal Transit Administration CARES Act Formula Apportionments by State for Selected FTA Programs, August 27, 2021.

Federal Transit Administration CRSS Act Formula Apportionments/Allocations by State for Selected FTA Programs, January 11, 2021.

Federal Transit Administration ARP Act Formula Apportionments by State for Selected FTA Programs, March 29, 2021.

Table 3-I highlights the FY 2021 financial impact on overall transit funding by state when compared to FY 2020. According to the table, in FY 2021 DOTs collectively received a:

- 12.64% increase (by \$2.64 billion) in total state funding;
- 0.67% increase (by \$70.5 million) in Federal formula funding;
- 63.14% increase (\$15.63 billion) in Federal coronavirus funding; and
- 37.69% increase (\$18.34 billion) in total public transit funding for FY 2021.

Like the CARES Act funding, the CRSS and ARP Act funding was critical to help public transit systems mitigate catastrophic financial losses that would have led to either ceasing operations or dramatically cutting service. These acts provided for the quick dispersal of Federal funding and allowed these funds to support operating expenses, including administrative leave for transit personnel impacted by reduced operations due to the pandemic, as well as other pandemic-related mitigation expenses.

Ongoing Impacts on State Administration

Since the impact of the pandemic continued through FY 2021, it was important to obtain an ongoing overall picture of the pandemic's impact to state administration nationwide. Thus, the DOTs were asked to check boxes associated with a set of pandemic-related state administration impacts experienced again in FY 2021 so we could compare them to those reported in FY 2020 (see Table 3-2).

Here are the highlights from the table:

- Remote full-time working dropped from 41 DOTs (80 percent) to 37 DOTs (72.5 percent), while remote working part-time increased from 32 DOTs (62.7 percent) to 37 DOTs (73.5 percent).
- Those DOTs reporting a hiring freeze dropped from 18 (35 percent) to 13 (25.5 percent).
- The implementation of online electronic meeting to conduct business remained commonplace, and was reported in both years by over 90 percent of the DOTs.
- There was an increase in DOTs reporting a decrease in state funding from 10 DOTs (19.6 percent) to 14 DOTs (27.5 percent) which can probably be attributed to the increase in Federal pandemic funding. It should be noted that the majority of states (over 70 percent) did not reduce their state funding in FY 2021, even with the dramatic increase in total Federal funding.
- As in FY 2020, only four DOTs (8 percent) reported an increase in state funding to offset the loss of local funds for public transit service.

While the financial impacts resulting from the COVID-19 pandemic are well documented, the impact on the DOT workforce did not reach a crisis level. Again, less than 20 percent of the DOTs reported a reduction in the work-

schedule, less than 10 percent of the DOTs reported a reduction in pay and benefits, and less than five percent of the DOTs reported a temporary reduction in workforce.

Table 3-2. Ongoing Impacts of the State Administration

Operational Impacts	# of DOT's Reporting Impact	
	FY 2020	FY 2021
Remote Working Full Time	41	37
Remote Working Part Time	32	37
Reduced Work Schedule	8	6
Reduction in Pay/Benefits	5	4
Temporary Reduction in Work Force	2	2
Hiring Freeze	18	13
Electronic Meetings (i.e., Zoom, Teams, etc.)	46	47
Reduction in State Funding Due to Federal Stimulus Funding	10	14
Increase in State Funding to Offset the Loss of Local Funds	4	4

Ongoing Impacts on Public Transit Provider Operations

Since the impact of the pandemic continued through all of FY 2021, it was important to obtain an ongoing overall picture of the pandemic impact to operations of public transit providers nationwide. Thus, the DOTs were asked again to check boxes associated with a set of pandemic-related operational impacts experienced by their public transit providers independent of their funding sources (i.e., Federal, state, or local) in FY 2021 so we could compare them to those reported in FY 2020. Table 3-3 shows the reported operational impacts experienced by urban, small urban, and rural public transit providers in FY 2020 and FY 2021. Not surprisingly, the pandemic had quite an impact on the operations of all public transit systems both large and small, and the types of impacts experienced were fairly consistent within all three public transit provider types for both fiscal years. The most common impacts reported by DOTs in FY 2021 are:

- Reductions in on-street service due to route suspensions, reductions in hours of service and days of service, as well as route changes;
- Implementation of zero fare or reduced fares programs;
- Shortages in staff; and
- Limits on vehicle capacity for passengers.

As a result of the pandemic's ongoing effect on public transit (from loss of ridership due to "stay at home" directives and other operational and financial impacts), the number of DOTs reporting public transit service providers having to terminate operations during the reporting period increased from 21 in FY2020 to 25 in FY 2021. The specific operational impacts for a particular state can be found in the individual state survey responses provided in Part 5.

Table 3-3. Ongoing Pandemic Impacts on Public Transit Provider Operations

Operational Impacts	# of DOT's Reporting Impact by Public Transit Provider Type					
	Urban		Small Urban		Rural	
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021
Reduced days of service	32	31	33	32	39	39
Reduced hours of service	38	38	36	34	41	41
Temporary service shut down	19	19	22	21	32	30
Route changes	29	31	34	31	34	32
Route suspensions	40	37	35	33	38	36
Service provider terminating operations	9	8	4	7	8	10
Reduced fares	27	23	27	24	31	30
Free fares	37	35	39	37	38	39
Staff shortages	36	40	39	40	42	43
Capacity limits per transit vehicle	40	39	38	37	43	41

Use of Federal Coronavirus Supplemental Funds

Of particular interest in this year's survey, was how the DOTs were expending the various Federal coronavirus supplement funds. Thus, the DOTs were asked to check boxes associated with a set of Federal coronavirus-related funding expenses used by their small urban transit systems (Section 5307), rural transit systems (Section 5311), enhanced mobility of seniors and individuals with disabilities systems (Section 5310), and tribal transit systems. Table 3-4 shows the reported expenses associated with each Federal funding source and transit system type. While there was active use of all the Federal funds, the most common expenses funded are:

- Operating expenses for all transit types except tribal.
- Administration expenses for the rural transit systems.
- Preventative maintenance expenses for the rural transit systems.
- Capital expenses for the rural transit systems.
- Intercity bus expenses for the rural transit systems.

Table 3-4. Use of Federal Coronavirus Supplemental Funds

Expense Type	# of DOTs Reporting Use by Public Transit Provider Type and Expense Type											
	Small Urban Transit Systems (5307)			Rural Transit Systems (5311)			Enhanced Mobility of Seniors & Individuals with Disabilities (5310)			Tribal Transit		
	CARES Act	CRSSA Act	ARP Act	CARES Act	CRSSA Act	ARP Act	CARES Act	CRSSA Act	ARP Act	CARES Act	CRSSA Act	ARP Act
Operating Expenses	28	14	14	42	18	21	9	20	17	6	6	6
Administration Expenses	15	8	7	31	10	11						
Preventative Maintenance Expenses	16	7	7	22	8	9						
Capital Expenses	13	6	7	21	7	5	11	13	10	3	3	3
Charter Service Expenses				1	0	0						
Intercity Bus Expenses				25	7	13						
Other	1	1	1	2	1	1	1	2	2	1	0	0

Examples of Innovative Services

At the beginning of the pandemic, many questions went unanswered about how the COVID-19 virus could spread among the population. Based on the Centers for Disease Control and Prevention guidelines, and to ensure the safety of transit personnel and riders, public transit providers had to immediately address the impacts on the provision of public transit service.

While simply stopping service could have addressed some of these situations, public transit providers understood the services they deliver are a lifeline for millions of people and halting public transit service was not a viable option. As a result of these service and administrative obstacles, the DOTs and their public transit providers were afforded the opportunity for creative and innovative solutions, some of which are highlighted below.

Operational Innovations

- Providing transparent, plexiglass barriers on public transit vehicles between the riders and the driver.
- Instituting free fares and contactless fare technology.
- Enhancing the cleaning of public transit vehicles, including fogging machines and other methods for deep cleaning vehicles.
- Having rear door entry of public transit vehicles to minimize rider–driver interaction.
- Reducing passenger capacity allowed in public transit vehicles to implement social-distancing policies.
- Additional pay for drivers and administrative staff working through the pandemic.

Service Innovations

- Transporting goods and services directly to those in need.
- Delivering food to and from meal sites, food banks, and local restaurants.
- Distributing personal protective equipment (PPE), toiletries, and other protective items.
- Providing PPE for customers on transit buses.
- Delivering medications to homebound residents.
- Utilizing transit employees to conduct home visits to ensure the safety, health, and well-being of people who are seniors, individuals with disabilities, and veterans living alone and homebound.
- Donating public transit vehicles to transport the homeless to medical and shelter sites.
- Expanding or targeting public transit service to meet the needs of essential workers.

Community Innovations

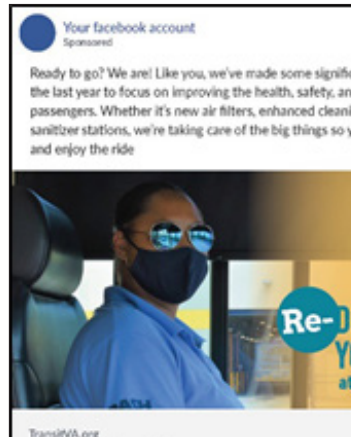
- Coordinating with community-based health centers and area-on-aging centers for at-home meal deliveries and vaccination access.
- Creating a greater awareness of the role of public transit service within the DOT.
- Using public transit service facilities as vaccination sites.
- Partnering with medical providers to convert public transit vehicles to mobile vaccination sites.
- Providing internet access for children who must take school classes remotely using wi-fi equipped public transit vehicles parked in rural parking lots.
- Coordinating between the state emergency management agencies and transit providers to assist with both COVID testing and vaccination site planning.



