

**APPENDIX A**  
**SUMMARY OF NATIONAL EXPERIENCE IN**  
**FUNDING TRANSIT CAPITAL AND OPERATIONS**

The Federal Transit Administration funds approximately 600 transit agencies. As a condition of receiving this funding, those agencies must report on an annual basis certain financial and operating data in a uniform format to the National Transit Database. The most recent information in the NTD is for transit agencies with fiscal years ending in calendar year 2002.

Figures A-1 through A-8 summarize recent transit funding experience in the U.S. Each figure shows the relative share of funding for all US transit agencies (except the New York City area), new fixed guideway agencies, all reporting Florida agencies, and Broward County Transit. The new fixed guideway agencies includes the following:

- **New Light Rail Systems**
  - Portland (Tri-Met)
  - Sacramento (RT Metro)
  - San Jose (VTA)
  - Los Angeles (Blue/Green Lines)
  - San Diego Trolley
  - Salt Lake City (UTA)
  - Denver (RTD)
  - Dallas (DART)
  - St. Louis (Bi-State)
  - Buffalo (NFTA)
  - Baltimore (MdMTA)
  - Memphis (MATA)
- **New Commuter Rail Systems**
  - Central Puget Sound (Sounder)
  - SCRRRA (Metrolink)
  - Altamont Commuter Exp (ACE)
  - Virginia Rwy Express (VRE)
  - Tri-County Comm Rail (Tri-Rail)
  - North San Diego Co. (Coaster)
- **Under Construction/Planning**
  - Orange Co, CA (OCTA)
  - Charlotte
  - Minneapolis (Metro Transit)
  - Triangle Transit Auth (Raleigh)
  - Houston (METRO)
  - Austin (Capital Metro)

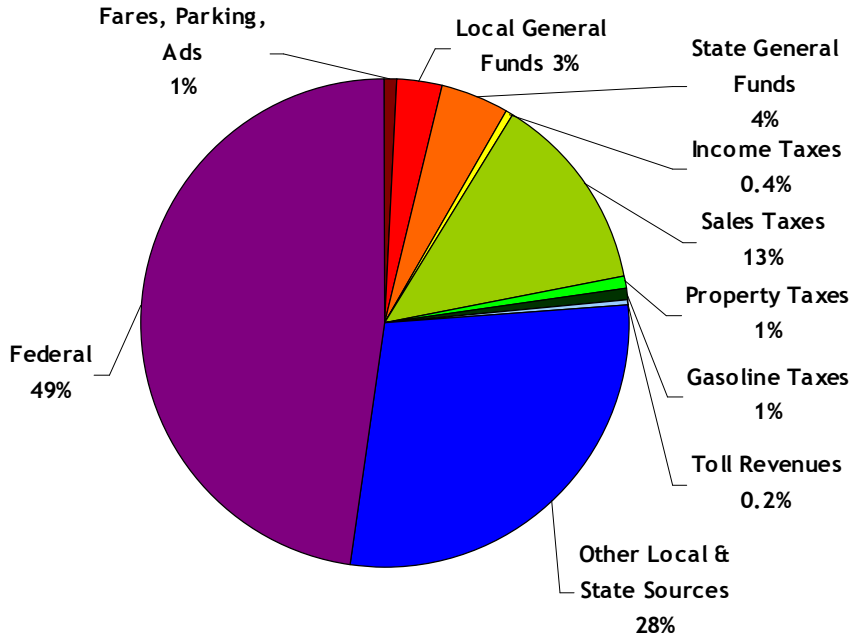
Figures A-1 through A-4 summarize capital funding sources and Figures A-5 through A-8 summarize operating funding sources. The most common source of funding (in terms of total dollars collected) in the U.S. for both capital and operating was sales taxes. The reliance of sales taxes was even larger for the new fixed guideway agencies.

Dedicated capital funding in Florida is primarily reliance on Federal sources and match from local and state general fund revenues and other sources. Broward County Transit has funded relatively little of its capital needs from local sources.

Dedicated operating funding in Florida comes from many sources and is much less reliant on sales taxes than national or new fixed guideway agency experience. The reliance on motor fuel taxes distinguishes Florida and Broward County Transit from the national experience.

