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Urban Mass Transit Assistance

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Introduction

This paper provides information on state and federal programs that fund mass transit in Wisconsin. The first section provides information on the state mass transit operating assistance programs. The second section provides information on the federal mass transit assistance programs. Next, an analysis of trends in the mass transit operating assistance program is provided. Finally, the elderly and disabled transit assistance programs are described.

State Mass Transit Operating Assistance

State assistance is available to help finance transit systems in areas of the state with populations of 2,500 or more. Transit systems currently receiving state aid are primarily bus systems or shared-ride taxicab service systems. Shared-ride taxicab operators provide public transportation service, under contract, in areas of the state with insufficient population to support bus service. Kenosha also receives aid for its downtown trolley system.

The distribution of mass transit aid payments consists of the following four tiers: (a) Milwaukee County/Transit Plus in Tier A-1; (b) Madison in Tier A-2; (c) all other urban bus and Chippewa Falls, Onalaska, Stoughton, and Sun Prairie shared-ride taxi systems in Tier B; and (d) all remaining systems in Tier C.

The 1999-01 biennial budget bill (1999 Act 9) deleted the formula basis for payments to Tier A-1 (Milwaukee County/Transit Plus) and Tier A-2

(Madison) systems. Rather, each system is provided a specified amount of funding for a calendar year. For Tiers B and C, aid payments are made so that total state and federal aid equals a uniform percentage of operating expenses for each system within a tier.

Program Funding

Although program funding is appropriated on a fiscal year basis, contracts with aid recipients are on a calendar year basis. Table 1 shows the state operating assistance payments to aid recipients for calendar years 1998 through 2007.

Table 1: Urban Mass Transit Operating Assistance Payments

Calendar Year	Amount	Change
1998	\$83,592,100	
1999	86,517,700	3.5%
2000	93,006,500	7.5
2001	93,006,500	0.0
2002	96,726,800	4.0
2003	98,661,400	2.0
2004	98,661,400	0.0
2005	98,661,400	0.0
2006	100,634,600	2.0
2007	102,647,400	2.0

In 2006, 68 mass transit systems received an estimated \$100.6 million in state transit aid. Approximately 96.4% of this aid was distributed to bus systems, with the remainder being distributed to shared-ride taxi systems. In calendar year 2006, Tier A-1 received \$57,948,000, Tier A-2 received

\$15,470,200, Tier B received \$22,192,800, and Tier C received \$5,023,600. Mass transit aid payments are made from sum certain, transportation fund appropriations.

Current Provisions

In order to participate in the mass transit operating assistance program, a claimant must meet all of the following requirements:

1. The mass transit system must be a bus, shared-ride taxicab, rail, or other conveyance, either publicly or privately owned, that provides the public with general or special service on a regular and continuing basis.

2. The system must serve an urban area that includes a city or village with a population of 2,500 or more, which is appropriate, in the judgment of the Department of Transportation (DOT), for an urban mass transit system. An area that includes two American Indian reservations and is served by a mass transit system operated by a transit commission is also eligible.

3. The transit system must have an operating deficit (operating expenses must exceed operating revenues) for the year that aid is provided. The applicant must pay the deficit that remains after federal and state aid is applied. The property tax is the primary local revenue source to fund the remaining deficit.

4. Recipients of mass transit aid (excluding shared-ride taxicab systems) must provide a local match from nonfarebox revenue equal to 20% of state aid received.

5. The mass transit system must provide reduced fare (one-half or less of peak adult fare) programs for elderly and disabled persons during nonpeak hours. An administrative rule exempts shared-ride taxicab systems from this requirement.

6. The applicant for mass transit assistance must be the public body that pays the transit system's operating deficit. A public body can contract with a private firm to provide mass transit service.

7. If multiple local governments contribute assistance to the operation of a mass transit system, state aid for that system is divided either proportionately or in accordance with a cost-sharing agreement filed with DOT.

8. The applicant must annually prepare and submit to DOT a four-year transit development plan. The applicant must also establish multi-year service and performance goals and assess the effectiveness of its mass transit system in relation to those goals at intervals specified by DOT.

9. The mass transit system may not provide service outside the corporate limits of the parties to the system contract unless the system receives financial support for such service. However, systems that were providing such service on April 28, 1994, may elect to continue without financial support.

10. The applicant must establish and administer a separate, segregated account from which moneys may only be used for purposes related to a mass transit system. All moneys received from the state and the federal government for a mass transit system must be deposited in this account.

The Contract Process

DOT signs annual contracts with each eligible applicant. Contracts are based on the transit system's projected operating expenses for the calendar year for which aid is received. Quarterly aid payments are made in April, July, October, and December. Each transit system has 10% of its total contract amount withheld pending the results of an audit. Contracts must require the transit system to comply with DOT rules establishing cost efficiency standards as a condition of receiving aid.

Federal Mass Transit Assistance

Federal aid is distributed as an annual federal appropriation (the federal fiscal year is October 1 thru September 30), but transit systems use the funds in the following calendar year. For example, the federal appropriation for the year beginning on October 1, 2006, will be used in calendar year 2007. Federal transit funds for basic operations are available under two separate programs, the urbanized area and nonurbanized area formula programs of the Urban Mass Transportation Act of 1964, as amended. In addition, federal assistance is provided through a supplemental rural transportation program, the job access reverse commute program, and various capital assistance programs.