Select State Innovations

- **California:** There were several initiatives implemented by transit systems in California. These included:
 - **PRIDE Industries:** In response to COVID, this Auburn nonprofit re-purposed its ADA-compliant bus fleet [purchased in part using Caltran's Division of Rail and Mass Transportation (DRMT) funds] to provide people with disabilities access to errands, fresh air, and social opportunities.
 - **Tuolumne County Transit Wheels Program:** Tuolumne County Transit Agency utilized a Federal Section 5310 grant award to expand the Southside Community Connections' Wheels program. The program provides fareless, volunteer-operated transportation to clients residing in areas not served by other transit, who do not drive due to age, illness, or lack of access to a personal vehicle.
 - **Asian Community Center Senior Services (Center):** The Center delivered more than 80,000 meals, 10,000 wellness calls, and 5,000 pieces of PPE to COVID-vulnerable populations in Sacramento between March 2020 and June 2021. Specific meal programs included Meals on Wheels, Great Plates, and the Family Meal Program for people who tested positive for COVID.
 - **MOVE Culver City:** Building on a COVID-era open streets program for outdoor dining, Culver City installed dedicated bus lanes and protected bike lanes on a main arterial street. The project has facilitated double-digit percentage point increases in bus ridership (52 percent), biking (32 percent), walking (18 percent), and micromobility use (95 percent) and increased visitation of the surrounding area (up to 64 percent).
- **Kansas:**
 - **The Reno County Area Transportation (RCAT) transit system** supported COVID-19 vaccination efforts by providing demand response rides to vaccination points of dispensing (POD), assisted by using the vehicles as warming centers in the POD parking lots for clients having to wait outside the POD in subzero weather; and provided rides for local Tyson's workers to clinics at their main plant.
 - **The Flint Hills Area Transportation Agency (ATA Bus)** ran a Meals on Wheels route during the peak of the COVID-19 pandemic, providing over 100 meals per day to seniors. As things opened back up, ATA distributed COVID-19 safety packets including masks, hand sanitizer, and CDC guidelines to all riders.
- **South Dakota:** The South Dakota Department of Transportation worked with their transit providers to implement enhanced cleaning/disinfecting process for vehicles and facilities, as well as COVID-related transportation services as part of their operations guidance. A few examples include:
 - **Community Transit of Watertown/Sisseton:** Installed protective shields on the back of the bus and van seats and purchased spray guns to spray germ-killing chemicals in vehicles at the end of shifts.
 - **Palace City Transit:** Provided COVID-positive transportation following PPE training.
 - **Prairie Hills Transit:** As one of their first actions, they called in a medical team from the Monument Health Hospital to perform a full inspection and analysis of their regional facility in Spearfish, including vehicles, and immediately implemented additional precautions and protocols recommended by the hospital.
 - **Standing Rock Public Transit:** They emailed the *President's Coronavirus Guidelines for America* to all Standing Rock Sioux Tribe employees, Sitting Bull College students and employees, and human service agencies.
- **Vermont:** Through a Federal Transit Administration Section 5312 research grant, the Vermont Agency on Transportation partnered with Dartmouth College to test far-ultraviolet-C (UVC) and UVC light products in full-size transit and paratransit vehicles to determine 1) their effectiveness in sanitizing vehicles, and 2) how the transit riders and public respond to UV lighting as a method of cleaning vehicles and to what extent it increases their confidence in the safety of public transit vehicles.
- **Virginia:** The Virginia Department of Rail and Public Transportation (VDRPT) received funding from a [Federal Transit Administration \(FTA\) Research Demonstration Grant](#) to develop a comprehensive strategies handbook and a statewide marketing campaign. The marketing campaign, coined Rediscover Your Ride, was aimed at welcoming back riders who had yet to return to their pre-COVID commuting patterns. This marketing campaign operated throughout the Commonwealth in nine different media markets. It was multi-media through radio ads, videos, social media ads, and printed materials. In addition, VDRPT supported transit agencies who wanted to deploy customized ads through a statewide grant program. VDRPT offered interested participants both financial and

technical support in deploying these materials. Example ads can be found below. Also, VDRPT developed a *COVID-19 Handbook*. This handbook is a component of VDRPT's COVID-19 Transit Recovery Toolkit, whose development was funded by the Federal Transit Administration's COVID-19 Research Demonstration Grant Program to support strategies that address the operational challenges agencies faced during the pandemic. The program focuses on vehicles, facilities, equipment, and infrastructure for cleaning and disinfection; exposure mitigation measures; innovative mobility and technologies such as contactless payments; and measures that strengthen public confidence in transit services.



- Washington:** Through a Washington State DOT Rural Mobility Grant, Costal Community's "Driven to Opportunity Program" provides transportation services to improve employment opportunities for its clients, getting them to job training, college classes, job interviews, and their jobs. Their clients have a variety of transportation needs from issues with getting a driver's license, broken down car or no car, or medical conditions that prevent them from driving. Driven to Opportunity coordinates with local transit agencies to avoid duplication of services and to help only those who do not have access to transit. During the COVID-19 pandemic, when transit agencies reduced service along the coastal side of the state, Driven to Opportunity helped close this gap by increasing service to their clients. In Skamania County, Skamania County Senior Services is the primary transportation provider in the county for the elderly, special needs individuals, and low-income residents. Normally their Dial-A-Ride service provides transportation to medical and social service appointments, as well as meal sites and shopping. However, during the COVID-19 pandemic it enhanced its service to deliver meals to those in need in the county.



Macon-Bibb Transit Authority public transportation system in Macon, Georgia operates four beautifully wrapped and uniquely named buses—Melody, Sparky, and Bolt are electric and Alfred is diesel. Photos courtesy of Jami Gaudet, Macon-Bibb County Transit Authority.

PART 4

Highlights of State Transit Funding—FY 2021

State Funding of Public Transit

Notwithstanding the extensive Federal coronavirus funding provided, this report demonstrates that state public transit funding, as shown in Tables 4-1 and 4-2, remains strong. In fact, state public transit funding steadily increased every year over the past five years, including in FY 2021, the first full year of the pandemic. Overall, in FY 2021, DOTs provided \$23.5 billion in transit funding, a \$2.6 billion, or 13 percent, increase from FY 2020.

Here are key highlights from Tables 4-1 and 4-2:

- Eighteen DOTs increased public transit funding by just under \$3.6 billion over FY 2020 levels.
- California, Massachusetts, New Jersey, and New York accounted for the majority (over 90 percent) of the increase in state public transit funding in FY 2021.
 - California funding increased by just under \$534.4 million (15 percent).
 - Massachusetts funding increased by just over \$1,166.6 million (50 percent).
 - New Jersey funding increased by just under \$666.1 million (181 percent).
 - New York funding increased by just over \$1,051.9 million (18 percent).
- DOTs with dramatic increases in FY 2021 state public transit funding also included Utah (by just over \$7.1 million or 112 percent) and Maine (by just under \$5.9 million or 40 percent).
- Fifteen DOTs experienced declines in public transit funding; 14 of those reported declines due to increased Federal pandemic funding.
- Fifteen DOTs showed no change in public transit funding levels, including Alabama, Hawaii, and Nevada, which continue to provide no state funding for public transit.

How DOTs Used Increased State Public Transit Funding in FY 2021

Below are select examples of how DOTs used their state public transit funding increases in FY 2021.

Massachusetts: Key projects funded with their FY 2021 increase in state funding were directed to the Massachusetts Bay Transportation Authority and included:

- South Coast Rail rolling stock and infrastructure upgrades;
- Red and Orange Line rolling stock and infrastructure upgrades; and
- Various positive train control projects on the subway, light rail, and heavy rail lines.



Maine: Maine's increase in FY 2021 state funding went to the cost of operating the Maine State Ferry Service, and was the result of an increase of \$472,951 in Volkswagen Mitigation funding along with an increase of \$6,254,030 in state general revenue funds.

New Jersey: New Jersey Transit used their additional FY 2021 state funds to fund the following projects:

- Signals and communications;
- Rail rolling stock;
- Rail capital maintenance;
- Bus support facilities and equipment;
- Technology Improvements; and a
- New Jersey Office of Emergency Management (NJOEM) CARES Act State Grant match from the Federal Emergency Management Agency for emergency aid to the state of New Jersey to supplement the state and local recovery efforts in the areas affected by the Coronavirus pandemic.

Table 4-I. State Funding of Public Transit by Select Years (in Millions \$)