Figure A-1

Capital Funding Sources: All Reporting Transit Agencies\*

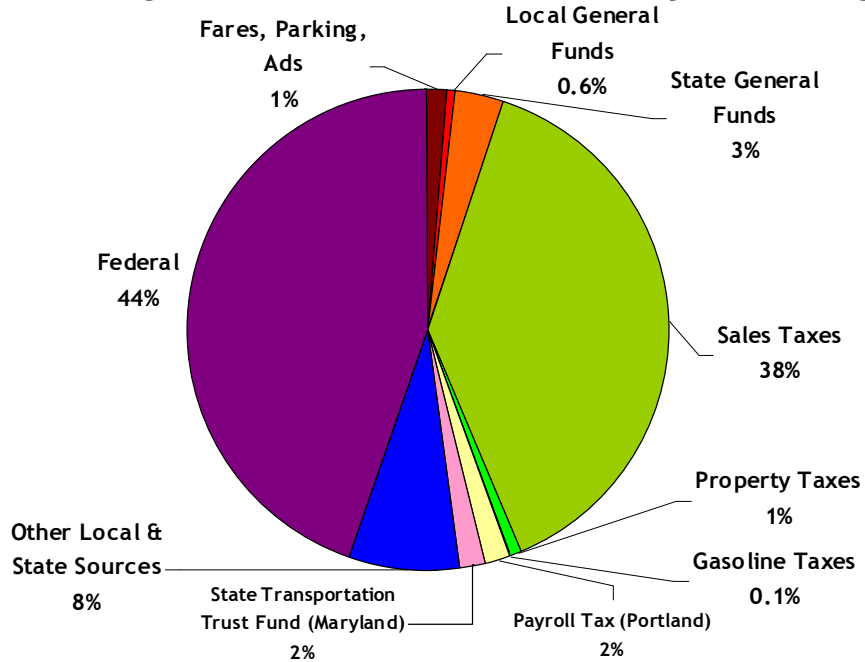


Source: National Transit Database (NTD) FY02

\* Does not include New York MTA or Port Authority Trans-Hudson

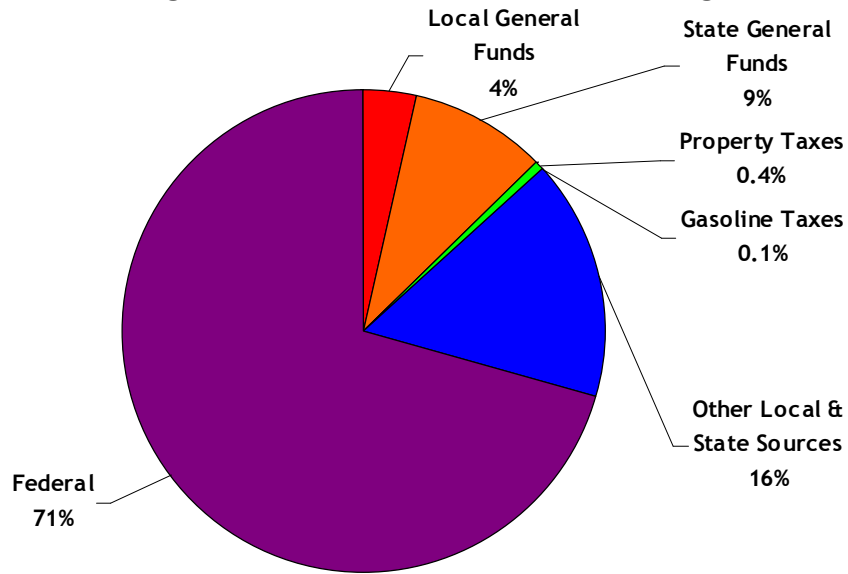
Figure A-2

Capital Funding Sources: New Fixed Guideway Transit Agencies



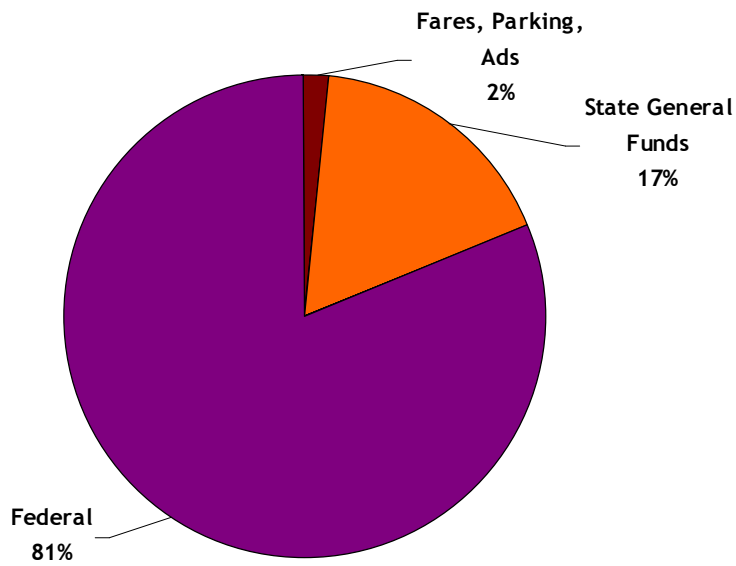
Source: National Transit Database (NTD) FY02

