



Final Report 2017—FY 2015 Data

Survey of State Funding for Public Transportation

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 East Mesa Research & Consulting, LLC which is owned by June Jones, a survey statistician (retired) with the U.S. DOT, Bureau of Transportation Statistics.

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

Front cover: *Top row from left to right:* 1) Florida's Sun Rail, photo courtesy of Florida Department of Transportation; 2) The Cooperative Alliance for Seacoast Transportation family, Dover, New Hampshire, photo courtesy of Gene Paltrineri of Gene Paltrineri Photography; 3) Capital Transit, Juneau, Alaska, photo courtesy of Kenneth Gill, Gillfoto Graphics, Juneau, Alaska.

Middle row from left to right: 1) Gallup Express photo, photo courtesy of Tommy Mimms, Gallup Express, Gallup, New Mexico; 2) Allegan County Transportation Services, Allegan, Michigan, photo courtesy of Square One Design and Allegan County Transportation Services.

Bottom from left to right: 1) St. Cloud Metro Bus's Northstar Link coach service out of Big Lake, Minnesota, photo courtesy of St. Cloud Metro Bus and the Minnesota Department of Transportation; 2) Savannah River Ferry, photo courtesy of Trey Daniell, Georgia Department of Transportation; 3) Sedgwick County Transportation (SCT) driver Terri Agnew taking Alberta Rizzo to a social service appointment. Photo courtesy of Kandace Bonnesen, Sedgwick County Department on Aging, Wichita, Kansas.

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April 2017

Dear Reader,

The AASHTO Standing Committee on Public Transportation is pleased to release the 35th compilation of the *Survey of State Funding for Public Transportation*. The survey results reflect FY 2015 data. This annual report provides a snapshot of state-by-state investments in public transportation. With a comparison of state and Federal funding for public transportation, an overview of state transit programs, revenue sources, and eligible uses for state transit funding, as well as the numerous tables and charts, readers can understand how each funding and tax mechanisms are used to support transit operations and capital projects.

AASHTO engages with its public transportation partners to support the critical investments in our multimodal public transportation systems, moving our nation toward the goal of doubling transit ridership to 20 billion trips by 2035. We support improvements in public transportation capacity to meet mobility needs; coordinating housing, land use, and transportation policy to support transit-friendly development; and using public transportation as a tool to accommodate increasing travel demand. Public transportation is essential to moving people in both urban and rural areas and provides basic mobility options for elderly individuals, individuals with disabilities, and low income individuals. Public transportation helps mitigate traffic congestion, conserve fuel, enhance the efficiency of highway transportation, address air quality issues, and support security and emergency preparedness activities. With our nation's population expected to top 400 million by 2050 and the population of seniors expected to slightly more than double by that time, our member departments of transportation continue to provide public transportation as a mobility option.

Historical funding patterns demonstrate the important role that state departments of transportation fulfill in public transportation finance and administration and the results you see in the *Survey of State Funding for Public Transportation* reflects this ongoing commitment. State DOTs spent approximately \$18.8 billion on transit in FY 2015, which is an increase over the past five years compared to the nearly \$14 billion states spent in FY 2011. Federal funds totaled \$10.6 billion for FY 2015, which is a slight increase over the slightly less than \$10 billion the Federal government spent five years ago. Twenty-one states increased funding for public transportation in FY 2015. State and Federal investments must continue in order to grow our public transportation systems.

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 state involvement in public transportation. On behalf of the Standing Committee on Public Transportation, we would like to thank the AASHTO member departments for completing the survey.

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

Sincerely,



A handwritten signature in blue ink that reads "Charles Zelle".

Charles Zelle
Chair, AASHTO Standing
Committee on Public Transportation
Minnesota Department of Transportation



A handwritten signature in black ink that reads "Bud Wright".

Bud Wright
Executive Director
AASHTO



Manchester Transit Authority's Route 12 South Beech Street Bus, Manchester, New Hampshire. Photo courtesy of Manchester Transit Authority.

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A Streamline bus on the Montana State University campus during a 10th Anniversary celebration of Streamline bus service. Photo courtesy of David Jacobs, Montana Department of Transportation .



Columbus, Indiana Transfer Center in June 2015. Photo courtesy of Brian E. Jones, Indiana Department of Transportation – Office of Transit.

PART I**Highlights of State Transit Funding—FY 2015**

This report, the 35th compilation of information on state funding for public transportation, was prepared under the auspices of the American Association of State Highway and Transportation Officials (AASHTO).