State	FY2017	FY2018	FY2019	FY2020	FY2021	FY20-21 \$ change	FY20-21 % change
Alabama	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Alaska	\$164.54	\$181.18	\$137.45	\$93.39	\$107.16	\$13.77	15%
Arizona	\$11.73	\$11.65	\$11.54	\$11.26	\$11.76	\$0.50	4%
Arkansas	\$3.53	\$3.53	\$3.58	\$3.69	\$3.49	-\$0.20	-6%
California	\$2,301.56	\$2,635.08	\$3,522.04	\$3,676.09	\$4,210.46	\$534.37	15%
Colorado	\$25.00	\$15.00	\$66.90	\$72.00	\$77.00	\$5.00	7%
Connecticut	\$632.11	\$651.48	\$690.50	\$708.35	\$686.95	-\$21.40	-3%
Delaware	\$105.12	\$102.18	\$109.00	\$117.73	\$129.71	\$11.98	10%
District of Col.	\$544.71	\$564.61	\$614.28	\$878.99	\$882.12	\$3.13	0%
Florida	\$353.24	\$375.81	\$332.18	\$396.92	\$214.28	-\$182.64	-46%
Georgia	\$90.99	\$16.00	\$15.18	\$15.70	\$16.03	\$0.33	2%
Hawaii	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Idaho	\$0.31	\$0.31	\$0.31	\$0.31	\$0.31	\$0.00	0%
Illinois	\$2,437.78	\$2,302.78	\$2,195.91	\$1,353.87	\$788.97	-\$564.91	-42%
Indiana	\$64.33	\$65.29	\$66.42	\$67.94	\$62.36	-\$5.57	-8%
Iowa	\$15.84	\$15.93	\$16.23	\$17.37	\$18.23	\$0.85	5%
Kansas	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$0.00	0%
Kentucky	\$1.70	\$1.85	\$1.57	\$1.35	\$1.40	\$0.04	3%
Louisiana	\$4.96	\$4.96	\$4.96	\$4.96	\$4.96	\$0.00	0%
Maine*	\$1.26	\$1.54	\$15.53	\$14.73	\$20.62	\$5.89	40%
Maryland	\$1,282.50	\$1,032.13	\$1,033.94	\$813.64	\$904.80	\$91.16	11%
Massachusetts	\$2,005.45	\$2,105.38	\$2,127.87	\$2,333.72	\$3,500.35	\$1,166.63	50%
Michigan	\$289.44	\$307.19	\$312.53	\$301.86	\$303.99	\$2.13	1%
Minnesota	\$448.81	\$493.70	\$530.00	\$583.09	\$547.13	-\$35.97	-6%
Mississippi	\$1.60	\$1.60	\$1.65	\$1.92	\$1.76	-\$0.16	-8%
Missouri	\$2.07	\$1.71	\$1.71	\$1.71	\$1.71	\$0.00	0%
Montana	\$0.83	\$0.83	\$1.14	\$1.48	\$1.58	\$0.10	7%
Nebraska	\$6.30	\$6.30	\$6.30	\$6.30	\$6.30	\$0.00	0%
Nevada	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
New Hampshire	\$1.85	\$1.35	\$0.83	\$0.82	\$0.46	-\$0.36	-44%
New Jersey**	\$364.55	\$389.47	\$543.10	\$368.64	\$1,034.72	\$666.08	181%
New Mexico	\$5.70	\$5.70	\$6.60	\$6.60	\$6.60	\$0.00	0%
New York	\$5,243.29	\$5,222.19	\$5,529.80	\$5,965.48	\$7,017.44	\$1,051.96	18%
North Carolina	\$93.94	\$93.94	\$93.94	\$91.65	\$17.82	-\$73.83	-81%
North Dakota	\$4.12	\$3.83	\$4.07	\$4.26	\$4.15	-\$0.11	-2%

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Documents

Document Sharing Hub

Table 4-1. State Funding of Public Transit by Select Years (in Millions \$) (continued)

State	FY2017	FY2018	FY2019	FY2020	FY2021	FY20-21 \$ change	FY20-21 % change
Ohio	\$7.30	\$6.50	\$6.50	\$70.00	\$70.00	\$0.00	0%
Oklahoma	\$5.75	\$5.75	\$5.75	\$5.75	\$5.75	\$0.00	0%
Oregon	\$32.03	\$29.16	\$62.97	\$125.32	\$147.25	\$21.93	18%
Pennsylvania	\$1,647.37	\$1,690.00	\$1,753.69	\$1,729.02	\$1,697.18	-\$31.84	-2%
Rhode Island	\$57.31	\$58.44	\$64.91	\$63.38	\$52.45	-\$10.93	-17%
South Carolina	\$6.50	\$6.00	\$5.50	\$5.00	\$5.00	\$0.00	0%
South Dakota	\$1.00	\$1.00	\$1.05	\$1.05	\$1.05	\$0.00	0%
Tennessee	\$37.28	\$56.04	\$59.09	\$69.77	\$61.07	-\$8.70	-12%
Texas	\$30.34	\$34.99	\$34.99	\$37.42	\$37.27	-\$0.15	0%
Utah***	\$0.00	\$0.00	\$4.24	\$6.37	\$13.49	\$7.12	112%
Vermont	\$7.93	\$7.96	\$7.92	\$8.16	\$8.33	\$0.17	2%
Virginia	\$466.92	\$454.23	\$591.36	\$600.58	\$598.24	-\$2.34	0%
Washington	\$106.00	\$107.00	\$114.12	\$117.35	\$113.44	-\$3.91	-3%
West Virginia	\$2.27	\$2.26	\$2.26	\$2.26	\$2.26	\$0.00	0%
Wisconsin	\$113.49	\$113.49	\$113.49	\$115.98	\$115.98	\$0.00	0%
Wyoming	\$2.56	\$1.72	\$1.89	\$1.89	\$1.52	-\$0.38	-20%
TOTAL	\$19,044.22	\$19,200.03	\$20,837.79	\$20,886.12	\$23,525.87	\$2,639.75	13%

* Maine included unreported state public transportation funds from other agencies and funding for their State Ferry Service and Rideshare program

** New Jersey's total in the past only includes public ground transportation, but now includes all pass-through funding.

*** Utah increase reflects state funds given directly to the Utah Transportation Authority.

Table 4-2. States with Increased Funding for Public Transit by Amount of Increase (in Million \$)

State	FY2020	FY2021	Increase	% Increase
New Jersey	\$368.64	\$1,034.72	\$666.08	181%
Utah	\$6.37	\$13.49	\$7.12	112%
Massachusetts	\$2,333.72	\$3,500.35	\$1,166.63	50%
Maine	\$14.73	\$20.62	\$5.89	40%
New York	\$5,965.48	\$7,017.44	\$1,051.96	18%
Oregon	\$125.32	\$147.25	\$21.93	18%
Alaska	\$93.39	\$107.16	\$13.77	15%
California	\$3,676.09	\$4,210.46	\$534.37	15%
Maryland	\$813.64	\$904.80	\$91.16	11%
Delaware	\$117.73	\$129.71	\$11.98	10%
Colorado	\$72.00	\$77.00	\$5.00	7%
Montana	\$1.48	\$1.58	\$0.10	7%
Iowa	\$17.37	\$18.23	\$0.85	5%
Arizona	\$11.26	\$11.76	\$0.50	4%
Kentucky	\$1.35	\$1.40	\$0.04	3%
Georgia	\$15.70	\$16.03	\$0.33	2%
Vermont	\$8.16	\$8.33	\$0.17	2%
Michigan	\$301.86	\$303.99	\$2.13	1%
TOTALS	\$13,944.29	\$17,524.30	\$3,580.01	26%

Comparing State and Federal Funding of Public Transit

In FY 2021, DOTs provided approximately \$23.5 billion in state public transit funding, while Federal funds totaled \$50.8 billion: \$10.5 billion in formula funds and \$40.3 billion in pandemic funding (according to Table 3-1). Table 4-3 shows the total of state and Federal formula public transit funding for each of the 51 DOTs, and Figure 4-1 displays this as a percentage of total public transit funding. Here are some highlights:

- For FY 2021, DOTs collectively provided \$10.0 billion more in state funding for public transit than Federal formula funds.
- Over the past five years, total state public transit funding has surpassed Federal formula funding by more than \$46.4 billion.
- 13 DOTs received more state funding than Federal funding, while Federal funds accounted for more than 50 percent of total transit funding for 38 DOTs.

A major contributing factor to the high percentage of state funding provided overall by California, the District of Columbia, Massachusetts, and New York is that they have the highest population densities in the nation. Moreover, they have older and extensive public transit systems that require a substantial amount of ongoing capital investment and operating assistance funding.

Very often, the variance in the annual relationship between state and Federal funding can be attributed in part to the timing of statewide transit funding initiatives. For example, a capital initiative to address a certain mega project or projects may require substantial state funding to meet Federal matching requirements or meet stated transit legislative initiatives. Oregon provides a case study for its continued state funding initiatives for capital projects that are funded through the Statewide Transportation Improvement Fund. In other cases, the variance may be the result of a statewide initiative to meet a statewide need, such as New Jersey's capital initiative and New Jersey Office of Emergency Management CARES Act State Grant passed by their state legislature. In each situation, the result is increased state public transit funding (sometimes significantly) in the short-term as compared to the more stable Federal formula funding levels.