Figure A-3  
Capital Funding Sources: All Florida Transit Agencies



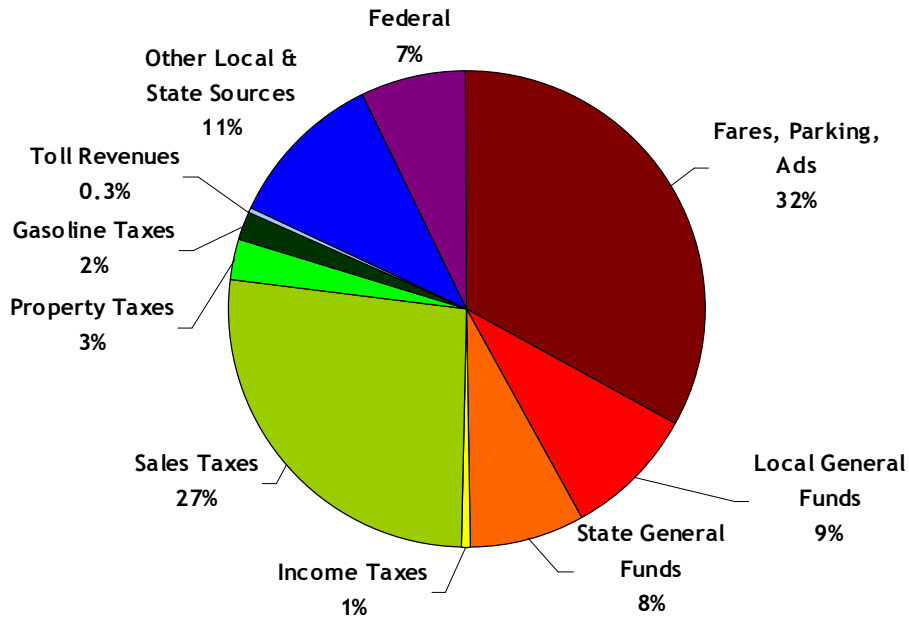
Source: National Transit Database (NTD) FY02

Figure A-4  
Capital Funding Sources: Broward County Transit



Source: National Transit Database (NTD) FY02

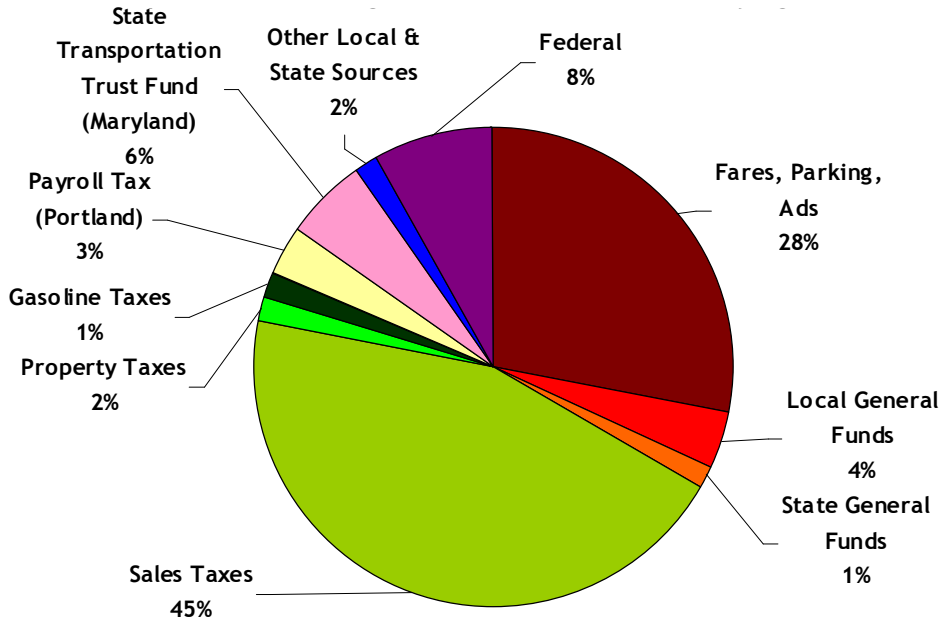
**Figure A-5**  
**Operating Funding Sources: All Reporting Transit Agencies\***