■ State Funding of Public Transit

Table 1-1 (on the next page) shows that state funding for public transit for the past five years has steadily increased from \$14 billion in FY 2011 to \$18.8 billion in FY 2015.

Twenty-one states increased their public transit funding by a total of \$1.7 billion over FY 2014 levels (see Table 1-2) including California up \$639 million, Illinois up \$418 million, Pennsylvania up \$295 million, and Massachusetts up \$99 million. Six DOTs account for 90 percent of all funding increases: California, Illinois, Pennsylvania, Massachusetts, Connecticut, and Virginia. Twelve states showed a decline in funding and 18 showed no change in funding levels, including five states that do not fund public transit.



The New Mexico Rail Runner. Photo courtesy of Jake Schoellkopf, New Mexico Department of Transportation.

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

State	FY2011	FY2012	FY2013	FY2014	FY2015
Alabama	\$0	\$0	\$0	\$0	\$0
Alaska	\$169,270,513	\$179,978,475	\$181,562,047	\$187,652,905	\$185,858,364
Arizona	\$0	\$0	\$0	\$0	\$0
Arkansas	\$3,250,078	\$3,476,547	\$3,481,243	\$3,550,045	\$3,531,248
California	\$1,731,332,723	\$1,849,193,635	\$3,040,697,663	\$2,259,430,056	\$2,898,424,596
Colorado	\$12,350,000	\$12,350,000	\$14,000,000	\$14,000,000	\$14,000,000
Connecticut	\$411,810,210	\$453,476,446	\$474,333,253	\$465,086,221	\$515,278,413
Delaware	\$83,942,400	\$82,731,400	\$95,272,500	\$100,601,100	\$116,794,507
DC	\$387,362,000	\$484,165,796	\$454,788,000	\$507,890,000	\$546,129,790
Florida	\$174,895,126	\$217,309,774	\$189,254,448	\$229,673,093	\$271,179,216
Georgia	\$3,721,358	\$2,920,272	\$2,949,962	\$3,342,964	\$3,047,836
Hawaii	\$0	\$0	\$0	\$0	\$0
Idaho	\$312,000	\$312,000	\$312,000	\$312,000	\$312,000
Illinois	\$1,323,000,000	\$814,447,610	\$854,683,301	\$3,118,234,749	\$3,536,569,161
Indiana	\$55,177,788	\$56,018,794	\$57,909,868	\$57,909,867	\$59,140,747
Iowa	\$12,744,547	\$12,898,990	\$12,898,990	\$12,723,031	\$14,274,001
Kansas	\$6,000,000	\$6,000,000	\$6,000,000	\$11,000,000	\$11,000,000
Kentucky	\$1,472,766	\$1,489,991	\$1,745,712	\$1,867,907	\$1,713,412
Louisiana	\$4,955,000	\$4,955,000	\$4,955,000	\$4,955,000	\$4,955,000
Maine	\$530,026	\$530,026	\$547,845	\$1,147,845	\$1,147,845
Maryland	\$1,049,499,695	\$1,086,510,064	\$1,522,123,479	\$906,699,174	\$815,472,457
Massachusetts	\$1,206,947,412	\$1,245,380,962	\$1,392,854,042	\$1,550,905,555	\$1,649,889,696
Michigan	\$214,975,143	\$240,436,975	\$271,830,940	\$245,125,303	\$263,768,319
Minnesota	\$263,250,400	\$309,427,000	\$307,652,000	\$418,061,000	\$403,773,000
Mississippi	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,613,000
Missouri	\$2,993,658	\$2,993,658	\$560,875	\$3,417,258	\$1,530,875
Montana	\$319,862	\$319,142	\$546,025	\$377,895	\$334,820
Nebraska	\$2,900,000	\$2,900,000	\$2,900,000	\$4,872,884	\$4,872,884
Nevada	\$666,819	\$107,115	\$37,501	\$0	\$0
New Hampshire	\$422,153	\$243,687	\$52,597	\$679,281	\$998,983
New Jersey	\$773,423,628	\$918,027,433	\$1,076,490,515	\$381,686,937	\$357,738,903
New Mexico	\$11,187,647	\$6,665,448	\$7,610,500	\$6,643,800	\$6,643,800
New York	\$4,246,055,900	\$4,465,883,700	\$4,465,883,700	\$4,786,084,700	\$4,786,084,700
North Carolina	\$74,947,962	\$73,574,654	\$84,643,069	\$79,356,533	\$84,843,069
North Dakota	\$3,150,000	\$3,151,595	\$5,296,836	\$5,216,175	\$6,449,468
Ohio	\$10,638,436	\$7,300,000	\$7,300,000	\$7,300,000	\$7,300,000
Oklahoma	\$5,750,000	\$5,750,000	\$5,750,000	\$5,750,000	\$5,750,000
Oregon	\$132,292,392	\$32,669,819	\$40,394,560	\$32,669,819	\$37,439,321
Pennsylvania	\$1,055,849,793	\$1,091,936,432	\$1,161,119,714	\$1,237,148,591	\$1,532,172,650
Rhode Island	\$56,940,909	\$53,072,997	\$51,629,898	\$55,819,226	\$50,612,785
South Carolina	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
South Dakota	\$770,000	\$770,000	\$770,000	\$770,000	\$770,000
Tennessee	\$44,349,000	\$44,499,000	\$40,060,100	\$49,889,987	\$47,220,000
Texas	\$28,741,068	\$30,341,068	\$31,941,067	\$30,341,068	\$30,341,068
Utah	\$0	\$0	\$0	\$0	\$0
Vermont	\$6,842,927	\$6,842,927	\$7,482,900	\$7,436,700	\$8,496,969
Virginia	\$201,357,502	\$239,202,753	\$262,284,774	\$251,381,851	\$298,898,733
Washington	\$80,017,638	\$52,775,879	\$59,882,611	\$52,956,037	\$85,568,222
West Virginia	\$2,786,009	\$2,786,009	\$2,786,009	\$2,677,058	\$2,476,279
Wisconsin	\$115,724,700	\$117,851,500	\$106,478,300	\$109,228,300	\$110,737,500
Wyoming	\$2,615,350	\$2,522,468	\$2,696,122	\$2,522,468	\$2,596,155
TOTALS	\$13,985,142,538	\$14,233,797,041	\$16,322,049,966	\$17,221,994,383	\$18,793,749,792