**Table 4-3. Federal Formula and State Funding for Public Transit by Select Years
(in Millions \$)**

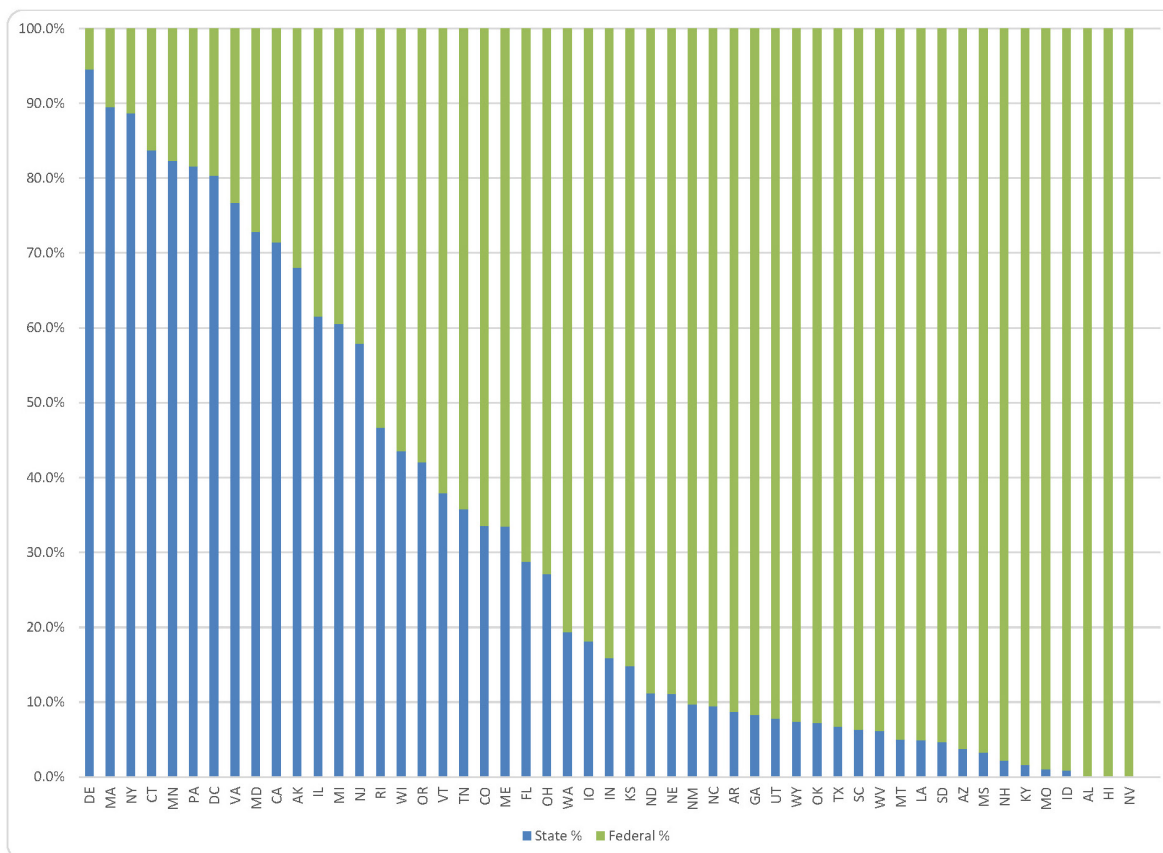
State	FY2017		FY2018		FY2019		FY2020		FY2021	
	Federal Formula \$	State \$	Federal Formula \$	State \$	Federal Formula \$	State \$	Federal Formula \$	State \$	Federal Formula \$	State \$
Alabama	\$58.96	\$0.00	\$64.07	\$0.00	\$62.18	\$0.00	\$75.74	\$0.00	\$77.45	\$0.00
Alaska	\$55.06	\$164.54	\$65.57	\$181.18	\$60.52	\$137.45	\$72.70	\$93.39	\$50.37	\$107.16
Arizona	\$170.74	\$11.73	\$157.95	\$11.65	\$232.08	\$11.54	\$143.92	\$11.26	\$303.13	\$11.76
Arkansas	\$39.46	\$3.53	\$38.37	\$3.53	\$36.64	\$3.58	\$37.26	\$3.69	\$36.46	\$3.49
California	\$2,173.64	\$2,301.56	\$2,798.55	\$2,635.08	\$2,070.36	\$3,522.04	\$1,484.85	\$3,676.09	\$1,679.94	\$4,210.46
Colorado	\$272.04	\$25.00	\$211.37	\$15.00	\$134.66	\$66.90	\$150.16	\$72.00	\$152.62	\$77.00
Connecticut	\$176.59	\$632.11	\$196.59	\$651.48	\$189.81	\$690.50	\$195.62	\$708.35	\$133.32	\$686.95
Delaware	\$28.59	\$105.12	\$31.56	\$102.18	\$31.59	\$109.00	\$31.74	\$117.73	\$31.65	\$129.71
District of Columbia	\$208.12	\$544.71	\$222.81	\$564.61	\$213.22	\$614.28	\$208.86	\$878.99	\$50.86	\$882.12
Florida	\$437.15	\$353.24	\$435.10	\$375.81	\$410.23	\$332.18	\$439.92	\$396.92	\$529.64	\$214.28
Georgia	\$201.98	\$90.99	\$215.33	\$16.00	\$214.86	\$15.18	\$226.50	\$15.70	\$176.48	\$16.03
Hawaii	\$288.31	\$0.00	\$47.04	\$0.00	\$47.15	\$0.00	\$63.34	\$0.00	\$68.63	\$0.00
Idaho	\$26.03	\$0.31	\$29.31	\$0.31	\$32.26	\$0.31	\$34.27	\$0.31	\$34.19	\$0.31
Illinois	\$697.29	\$2,437.78	\$851.59	\$2,302.78	\$633.63	\$2,195.91	\$635.84	\$1,353.87	\$493.36	\$788.97
Indiana	\$144.18	\$64.33	\$126.94	\$65.29	\$98.23	\$66.42	\$104.95	\$67.94	\$331.00	\$62.36
Iowa	\$45.76	\$15.84	\$52.61	\$15.93	\$46.92	\$16.23	\$56.27	\$17.37	\$82.47	\$18.23
Kansas	\$37.04	\$11.00	\$40.96	\$11.00	\$41.07	\$11.00	\$49.81	\$11.00	\$62.99	\$11.00



**Table 4-3. Federal Formula and State Funding for Public Transit by Select Years
(in Millions \$) (continued)**

	FY2017		FY2018		FY2019		FY2020		FY2021	
State	Federal Formula \$	State \$	Federal Formula \$	State \$	Federal Formula \$	State \$	Federal Formula \$	State \$	Federal Formula \$	State \$
Kentucky	\$62.25	\$1.70	\$66.48	\$1.85	\$61.47	\$1.57	\$66.52	\$1.35	\$83.48	\$1.40
Louisiana	\$68.79	\$4.96	\$76.35	\$4.96	\$72.58	\$4.96	\$94.63	\$4.96	\$95.22	\$4.96
Maine	\$39.27	\$1.26	\$42.43	\$1.54	\$39.12	\$15.53	\$49.50	\$14.73	\$40.95	\$20.62
Maryland	\$374.68	\$1,282.50	\$396.12	\$1,032.13	\$393.14	\$1,033.94	\$277.06	\$813.64	\$336.85	\$904.80
Massachusetts	\$537.17	\$2,005.45	\$558.36	\$2,105.38	\$557.55	\$2,127.87	\$407.93	\$2,333.72	\$409.18	\$3,500.35
Michigan	\$198.10	\$289.44	\$174.35	\$307.19	\$152.04	\$312.53	\$187.74	\$301.86	\$197.91	\$303.99
Minnesota	\$123.62	\$448.81	\$211.42	\$493.70	\$127.33	\$530.00	\$138.32	\$583.09	\$117.05	\$547.13
Mississippi	\$33.38	\$1.60	\$35.20	\$1.60	\$33.86	\$1.65	\$41.08	\$1.92	\$51.81	\$1.76
Missouri	\$138.50	\$2.07	\$114.03	\$1.71	\$110.05	\$1.71	\$118.52	\$1.71	\$156.01	\$1.71
Montana	\$24.86	\$0.83	\$29.21	\$0.83	\$24.25	\$1.14	\$28.87	\$1.48	\$29.91	\$1.58
Nebraska	\$29.58	\$6.30	\$34.81	\$6.30	\$31.65	\$6.30	\$45.62	\$6.30	\$50.14	\$6.30
Nevada	\$68.45	\$0.00	\$109.80	\$0.00	\$71.75	\$0.00	\$78.16	\$0.00	\$83.00	\$0.00
New Hampshire	\$19.22	\$1.85	\$21.22	\$1.35	\$19.65	\$0.83	\$20.90	\$0.82	\$20.77	\$0.46
New Jersey	\$605.83	\$364.55	\$664.59	\$389.47	\$664.21	\$543.10	\$679.53	\$368.64	\$752.75	\$1,034.72
New Mexico	\$107.32	\$5.70	\$92.13	\$5.70	\$58.15	\$6.60	\$59.08	\$6.60	\$61.18	\$6.60
New York	\$1,560.20	\$5,243.29	\$1,656.81	\$5,222.19	\$1,597.44	\$5,529.80	\$1,565.04	\$5,965.48	\$892.18	\$7,017.44
North Carolina	\$231.38	\$93.94	\$219.02	\$93.94	\$135.21	\$93.94	\$149.92	\$91.65	\$170.30	\$17.82
North Dakota	\$18.20	\$4.12	\$20.68	\$3.83	\$18.03	\$4.07	\$32.86	\$4.26	\$32.76	\$4.15
Ohio	\$200.69	\$7.30	\$207.32	\$6.50	\$203.06	\$6.50	\$209.34	\$70.00	\$188.23	\$70.00
Oklahoma	\$61.30	\$5.75	\$58.71	\$5.75	\$56.53	\$5.75	\$72.94	\$5.75	\$73.43	\$5.75
Oregon	\$215.03	\$32.03	\$309.41	\$29.16	\$186.84	\$62.97	\$127.09	\$125.32	\$202.50	\$147.25
Pennsylvania	\$430.72	\$1,647.37	\$469.37	\$1,690.00	\$458.57	\$1,753.69	\$461.74	\$1,729.02	\$383.04	\$1,697.18
Rhode Island	\$40.67	\$57.31	\$45.89	\$58.44	\$42.72	\$64.91	\$59.87	\$63.38	\$59.88	\$52.45
South Carolina	\$56.53	\$6.50	\$67.14	\$6.00	\$57.06	\$5.50	\$64.50	\$5.00	\$74.27	\$5.00
South Dakota	\$18.72	\$1.00	\$19.69	\$1.00	\$19.11	\$1.05	\$22.19	\$1.05	\$21.36	\$1.05
Tennessee	\$98.49	\$37.28	\$104.09	\$56.04	\$98.69	\$59.09	\$98.01	\$69.77	\$109.47	\$61.07
Texas	\$593.27	\$30.34	\$595.12	\$34.99	\$579.92	\$34.99	\$515.74	\$37.42	\$513.83	\$37.27
Utah	\$81.18	\$0.00	\$98.09	\$0.00	\$92.16	\$4.24	\$108.05	\$6.37	\$158.99	\$13.49
Vermont	\$12.41	\$7.93	\$13.75	\$7.96	\$14.92	\$7.92	\$13.75	\$8.16	\$13.63	\$8.33
Virginia	\$169.60	\$466.92	\$177.93	\$454.23	\$181.65	\$591.36	\$189.52	\$600.58	\$181.45	\$598.24
Washington	\$468.37	\$106.00	\$444.51	\$107.00	\$484.71	\$114.12	\$315.10	\$117.35	\$473.10	\$113.44
West Virginia	\$30.29	\$2.27	\$28.34	\$2.26	\$29.04	\$2.26	\$29.43	\$2.26	\$34.18	\$2.26
Wisconsin	\$87.53	\$113.49	\$104.60	\$113.49	\$92.33	\$113.49	\$102.82	\$115.98	\$150.31	\$115.98
Wyoming	\$12.06	\$2.56	\$16.55	\$1.72	\$14.51	\$1.89	\$18.96	\$1.89	\$18.86	\$1.52
TOTALS	\$11,878.60	\$19,044.22	\$12,869.24	\$19,200.03	\$11,334.70	\$20,837.79	\$10,462.08	\$20,886.12	\$10,532.57	\$23,525.87

Source: Federal Transit Administration FAST Act Fiscal Year Apportionments/Allocations by State for Selected FTA Programs.



