

ADDENDUM TO “FUNDING BUS RAPID TRANSIT IN THE US”

FUNDING TABLES FOR BRT PROJECTS ANALYZED

It is important to note the difficulty of obtaining exact figures for every funding contribution to a transit project, even completed projects. As a result, although these tables strive to provide the most accurate information possible, figures for operating systems should be considered approximate, and figures for planned systems should be considered projected estimates.

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Boston Silver Line

TABLE 1: Boston Silver Line		
Source	Total Funds (\$million)	Percent of Total
Phase I Washington Street (2002)		
State		
Massachusetts Highway Fund	\$82.71	75.0%
Other		
MBTA Bonding Revenue	\$27.29	25.0%
Total	\$110.00	
Phase II Waterfront (2005)		
Federal		
Section 5309 New Starts	\$330.73	77.8%
Section 5307 Formula grants	\$150.07	
Other		
MBTA Bonding Revenue	\$123.31	22.2%
Massport Reimbursements	\$13.89	
Total	\$618.00	
Phase III – (planned -- 2016)		
Federal		
Section 5309 New Starts	\$699.23	59.9%
Local		
MBTA Bonding Revenue	\$361.35	40.1%
Dedicated Sales Tax Revenues	\$106.75	
Total	\$1,167.32	

Cleveland Euclid Corridor Transportation Project

TABLE 2: Cleveland Euclid Corridor (2008)		
Source	Total Funds (\$million)	Percent of Total
Federal		
Section 5309 New Starts	\$82.2	49.1%
FTA Rail Mode	\$0.6	
State and Local		
State of Ohio Department of Transportation	\$50.00	
City of Cleveland	\$8.00	
Northeast Ohio Areawide Coordinating Agency (MPO)	\$10.0	50.9%
GCRTA	\$17.6	
Total	\$168.4	

Eugene EmX

TABLE 3: Lane Transit District EmX		
Franklin Corridor EmX (2007)		
Source	Total Funds (\$million)	Percent of Total
Federal		
Section 5309 New Starts	\$13.3	80.0%
Formula Funds	\$6.7	
State and Local		
LTD Capital Fund (Dedicated Source: Local Payroll Tax)	\$5.0	20.0%
Total	\$25.0	
Pioneer Parkway Corridor EmX (est. 2009-2010)		
Federal		
Section 5309 New Starts	\$29.59	80.0%
State and Local		
ConnectOregon – Lottery Bond LTD Capital Fund (Dedicated Source: Local Payroll Tax)	\$5.40 \$2.0	20.0%
Total	\$36.99	

Hartford-New Britain Busway

TABLE 4: New Britain-Hartford Busway (2012) as of July 2007		
Source	Total Funds (\$million)	Percent of Total
Federal:		
Section 5309 New Starts	\$275.27	
Section 5307 Urbanized Area Formula Funds	\$12.98	
Section 5309 Fixed Guideway Modernization Funds	\$13.06	80.3%
Section 5309 Bus Capital Funds	\$22.06	
Flexible Funds (CMAQ and STP)	\$38.85	
FHWA NHS Funds	\$6.00	
State:		
Special Transportation Fund (STF)	\$38.56	19.7%
STF/Public Act 06-136	\$52.00	
Total	\$458.78	

Kansas City Area Transportation Authority

TABLE 5: Kansas City Area Transportation Authority MAX		
Source	Total Funds (\$million)	Percent of Total
Kansas City MAX (2005)		
Federal		
Preliminary Engineering Grant	\$1.20	80.0%
FHWA "RABA" Earmark	\$5.00	
New Starts Earmark FY'01	\$2.27	
Bus & Bus Facilities Earmark FY'02	\$2.47	
Bus & Bus Facilities Earmark FY'04*	\$1.43	
Bus & Bus Facilities Earmark FY'05*	\$4.37	
Local		
City Bonds	\$4.04	20.0%
KCATA	\$0.57	
Total	\$21.35	
Kansas City Troost Corridor BRT (Planned)		
Federal		
Section 5309 Small Starts and Very Small Starts	\$24.58	80.0%
Local		
Existing Local Sales Tax	\$6.15	20.0%
Total	\$30.73	
* Figures are approximate, based on 80% federal share of appropriated amounts.		

Las Vegas BRT

TABLE 6: Las Vegas RTC BRT		
Las Vegas MAX (2004)		
Source	Total Funds (\$million)	Percent of Total
Federal		
Section 5309 Bus & Bus Facilities	\$9.65	82.3%
Formula Funds	\$4.78	
CMAQ	\$3.06	
Local		
Local sales tax	\$3.77	17.7%
Total	\$21.3	
Downtown Connector (2009)		
Federal		
Section 5309 New Starts Earmarks	\$24.95	47.7%
Local		
Commercial paper and/or 20-year bond	\$27.34	52.3%
Total:	\$52.28	

Los Angeles Metro Rapid and Orange Line

TABLE 7: Los Angeles Metro		
Orange Line (2005) – Does not include cost of 14th station opened after 2005		
Source	Total Funds (\$million)	Percent of Total
Federal		
Section 5308 Bus Capital Program	\$2.50	
Regional Surface Transportation Program (RSTP)	\$17.50	6.4%
State and Local		
Transportation Congestion Relief Program (TCRP)	\$145.00	93.6%
State Regional Improvement Program	\$0.30	
Prop C Transit 25%	\$147.7	
Total (prior to building 14th station)	\$313.00	
Metro Rapid (2000 – 2008) estimated funding breakdown		
Federal		
Congestion Mitigation Air Quality (CMAQ)	\$70.00	63.6%
Section 5309 Very Small Starts	\$16.60	15.1%
State and Local		
Proposition C 25% Revenues (sales tax)	\$32.88	29.0%
Total	\$110.5	

Pittsburgh Busways

TABLE 8: Pittsburgh Port Authority Busways Funding (approximate)		
Source	Total Funds (\$million)	Percent of Total
West Busway (2000)		
Federal		
Section 5309 New Starts	\$107.02	40.0%
Federal Highway funds	\$107.20	40.0%
State and Local		
Pennsylvania Commonwealth	\$44.76	16.7%
Allegheny County	\$8.84	3.3%
Total	\$268.00	
East Busway Extension (2003)		
Federal		
Federal Transit Administration	\$34.0	50.0%
State and Local		
Pennsylvania Commonwealth and Allegheny County	\$34.0	50.0%
Total	\$68.00	

Snohomish County -- Community Transit Swift BRT Corridor

TABLE 9: Community Transit Swift BRT Corridor (2008)		
Source	Total Funds (\$million)	Percent of Total
Federal		
Section 5307 Urbanized Area Formula	\$2.50	9.5%
SAFETEA-LU Earmark	\$2.50	9.5%
State and Local		
Puget Sound Regional Council (PSRC)		
Section 5307 & STP competitive funds	\$5.00	18.9%
Washington State DOT Office of Transit Mobility (OTM)	\$2.38	9.0%
Community Transit	\$14.30	53.1%
Total (estimate only)	\$26.68	