Table 1-2. States with Increased Funding for Public Transit by Amount of Increase

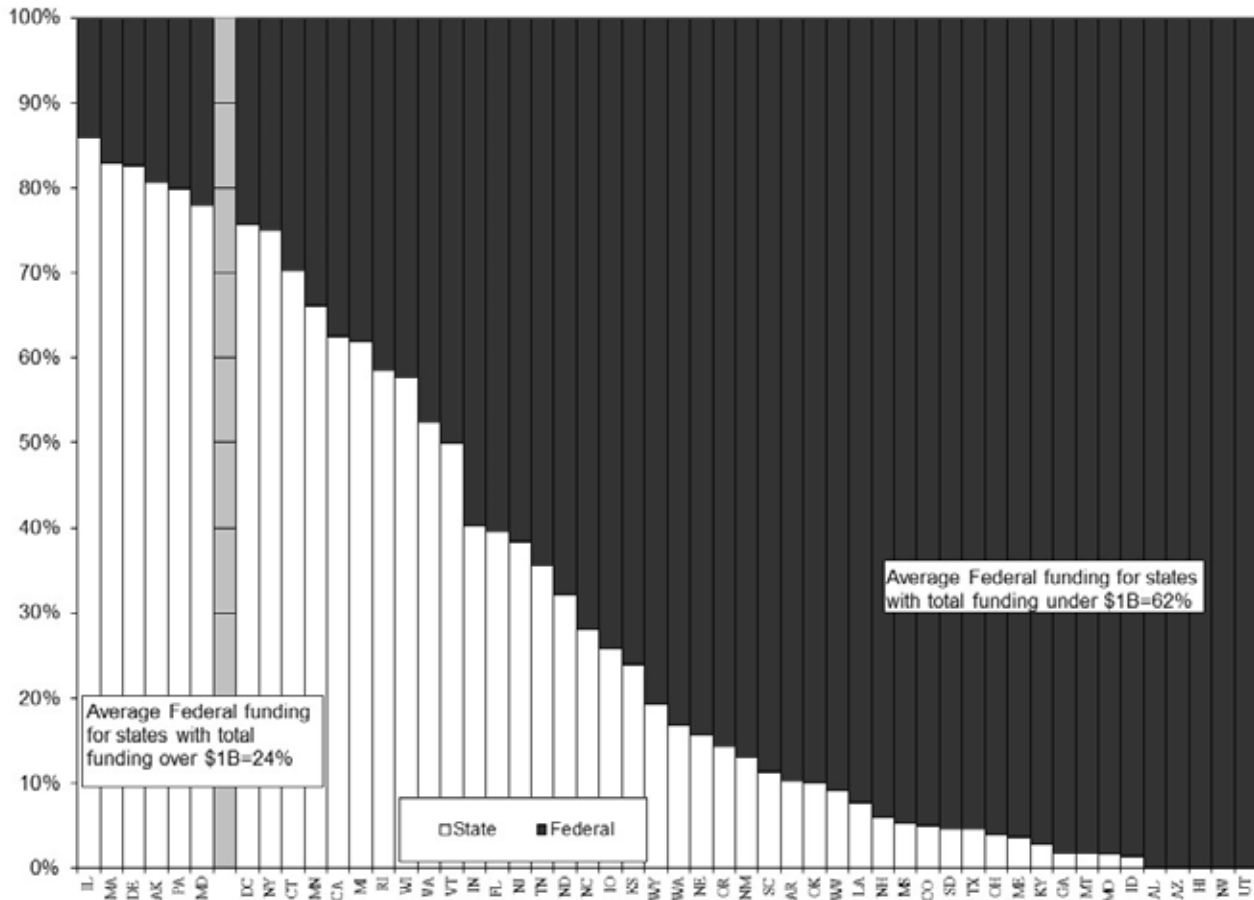
State	FY2014	FY2015	Increase	% Increase
California	\$2,259,430,056	\$2,898,424,596	\$638,994,540	28.3%
Illinois	\$3,118,234,749	\$3,536,569,161	\$418,334,412	13.4%
Pennsylvania	\$1,237,148,591	\$1,532,172,650	\$295,024,059	23.8%
Massachusetts	\$1,550,905,555	\$1,649,889,696	\$98,984,141	6.4%
Connecticut	\$465,086,221	\$515,278,413	\$50,192,192	10.8%
Virginia	\$251,381,851	\$298,898,733	\$47,516,882	18.9%
Florida	\$229,673,093	\$271,179,216	\$41,506,123	18.1%
DC	\$507,890,000	\$546,129,790	\$38,239,790	7.5%
Washington	\$52,956,037	\$85,568,222	\$32,612,185	61.6%
Michigan	\$245,125,303	\$263,768,319	\$18,643,016	7.6%
Delaware	\$100,601,100	\$116,794,507	\$16,193,407	16.1%
North Carolina	\$79,356,533	\$84,843,069	\$5,486,536	6.9%
Oregon	\$32,669,819	\$37,439,321	\$4,769,502	14.6%
Iowa	\$12,723,031	\$14,274,001	\$1,550,970	12.2%
Wisconsin	\$109,228,300	\$110,737,500	\$1,509,200	1.4%
North Dakota	\$5,216,175	\$6,449,468	\$1,233,293	23.6%
Indiana	\$57,909,867	\$59,140,747	\$1,230,880	2.1%
Vermont	\$7,436,700	\$8,496,969	\$1,060,269	14.3%
New Hampshire	\$679,281	\$998,983	\$319,702	47.1%
Wyoming	\$2,522,468	\$2,596,155	\$73,687	2.9%
Mississippi	\$1,600,000	\$1,613,000	\$13,000	0.8%
	\$10,327,774,730	\$12,041,262,516	\$1,713,487,786	

■ Comparing State and Federal Funding of Public Transit

In FY2015, states provided \$18.8 billion in transit funding, while Federal funds totaled \$10.6 billion. Figure 1-1 shows the total of state and Federal transit funding for each of the 51 DOTs surveyed. The figure shows that there is a strong relationship between state and Federal funding. Specifically the six states with the largest state funding amounts—New York, Illinois, California, Massachusetts, Pennsylvania, and Maryland collectively allotted \$15.2 billion in state funding. About \$4.9 billion—almost half of all Federal funds spent on transit—went to these six states. The remaining 45 states allotted a total of \$3.6 billion in state funding and shared about \$5.8 billion in Federal funds.

The strong relationship between state and Federal funding is, in large part, a function of state population served and for this reason, the relationship is not always apparent. Population is a factor in the allocation of Federal funds, so that, even without significant state investment, a state can receive a significant amount of Federal funds. For example, as shown in Table 1-3, Texas—with a

population 27 million—invested \$30.3 million in state funds in FY2014 and received \$635 million in Federal funds. In contrast, Tennessee invested more state funds than Texas, \$47 million, but with a much smaller population of 6.6 million, received only \$85 million in Federal funds. It is also important to note that without comparable information on local transit funding per state, a complete picture is not possible.



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

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