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).

Figure 4-1. State and Federal Funding for Public Transit

State Transit Programs Across the United States

Information on FY 2021 state public transit funding sources and eligible uses for this funding are summarized in Tables 4-4 and 4-5.

Sources of State Public Transit Funding

Tracking the source of state public transit funding is a useful tool to help identify the various types of state funding options currently being employed by DOTs. This information also may provide other funding options for DOTs to consider when developing future funding plans or initiatives. While there is a range of public transit funding sources, the most frequently mentioned sources are:

- Gas tax revenues (reported by 23 DOTs)
- Vehicle registration/license/title fees (reported by 18 DOTs)
- General sales tax revenue (reported by 13 DOTs)
- Vehicle sales tax revenue (reported by 11 DOTs)
- Bond proceeds (reported by 10 DOTs)

Interestingly, 23 DOTs reported miscellaneous revenues, fees, or taxes (under “Other Funding Sources”) as a source of public transit funding. Details of the specific revenue source can be found in the individual survey responses provided in Part 5.

Ten DOTs relied on a single revenue source for 100 percent of their FY 2021 state public transit funding. The most common single revenue sources are: state transportation funds (3 DOTs), general fund allocations (3 DOTs), and gas tax revenues (3 DOTs).

Table 4-4. Major Sources of Overall Public Transit Funding

State	Gen Sales Tax	Veh Sales Tax	Gas Tax	Lottery	Veh Reg/Lic/Title	Interest Income	Bond Proceeds	Permit Fees	Retail Sales Tax	Property Tax	Gen Fund	Veh Rental Fees	State Transp Fund	Dev Credits	Other*
Alabama															
Alaska											✓				
Arizona				✓											✓
Arkansas												✓			✓
California	✓		✓												✓
Colorado					✓		✓								
Connecticut	✓	✓	✓		✓	✓	✓	✓							
Delaware			✓		✓										✓
District of Columbia											✓				✓
Florida			✓		✓										✓
Georgia											✓				
Hawaii															
Idaho													✓		
Illinois	✓		✓				✓		✓					✓	
Indiana	✓									✓					
Iowa					✓										✓
Kansas													✓		
Kentucky	✓										✓				
Louisiana			✓												
Maine							✓					✓	✓		✓
Maryland	✓		✓		✓										✓
Massachusetts	✓	✓	✓		✓		✓							✓	
Michigan		✓	✓		✓	✓									✓
Minnesota		✓							✓	✓					✓
Mississippi											✓				
Missouri	✓	✓							✓						
Montana			✓									✓			
Nebraska													✓		
Nevada															
New Hampshire							✓							✓	✓
New Jersey											✓				✓
New Mexico		✓	✓		✓			✓							
New York			✓		✓						✓	✓			✓

Table 4-4. Major Sources of Overall Public Transit Funding *(continued)*

State	Gen Sales Tax	Veh Sales Tax	Gas Tax	Lottery	Veh Reg/Lic/Title	Interest Income	Bond Proceeds	Permit Fees	Retail Sales Tax	Property Tax	Gen Fund	Veh Rental Fees	State Transp Fund	Dev Credits	Other*
North Carolina			✓		✓								✓		
North Dakota					✓										
Ohio	✓													✓	✓
Oklahoma			✓										✓		✓
Oregon			✓			✓									✓
Pennsylvania	✓	✓		✓	✓		✓								✓
Rhode Island			✓				✓				✓		✓		✓
South Carolina			✓												
South Dakota			✓										✓		
Tennessee			✓												
Texas			✓		✓										✓
Utah	✓														✓
Vermont		✓	✓		✓		✓								
Virginia	✓	✓	✓		✓	✓	✓		✓			✓			
Washington		✓			✓			✓				✓		✓	✓
West Virginia	✓					✓			✓	✓					✓
Wisconsin		✓	✓		✓										
Wyoming						✓					✓				

* Sources of other funding can be found in Part 5 of this report.

Eligible Uses for State Public Transit Funding

To provide an overview of how state public transit funding is used, DOTs were asked to categorize their program expenses into one of the following: capital, operating, planning, not restricted, state administrative costs, and “other” use. Of the 48 DOTs providing state public transit funding:

- 37 DOTs reported state funds being used for capital expenditures (77 percent of those reporting).
- 37 DOTs reported state funds being used for operating expenditures (77 percent of those reporting).
- 15 DOTs reported state funds being used for non-restricted purposes (31 percent of those reporting).
- 9 DOTs reported state funds being used for planning expenditures (19 percent of those reporting).
- 7 DOTs reported state funds being used for state administrative expenditures (15 percent of those reporting).
- 5 DOTs reported state funds being used for other expenditures (10 percent of those reporting).

These results are somewhat different from the FY 2020 survey results in that more DOTs reported the use of state funds for capital and operating expenditures. Details of the “other” revenue uses can be found in the individual survey responses provided in Part 5.

Table 4-5. Eligible Uses for State Public Transit Funding

State	Eligible Uses					
	Capital	Operating	Planning	Not Restricted	Other Use	State Admin Costs
Alabama	✓					
Alaska	✓	✓				✓
Arizona	✓	✓	✓			✓
Arkansas				✓		
California	✓	✓		✓		
Colorado	✓			✓		
Connecticut	✓	✓				
Delaware	✓	✓			✓	
District of Columbia	✓	✓		✓		
Florida	✓	✓	✓	✓		
Georgia	✓		✓			✓
Hawaii						
Idaho	✓					
Illinois		✓	✓	✓		
Indiana	✓	✓				
Iowa	✓			✓	✓	
Kansas		✓		✓		
Kentucky	✓					
Louisiana	✓			✓		
Maine	✓	✓	✓			✓
Maryland	✓	✓				
Massachusetts		✓				
Michigan	✓	✓				
Minnesota	✓	✓				
Mississippi	✓	✓				
Missouri	✓	✓				
Montana	✓	✓				
Nebraska	✓	✓				
Nevada	✓	✓				
New Hampshire						
New Jersey	✓	✓				
New Mexico	✓	✓				
New York	✓	✓		✓		
North Carolina	✓	✓			✓	
North Dakota				✓		
Ohio	✓	✓	✓			✓
Oklahoma				✓		
Oregon		✓		✓	✓	
Pennsylvania	✓	✓				
Rhode Island	✓	✓				

Table 4-5. Eligible Uses for State Public Transit Funding (continued)

State	Eligible Uses					
	Capital	Operating	Planning	Not Restricted	Other Use	State Admin Costs
South Carolina				✓		
South Dakota		✓		✓		
Tennessee	✓	✓	✓			
Texas	✓	✓	✓			✓
Utah	✓	✓				
Vermont	✓	✓	✓			✓
Virginia	✓	✓			✓	
Washington	✓	✓				
West Virginia	✓	✓				
Wisconsin		✓				
Wyoming				✓		

Distribution Methods for State Public Transit Funding

To provide an overview of what legislative mechanisms are used to distribute state public transit funding, DOTs were asked to categorize their distribution methods into one of the following categories: discretionary, formula-based, historic allocation, legislative earmark or directive, and “other method.” Of the 48 DOTs providing state public transit funding:

- 34 DOTs reported state funds being distributed by a formula-based method (71 percent of those reporting).
- 27 DOTs reported state funds being distributed by a discretionary-based method (56 percent of those reporting).
- 16 DOTs reported state funds being distributed by a legislative earmark or directive (33 percent of those reporting).
- Only two DOTs reported state funds being distributed based on historical allocations (less than 1 percent of those reporting).
- 9 DOTs reported state funds being distributed by other methods (19 percent of those reporting).

Table 4-6. Distribution Methods for State Public Transit Funding

State	Discretionary	Formula Based	Historic Allocation	Legislative Earmark or Directive	Other Method
Alabama					
Alaska				✓	
Arizona	✓			✓	
Arkansas		✓			
California	✓	✓		✓	
Colorado	✓	✓			
Connecticut				✓	
Delaware		✓		✓	
District of Columbia	✓				
Florida	✓	✓			
Georgia		✓			✓
Hawaii					

(continued on next page)

Table 4-6. Distribution Methods for State Public Transit Funding (continued)

State	Discretionary	Formula Based	Historic Allocation	Legislative Earmark or Directive	Other Method
Idaho		✓			
Illinois		✓		✓	
Indiana		✓		✓	
Iowa	✓	✓			
Kansas	✓	✓			
Kentucky	✓				
Louisiana		✓			
Maine	✓	✓	✓		
Maryland	✓	✓			
Massachusetts	✓				
Michigan	✓	✓		✓	
Minnesota	✓	✓			✓
Mississippi		✓		✓	
Missouri			✓		✓
Montana		✓			
Nebraska		✓		✓	
Nevada	✓				
New Hampshire					
New Jersey		✓			✓
New Mexico	✓				
New York		✓		✓	
North Carolina	✓			✓	✓
North Dakota		✓			
Ohio	✓	✓		✓	
Oklahoma		✓			
Oregon	✓	✓			✓
Pennsylvania	✓	✓		✓	✓
Rhode Island		✓			✓
South Carolina		✓			
South Dakota	✓	✓			
Tennessee	✓	✓			
Texas	✓	✓			
Utah				✓	
Vermont	✓				
Virginia	✓	✓		✓	✓
Washington	✓	✓			
West Virginia	✓				
Wisconsin		✓			
Wyoming	✓				

Changes in State Public Transit Funding

Table 4-7 shows changes in reported state public transportation investment levels between FY 2017 and FY 2021 using two measures: (1) change in total public transit funding and (2) change in per capita public transit funding. Please note that:

- 26 DOTs increased both total and per capita public transit funding over this time period. Increases in California, Colorado, Maine, Montana, New Jersey, Ohio, Oregon, and Utah were quite dramatic. Colorado, Montana, Ohio, New Jersey, and Oregon reported dramatic increases resulting from implementing a new public transit funding initiative during this time period, while Maine and Utah reported dramatic increases resulting from an under-reporting of state public transit funding in FY 2017.
- Arizona, Idaho, Kansas, Nebraska, North Dakota, and Oklahoma reported that their total public transit funding either did not increase, or had a slight increase, but their per capita public transit funding decreased slightly. Per capita public transit funding decreased slightly in these states because population increased at a rate faster than any increase in public transit funding, causing a decrease in the per capita public transit funding over this time period.
- 13 DOTs showed a decrease in both total and per capita public transit funding.
- 9 DOTs showed no change in total public transit funding.