Source: National Transit Database (NTD) FY02

\* Does not include New York MTA or Port Authority Trans-Hudson

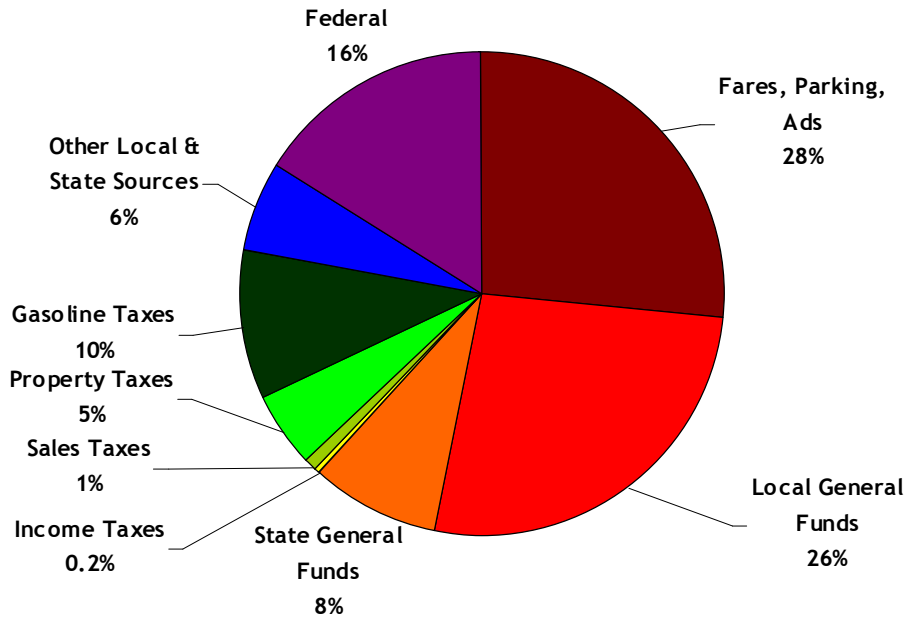
**Figure A-6**  
**Operating Funding Sources: New Fixed Guideway Agencies**



Source: National Transit Database (NTD) FY02

Figure A-7

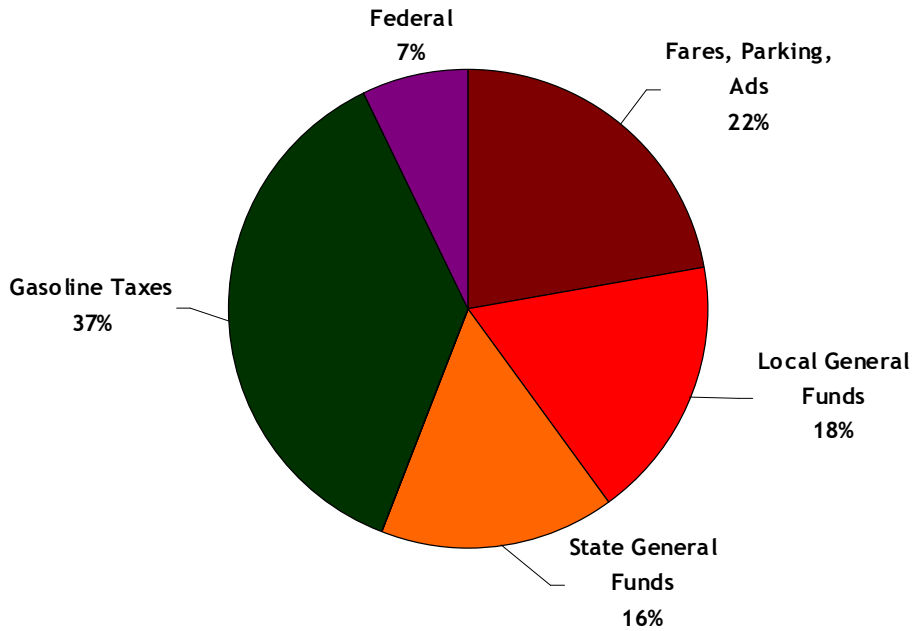
### Operating Funding Sources: All Florida Transit Agencies



Source: National Transit Database (NTD) FY02

Figure A-8

### Operating Funding Sources: Broward County Transit



Source: National Transit Database (NTD) FY02