Both the total and per capita public transit funding levels have been used as public transportation funding equity measures from the national and state perspectives. While total public transit funding is a measure of a state's investment in public transportation, it only tells part of the story because states vary widely in population. Per capita public transit funding may be a more equitable measure of the state's investment because it compares total funding to the number of people the funding supports.

Table 4-7. Changes in Total and Per Capita State Public Transit Funding Levels for FY 2021 and FY 2017

State	FY2021 Population as of 7/1/2021* (Millions)	FY2021 State Public Transit Funding (Millions \$)	FY2021 Per Capita Funding	FY2017 Population as of 7/1/2019** (Millions)	FY2017 State Public Transit Funding (Millions \$)	FY2017 Per Capita Funding	Change-Total Funding	Change-Per Capita Funding
Alabama	5.05	\$0.00	\$0.00	4,874,486	\$0.00	\$0.00	0.0%	0.0%
Alaska	0.73	\$107.16	\$145.96	739,700	\$164.54	\$222.44	-34.9%	-34.4%
Arizona****	7.26	\$11.76	\$1.62	7,044,008	\$11.73	\$1.66	0.3%	-2.7%
Arkansas	3.03	\$3.49	\$1.15	3,001,345	\$3.53	\$1.18	-1.3%	-2.1%
California	39.14	\$4,210.46	\$107.57	39,358,497	\$2,301.56	\$58.48	82.9%	83.9%
Colorado	5.81	\$77.00	\$13.25	5,611,885	\$25.00	\$4.45	208.0%	197.4%
Connecticut	3.62	\$686.95	\$189.59	3,573,297	\$632.11	\$176.90	8.7%	7.2%
Delaware	1.00	\$129.71	\$129.09	956,823	\$105.12	\$109.86	23.4%	17.5%
District of Columbia	0.67	\$882.12	\$1,318.98	694,906	\$544.71	\$783.87	61.9%	68.3%
Florida	21.83	\$214.28	\$9.82	20,963,613	\$353.24	\$16.85	-39.3%	-41.7%
Georgia	10.79	\$16.03	\$1.49	10,410,330	\$90.99	\$8.74	-82.4%	-83.0%
Hawaii	1.45	\$0.00	\$0.00	1.42	\$0.00	\$0.00	0.0%	0.0%
Idaho	1.90	\$0.31	\$0.16	1.72	\$0.31	\$0.18	0.0%	-9.8%
Illinois	12.69	\$788.97	\$62.19	12.78	\$2,437.78	\$190.77	-67.6%	-67.4%
Indiana	6.81	\$62.36	\$9.15	6.66	\$64.33	\$9.66	-3.1%	-5.3%
Iowa	3.20	\$18.23	\$5.70	3.14	\$15.84	\$5.04	15.0%	13.0%
Kansas	2.94	\$11.00	\$3.74	2.91	\$11.00	\$3.78	0.0%	-1.0%
Kentucky	4.51	\$1.40	\$0.31	4.45	\$1.70	\$0.38	-18.1%	-19.0%
Louisiana	4.63	\$4.96	\$1.07	4.67	\$4.96	\$1.06	0.0%	0.9%

Table 4-7. Changes in Total and Per Capita State Public Transit Funding Levels for FY 2021 and FY 2017 (continued)

State	FY2021 Population as of 7/1/2021* (Millions)	FY2021 State Public Transit Funding (Millions \$)	FY2021 Per Capita Funding	FY2017 Population as of 7/1/2019** (Millions)	FY2017 State Public Transit Funding (Millions \$)	FY2017 Per Capita Funding	Change-Total Funding	Change-Per Capita Funding
Maine****	1.38	\$20.62	\$14.97	1.33	\$1.26	\$0.95	>100%	>100%
Maryland	6.17	\$904.80	\$146.54	6.02	\$1,282.50	\$212.90	-29.5%	-31.2%
Massachusetts	6.99	\$3,500.35	\$500.79	6.86	\$2,005.45	\$292.35	74.5%	71.3%
Michigan	10.04	\$303.99	\$30.29	9.97	\$289.44	\$29.02	5.0%	4.4%
Minnesota	5.71	\$547.13	\$95.79	5.57	\$448.81	\$80.63	21.9%	18.8%
Mississippi	2.95	\$1.76	\$0.60	2.99	\$1.60	\$0.54	10.2%	11.7%
Missouri	6.17	\$1.71	\$0.28	6.11	\$2.07	\$0.34	-17.5%	-18.4%
Montana	1.11	\$1.58	\$1.42	1.05	\$0.83	\$0.78	90.9%	81.6%
Nebraska	1.96	\$6.30	\$3.21	1.92	\$6.30	\$3.29	0.0%	-2.4%
Nevada	3.15	\$0.00	\$0.00	2.97	\$0.00	\$0.00	0.0%	0.0%
New Hampshire	1.39	\$0.46	\$0.33	1.35	\$1.85	\$1.37	0.0%	-75.8%
New Jersey	9.27	\$1,034.72	\$111.64	8.89	\$364.55	\$41.03	183.8%	172.1%
New Mexico	2.12	\$6.60	\$3.12	2.09	\$5.70	\$2.72	15.8%	14.4%
New York	19.86	\$7,017.44	\$353.39	19.59	\$5,243.29	\$267.66	33.8%	32.0%
North Carolina	10.57	\$17.82	\$1.69	10.27	\$93.94	\$9.15	-81.0%	-81.6%
North Dakota	0.78	\$4.15	\$5.33	0.75	\$4.12	\$5.45	0.8%	-2.2%
Ohio	11.76	\$70.00	\$5.95	11.66	\$7.30	\$0.63	858.9%	850.4%
Oklahoma	3.99	\$5.75	\$1.44	3.93	\$5.75	\$1.46	0.0%	-1.5%
Oregon	4.26	\$147.25	\$34.60	4.14	\$32.03	\$7.73	359.7%	347.5%
Pennsylvania	13.01	\$1,697.18	\$130.43	12.79	\$1,647.37	\$128.83	3.0%	1.2%
Rhode Island	1.10	\$52.45	\$47.82	1.06	\$57.31	\$54.29	-8.5%	-11.9%
South Carolina	5.19	\$5.00	\$0.96	5.02	\$6.50	\$1.29	-23.1%	-25.6%
South Dakota	0.90	\$1.05	\$1.17	0.87	\$1.00	\$1.15	5.0%	2.3%
Tennessee	6.97	\$61.07	\$8.76	6.71	\$37.28	\$5.56	63.8%	57.7%
Texas	29.56	\$37.27	\$1.26	28.30	\$30.34	\$1.07	22.8%	17.6%
Utah*****	3.34	\$13.49	\$4.04	3.10	\$0.00	\$0.00	>100%	>100%
Vermont	0.65	\$8.33	\$12.87	0.62	\$7.93	\$12.70	5.0%	1.3%
Virginia	8.66	\$598.24	\$69.10	8.46	\$466.92	\$55.17	28.1%	25.3%
Washington	7.74	\$113.44	\$14.65	7.42	\$106.00	\$14.28	7.0%	2.6%
West Virginia	1.79	\$2.26	\$1.27	1.82	\$2.27	\$1.25	-0.2%	1.5%
Wisconsin	5.88	\$115.98	\$19.72	5.79	\$113.49	\$19.60	2.2%	0.6%
Wyoming	0.58	\$1.52	\$2.61	0.58	\$2.56	\$4.43	-40.9%	-40.9%
TOTALS	332.03	\$23,525.87		324.99	\$19,044.22			

* Source: U.S. Census Annual Estimates of the Resident Population for the United States, Regions, States, District of Columbia, and Puerto Rico: April 1, 2020–July 1, 2021, December 2022.

** Source: U.S. Census Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2019.

*** “Changes” shown at >100% to reflect their state funding increase due to previously unreported state funds for transit.

****Utah—“Changes” are shown at >100% to reflect previously unreported state transit funds to the UTA in FY 2016.

Total State and Per Capita Public Transit Funding

Data from the total state public transit funding for all DOTs surveyed in FY 2021 (Table 4-8) reveals that:

- Total public transit funding by DOT varies widely across the nation—ranging from \$0 to \$7.017 billion.
- Alabama, Hawaii, and Nevada continue to provide no public transit funding with state funds.
- New Jersey, Pennsylvania, Massachusetts, California, and New York continue to make large state investments in public transit, ranging from more than \$1 billion to more than \$7 billion.

While Table 4-8 shows state public transit funding ranked by total funding levels, Table 4-9 shows total state public transit funding ranked by per capita funding levels. The data shows:

- Per capita public transit funding also varies widely across the nation from \$0 per capita to more than **\$1,318.98** per capita.
- Nine DOTs provided a per capita public transit investment of less than \$1.00.

The top-tier DOTs vary somewhat when making comparisons on a total or a per capita public transit investment. This should be taken into account when performing peer reviews to determine which metric is the most meaningful to the evaluation.

The District of Columbia's per capita figure of **\$1,318.98** is artificially high due to its funding of the Washington Metropolitan Area Transit Authority (WMATA). WMATA's service extends well beyond the District of Columbia's boundaries into Maryland and Virginia, and therefore, the transit agency serves a much larger population. The District of Columbia's per capita figure is calculated based only on the total DOT investment per resident population.

Table 4-8. Reported State Investment by Total Public Transit Funding

State	FY2021 Population As Of 7/1/2021*	FY2021 State Public Transit Funding (Millions \$)	FY2021 Per Capita Funding
New York	19,857,492	\$7,017.44	\$353.39
California	39,142,991	\$4,210.46	\$107.57
Massachusetts	6,989,690	\$3,500.35	\$500.79
Pennsylvania	13,012,059	\$1,697.18	\$130.43
New Jersey	9,267,961	\$1,034.72	\$111.64
Maryland	6,174,610	\$904.80	\$146.54
District of Columbia	668,791	\$882.12	\$1,318.98
Illinois	12,686,469	\$788.97	\$62.19
Connecticut	3,623,355	\$686.95	\$189.59
Virginia	8,657,365	\$598.24	\$69.10
Minnesota	5,711,471	\$547.13	\$95.79
Michigan	10,037,504	\$303.99	\$30.29
Florida	21,828,069	\$214.28	\$9.82
Oregon	4,256,301	\$147.25	\$34.60
Delaware	1,004,807	\$129.71	\$129.09
Wisconsin	5,880,101	\$115.98	\$19.72
Washington	7,740,745	\$113.44	\$14.65
Alaska	734,182	\$107.16	\$145.96
Colorado	5,811,297	\$77.00	\$13.25
Ohio	11,764,342	\$70.00	\$5.95
Indiana	6,813,532	\$62.36	\$9.15

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Table 4-8. Reported State Investment by Total Public Transit Funding *(continued)*

State	FY2021 Population As Of 7/1/2021*	FY2021 State Public Transit Funding (Millions \$)	FY2021 Per Capita Funding
Tennessee	6,968,351	\$61.07	\$8.76
Rhode Island	1,096,985	\$52.45	\$47.82
Texas	29,558,864	\$37.27	\$1.26
Maine	1,377,238	\$20.62	\$14.97
Iowa	3,197,689	\$18.23	\$5.70
North Carolina	10,565,885	\$17.82	\$1.69
Georgia	10,788,029	\$16.03	\$1.49
Utah	3,339,113	\$13.49	\$4.04
Arizona	7,264,877	\$11.76	\$1.62
Kansas	2,937,922	\$11.00	\$3.74
Vermont	646,972	\$8.33	\$12.87
New Mexico	2,116,677	\$6.60	\$3.12
Nebraska	1,963,554	\$6.30	\$3.21
Oklahoma	3,991,225	\$5.75	\$1.44
South Carolina	5,193,266	\$5.00	\$0.96
Louisiana	4,627,098	\$4.96	\$1.07
North Dakota	777,934	\$4.15	\$5.33
Arkansas	3,028,122	\$3.49	\$1.15
West Virginia	1,785,526	\$2.26	\$1.27
Mississippi	2,949,586	\$1.76	\$0.60
Missouri	6,169,823	\$1.71	\$0.28
Montana	1,106,227	\$1.58	\$1.42
Wyoming	579,483	\$1.52	\$2.61
Kentucky	4,506,589	\$1.40	\$0.31
South Dakota	896,164	\$1.05	\$1.17
New Hampshire	1,387,505	\$0.46	\$0.33
Idaho	1,904,314	\$0.31	\$0.16
Alabama	5,049,846	\$0.00	\$0.00
Hawaii	1,447,154	\$0.00	\$0.00
Nevada	3,146,402	\$0.00	\$0.00
TOTALS	332,031,554	\$23,525.87	

* Source: U.S. Census Annual Estimates of the Resident Population for the United States, Regions, States, District of Columbia, and Puerto Rico: April 1, 2020–July 1, 2021, December 2022.

Table 4-9. Reported State Investment by Per Capita Funding

State	FY2021 Population as of 7/1/2021*	FY2021 State Public Transit Funding (Millions \$)	FY2021 Per Capita Funding
District of Columbia	668,791	\$882.12	\$1,318.98
Massachusetts	6,989,690	\$3,500.35	\$500.79
New York	19,857,492	\$7,017.44	\$353.39
Connecticut	3,623,355	\$686.95	\$189.59
Maryland	6,174,610	\$904.80	\$146.54

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Table 4-9. Reported State Investment by Per Capita Funding (continued)

State	FY2021 Population as of 7/1/2021*	FY2021 State Public Transit Funding (Millions \$)	FY2021 Per Capita Funding
Alaska	734,182	\$107.16	\$145.96
Pennsylvania	13,012,059	\$1,697.18	\$130.43
Delaware	1,004,807	\$129.71	\$129.09
New Jersey	9,267,961	\$1,034.72	\$111.64
California	39,142,991	\$4,210.46	\$107.57
Minnesota	5,711,471	\$547.13	\$95.79
Virginia	8,657,365	\$598.24	\$69.10
Illinois	12,686,469	\$788.97	\$62.19
Rhode Island	1,096,985	\$52.45	\$47.82
Oregon	4,256,301	\$147.25	\$34.60
Michigan	10,037,504	\$303.99	\$30.29
Wisconsin	5,880,101	\$115.98	\$19.72
Maine	1,377,238	\$20.62	\$14.97
Washington	7,740,745	\$113.44	\$14.65
Colorado	5,811,297	\$77.00	\$13.25
Vermont	646,972	\$8.33	\$12.87
Florida	21,828,069	\$214.28	\$9.82
Indiana	6,813,532	\$62.36	\$9.15
Tennessee	6,968,351	\$61.07	\$8.76
Ohio	11,764,342	\$70.00	\$5.95
Iowa	3,197,689	\$18.23	\$5.70
North Dakota	777,934	\$4.15	\$5.33
Utah	3,339,113	\$13.49	\$4.04
Kansas	2,937,922	\$11.00	\$3.74
Nebraska	1,963,554	\$6.30	\$3.21
New Mexico	2,116,677	\$6.60	\$3.12
Wyoming	579,483	\$1.52	\$2.61
North Carolina	10,565,885	\$17.82	\$1.69
Arizona	7,264,877	\$11.76	\$1.62
Georgia	10,788,029	\$16.03	\$1.49
Oklahoma	3,991,225	\$5.75	\$1.44
Montana	1,106,227	\$1.58	\$1.42
West Virginia	1,785,526	\$2.26	\$1.27
Texas	29,558,864	\$37.27	\$1.26
South Dakota	896,164	\$1.05	\$1.17
Arkansas	3,028,122	\$3.49	\$1.15
Louisiana	4,627,098	\$4.96	\$1.07
South Carolina	5,193,266	\$5.00	\$0.96
Mississippi	2,949,586	\$1.76	\$0.60
New Hampshire	1,387,505	\$0.46	\$0.33
Kentucky	4,506,589	\$1.40	\$0.31
Missouri	6,169,823	\$1.71	\$0.28
Idaho	1,904,314	\$0.31	\$0.16
Alabama	5,049,846	\$0.00	\$0.00
Hawaii	1,447,154	\$0.00	\$0.00
Nevada	3,146,402	\$0.00	\$0.00
TOTALS	332,031,554	\$23,525.87	



Total Transit Systems, Metropolitan Planning Organizations (MPOs), and Regional Planning Commissions (RPCs)

Table 4-11 shows the number of transit systems MPOs, and RPCs in each state and the District of Columbia. An RPC can serve urban areas, rural areas, or both. Table 4-10 indicates, except for New York and to some degree California, that there is no correlation between the number of public transit systems in a state and the level of state public transit funding from either a total funding perspective or a per capita funding perspective.

Table 4-10. Select State Funding Correlations

State	Total # of Transit Systems	DOT Rank	Total State Funding (Millions \$)	DOT Rank	State Funding Per Capita	DOT Rank
California	154	1	\$4,210.46	2nd	\$107.57	10th
Kansas	144	2	\$11.00	33rd	\$3.74	29th
New York	121	3	\$7,017.44	1st	\$353.39	3rd
Georgia	109	4	\$16.03	30th	\$1.49	35th
North Carolina	99	5	\$17.82	29th	\$1.69	33rd

Table 4-11. Number of Transit Systems, MPOs, and RPCs

State	Transit Systems				Number of Metropolitan Planning Organizations	Number of Regional Planning Commissions
	Total	Urban Systems	Small Urban Systems	Rural Systems		
Alabama	40	4	8	28	14	12
Alaska	13	1	1	11	2	0
Arizona	39	2	6	36	8	12
Arkansas	17	3	5	9	8	8
California	154	52	52	50	18	26
Colorado	48	4	3	41	5	10
Connecticut	21	15	2	4	8	9
Delaware	3	1	1	1	3	0
District of Columbia	3	3	0	0	1	0
Florida	48	15	15	18	27	10
Georgia	109	17	8	83	15	13
Hawaii	4	1	2	3	2	2
Idaho	23	1	5	17	5	0
Illinois	59	3	14	44	16	22
Indiana	63	11	10	42	14	15
Iowa	35	12	7	16	9	18
Kansas	144	2	4	138	6	0
Kentucky	32	5	4	23	9	4
Louisiana	49	4	8	37	10	10
Maine	21	4	2	15	4	10
Maryland	22	7	7	17	6	0

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Table 4-11. Number of Transit Systems, MPOs, and RPCs (continued)

State	Transit Systems				Number of Metropolitan Planning Organizations	Number of Regional Planning Commissions
	Total	Urban Systems	Small Urban Systems	Rural Systems		
Massachusetts	16	10	3	3	10	3
Michigan	78	8	13	57	14	15
Minnesota	41	6	7	28	8	9
Mississippi	23	2	1	20	3	0
Missouri	34	5	7	22	9	19
Montana	41	0	3	38	3	0
Nebraska	58	2	2	54	2	0
Nevada	38	4	1	34	4	0
New Hampshire	11	1	4	6	4	9
New Jersey	1	1	0	0	2	0
New Mexico	27	2	4	21	4	7
New York	121	62	15	44	14	0
North Carolina	99	18	8	73	18	18
North Dakota	28	0	3	25	3	0
Ohio	66	17	10	39	17	6
Oklahoma	25	2	3	20	4	4
Oregon	53	4	7	43	10	
Pennsylvania	33	11	11	11	19	5
Rhode Island	3	3	0	1	1	0
South Carolina	35	6	7	22	10	10
South Dakota	15	0	2	13	2	0
Tennessee	26	7	8	11	7	1
Texas	74	14	24	36	25	24
Utah	9	1	2	6	4	7
Vermont	7	0	1	6	1	10
Virginia	41	15	11	21	14	21
Washington	32	8	11	13	12	18
West Virginia	18	0	8	10	8	11
Wisconsin	74	4	22	49	14	9
Wyoming	51	0	2	49	2	0

Note: A blank indicates that the state did not report any data for this field.

Sources of Local Public Transit Funding by State

As part of the survey, DOTs were provided a checklist of potential local public transit funding sources and were asked to simply put an “X” next to any sources used by their public transit providers for local funding. As shown in Table 4-12, the most frequently selected local funding sources were:

Farebox Revenue	46 DOTs
City/County General Fund allocations	43 DOTs
Advertising	37 DOTs
Service Contracts	33 DOTs
Donations	27 DOTs
Property Tax	24 DOTs
Sales Tax	21 DOTs

For details on the other sources of local funding, please see the State Overview pages in Part 5 of this report.

Table 4-12. Sources of Local Public Transit Funding

State	Sales Tax	Gas Tax	Property Tax	Vehicle Reg Fees	Rental Car Fees	City/ County General Funds	Income Tax	Farebox Revenue	Service Contracts	Advertising	Donations	Other Local Funds*
Alabama	✓					✓		✓	✓	✓	✓	
Alaska			✓			✓		✓				✓
Arizona	✓					✓		✓	✓	✓	✓	
Arkansas						✓		✓			✓	
California	✓		✓					✓				✓
Colorado	✓		✓			✓	✓	✓	✓	✓	✓	✓
Connecticut								✓		✓		
Delaware								✓		✓		✓
District of Columbia						✓		✓		✓		
Florida	✓	✓	✓	✓		✓		✓	✓	✓	✓	
Georgia	✓	✓				✓		✓				
Hawaii		✓		✓		✓		✓	✓	✓	✓	
Idaho						✓		✓	✓	✓	✓	✓
Illinois	✓		✓			✓		✓	✓	✓	✓	✓
Indiana	✓		✓			✓		✓	✓	✓	✓	
Iowa			✓	✓		✓		✓	✓	✓		
Kansas						✓		✓	✓	✓	✓	✓
Kentucky								✓	✓	✓		
Louisiana	✓					✓		✓	✓	✓		✓
Maine			✓			✓		✓	✓	✓	✓	✓
Maryland								✓				✓
Massachusetts						✓		✓		✓		✓
Michigan			✓	✓		✓		✓	✓	✓	✓	
Minnesota	✓		✓			✓		✓	✓	✓		
Mississippi						✓		✓	✓			
Missouri	✓					✓		✓	✓	✓	✓	
Montana			✓		✓	✓		✓	✓	✓	✓	
Nebraska			✓					✓	✓			
Nevada		✓				✓		✓	✓	✓	✓	
New Hampshire			✓	✓		✓		✓	✓	✓	✓	
New Jersey												
New Mexico	✓					✓		✓	✓			
New York	✓		✓		✓	✓		✓	✓	✓	✓	✓
North Carolina			✓	✓	✓	✓						
North Dakota						✓			✓	✓	✓	
Ohio	✓		✓			✓	✓	✓	✓	✓	✓	
Oklahoma	✓					✓	✓	✓	✓	✓	✓	
Oregon			✓			✓	✓	✓	✓	✓	✓	✓

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Table 4-12. Sources of Local Public Transit Funding (continued)

State	Sales Tax	Gas Tax	Property Tax	Vehicle Reg Fees	Rental Car Fees	City/ County General Funds	Income Tax	Farebox Revenue	Service Contracts	Advertising	Donations	Other Local Funds*
Pennsylvania					✓	✓		✓		✓		✓
Rhode Island												
South Carolina	✓		✓	✓		✓		✓	✓	✓	✓	
South Dakota	✓		✓			✓		✓	✓	✓	✓	✓
Tennessee			✓			✓		✓	✓			✓
Texas	✓		✓			✓		✓	✓	✓	✓	
Utah	✓	✓				✓		✓		✓	✓	
Vermont		✓	✓	✓		✓					✓	
Virginia	✓	✓	✓	✓	✓	✓		✓	✓	✓		
Washington	✓					✓		✓				✓
West Virginia						✓		✓	✓	✓		✓
Wisconsin			✓	✓		✓	✓	✓		✓		
Wyoming						✓		✓		✓	✓	

* See State Overview pages in Part 5 for details about other funding sources.

Types of Transit Services Funded with State Public Transit Funds

This year, the survey again collected information from DOTs regarding the type(s) of transit services being funded with state public transit funds. The purpose is to

1. Obtain a broader picture of the use of state public transit funding; and
2. Provide helpful information and facilitate an exchange among DOTs regarding a particular service(s) to obtain implementation and/or funding information.

For example, if New Mexico is considering funding an intercity bus program, by referencing this table they could quickly identify 16 DOTs that are currently funding intercity bus programs and obtain information regarding program development, oversight, and funding criteria.

This year the types of transit service categories were revised and expanded to 1) better align with National Transit Database designations for reporting consistency, and 2) reflect if state funds are used for capital or operating assistance, or both. While Table 4-13 only reflects if a state provides any type of funding for a service type, the details of a state's service type funding assistance can be found in Part 5.

The most common public transit services funded are:

- Bus (reported by 46 DOTs),
- Demand Response (reported by 35 DOTs),
- Commuter Bus (reported by 21 DOTs),
- Bus Rapid Transit (reported by 18 DOTs),
- Monorail/Automated Guideway (reported by 18 DOTs), and
- Intercity bus (reported by 16 DOTs).

Table 4-13. Types of Transit Services Funded with State Public Transit Funds

State	Bus (MB)	Bus Rapid Transit (RB)	Commuter Bus (CB)	Trolleybus (TB)	Commuter Rail (CR)	Heavy Rail (HR)	Light Rail (LR)	Demand Response (DR/PT)	Demand Response Taxi (DR/TX)	Ferryboat/Water Taxi (FB)	Incline Plane (IP)	Streetcar Rail (SR)	Inter-city Rail	Inter-city Bus	Mono-rail/Automated Guideway (MG)	Van Pool Services (VP)	Aerial Tramway (AT)	Cable Cars (CC)	Bi-cycles/Scooters
Alabama																			
Alaska										✓	✓								
Arizona	✓	✓	✓						✓	✓			✓						
Arkansas	✓																		
California	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓		✓		✓	✓
Colorado	✓	✓	✓					✓							✓	✓	✓	✓	
Connecticut	✓	✓	✓		✓									✓					
Delaware	✓				✓			✓						✓	✓				
District of Columbia	✓						✓	✓											
Florida	✓	✓			✓			✓					✓	✓	✓	✓	✓		
Georgia	✓								✓										
Hawaii																			
Idaho	✓		✓					✓								✓			
Illinois	✓	✓	✓	✓	✓		✓	✓						✓	✓	✓	✓		
Indiana	✓	✓			✓			✓							✓		✓		
Iowa	✓							✓											
Kansas	✓							✓	✓					✓	✓				
Kentucky	✓							✓						✓					
Louisiana	✓							✓											
Maine	✓		✓	✓				✓		✓	✓			✓	✓				
Maryland	✓		✓		✓	✓	✓		✓										
Massachusetts	✓	✓	✓	✓	✓	✓	✓			✓		✓				✓			
Michigan	✓	✓	✓	✓				✓		✓	✓			✓	✓	✓	✓		
Minnesota	✓						✓	✓							✓				
Mississippi	✓						✓	✓											
Missouri	✓							✓	✓	✓			✓	✓	✓				
Montana	✓																		
Nebraska	✓							✓							✓				
Nevada																			

(continued on next page)

Table 4-13. Types of Transit Services Funded with State Public Transit Funds (continued)

State	Bus (MB)	Bus Rapid Transit (RB)	Commuter Bus (CB)	Trolleybus (TB)	Commuter Rail (CR)	Heavy Rail (HR)	Light Rail (LR)	Demand Response (DR/PT)	Demand Response Taxi (DR/TX)	Ferryboat/Water Taxi (FB)	Incline Plane (IP)	Streetcar Rail (SR)	Inter-city Rail	Inter-city Bus	Mono-rail/Automated Guideway (MG)	Van Pool Services (VP)	Aerial Tramway (AT)	Cable Cars (CC)	Bicycles/Scooters
New Hampshire	✓							✓											
New Jersey	✓				✓		✓	✓								✓	✓		
New Mexico															✓				
New York	✓	✓	✓		✓	✓	✓	✓		✓	✓		✓	✓	✓				
North Carolina	✓							✓	✓					✓	✓				
North Dakota	✓							✓	✓										
Ohio	✓	✓	✓	✓		✓	✓	✓					✓		✓				
Oklahoma	✓	✓	✓					✓				✓	✓						
Oregon	✓	✓	✓				✓	✓	✓										
Pennsylvania	✓	✓	✓			✓	✓	✓			✓	✓	✓	✓	✓		✓		
Rhode Island	✓																		
South Carolina	✓							✓											
South Dakota	✓							✓						✓	✓				
Tennessee	✓		✓			✓		✓			✓	✓				✓			
Texas	✓		✓				✓	✓	✓				✓				✓		
Utah	✓	✓			✓		✓					✓	✓			✓	✓		
Vermont	✓		✓					✓						✓	✓	✓	✓		
Virginia	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓					✓	✓		✓
Washington	✓	✓	✓					✓				✓				✓	✓		
West Virginia	✓							✓											
Wisconsin	✓	✓	✓				✓	✓	✓			✓		✓		✓			
Wyoming	✓																		

*See State Overview pages in Part 5 for details about transit services funded with state funds.