Urbanized Area Formula Program

The urbanized area formula program provides capital and operating assistance to areas with a population of 50,000 or more that contain a city or group of cities. This funding is distributed based on population and population density.

1. *Population over 200,000.* Urbanized areas with a population over 200,000 receive aid directly from the Federal Transit Administration. For 2006, Milwaukee received approximately \$19.0 million and Madison received approximately \$5.9 million in federal capital assistance. Under federal law, capital assistance funds to those areas over 200,000 in population as of 1990 can be used to fund a system's annual maintenance costs. For those metropolitan areas that grew over 200,000 since 1990, only a portion of these federal funds can be used for annual maintenance costs. In addition, Milwaukee and Madison urbanized area systems use 1% of the annual federal fund amounts on system enhancements. The following nine transit systems are eligible to share in this funding, as determined by the urbanized areas:

Milwaukee Urbanized Area

Milwaukee County Transit*	Waukesha County
Ozaukee County	Waukesha City
Washington County	

Madison Urbanized Area

Madison	Stoughton
Monona	Sun Prairie

*Milwaukee County Transit includes the transit plus program, which provides services for wheelchair users, persons with a walker or crutches, and the legally blind, through the use of private vans and taxis that contract with the county. Eligible persons may choose assigned van carriers for service. In addition, persons may choose to use taxi services, which are then reimbursed by the county for the full or partial cost of the fare.

2. *Population between 50,000 and 200,000.* Urbanized areas with populations between 50,000 and 200,000 receive their federal aid through DOT. The Department distributes federal funds so that each area receives combined state and federal aid for an equal percentage of its transit system's operating expenses.

Federal funds used for capital projects are distributed based on a priority system determined by DOT. If insufficient funding is available, priority is given to replacement or rehabilitation of existing vehicles. DOT uses transportation improvement program reports in order to prioritize replacement needs.

The following transit systems are located in urbanized areas with a population between 50,000 and 200,000:

Appleton	Janesville	Racine-Commuter
Beloit	Kenosha	Sheboygan
Chippewa Falls	La Crosse	Superior
Eau Claire	Onalaska	Wausau
Fond du Lac	Oshkosh	
Green Bay	Racine	

Nonurbanized Area Formula Program

DOT also distributes federal aid under the non-urbanized area formula program to bus and shared-ride taxi systems that serve areas with a population under 50,000. Wisconsin's share of total program funding is equal to the state's share of the total U.S. population residing in nonurbanized areas. Funds are distributed by DOT for up to 50% of the operating deficit of a system. Any remaining funds are used to support capital projects.

The following transit systems are located in nonurbanized areas, for federal transit aid purposes, which have a population of less than 50,000:

Baraboo	Mauston	Ripon
Bay Area Rural	Medford	River Falls
Beaver Dam	Merrill	Shawano
Berlin	Monroe	Stevens Point
Black River Falls	Neillsville	Viroqua
Clintonville	New Richmond	Washington County*
Edgerton	Ozaukee County *	Waterloo-Marshall
Fort Atkinson	Platteville	Watertown
Grant County	Plover	Waupaca
Hartford	Port Washington	Waupun
Jefferson	Portage	West Bend
Ladysmith	Prairie du Chien	Whitewater
Lake Mills	Prairie du Sac	Wisconsin Rapids
Manitowoc	Reedsburg	
Marinette	Rhineland	
Marshfield	Rice Lake	

*Eligible to receive both urbanized formula funds for capitalized maintenance costs and nonurban formula operating funds for rural service costs.

Supplemental Transportation Rural Assistance Pilot Program

Under the federal Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005 (SAFETEA-LU) the state will receive approximately \$2 million annually through federal fiscal year 2009 for capital projects, operations, purchase or lease of vehicles, and integration, planning, and coordination of public transportation services in the state. Funds received under this program may be used to fund the same activities allowed under other federal public transportation programs for rural populations, and federal funds may be made

available for up to 80% of net operating costs of such activities.

In awarding grants made available under this program, the state must consider: (a) the rural population in the area to be served by the applicant; (b) the extent to which the applicant demonstrates coordination of existing transportation services or proposed public transportation services; (c) the need for additional services in the area being serviced by the applicant and the extent to which the proposed services will address those needs and provide accessibility for nonambulatory recipients; (d) the extent to which the applicant demonstrates an innovative approach that is responsive to the identified service needs of the rural population; and (e) the extent to which the applicant demonstrates that the communities being served have been consulted in the planning process.

Job Access Reverse Commute Program

The purpose of the job access reverse commute (JARC) grant program is to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs. Grants may also be used to promote the use of transit by workers with nontraditional work schedules, to promote the use of transit vouchers for welfare recipients and eligible low-income individuals, and to promote the use of employer-provided transportation, including the provision of transit benefits as part of employer benefits programs.

In 2006, Wisconsin received a total allocation of approximately \$1.9 million in JARC funds. JARC

funds are allocated on a discretionary basis as follows: (a) 60% to urbanized areas of over 200,000 in population; (b) 20% to urbanized areas of under 200,000 in population; and (c) 20% to nonurbanized areas. The federal/local share requirement is a 50% federal/50% local match.

Federal Capital Assistance

The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: (a) new and replacement buses and facilities; (b) modernization of existing fixed guideway systems; and (c) new fixed guideway systems (the New Starts program). Eligible recipients for capital assistance funds include public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof), including states, municipalities, or other political subdivisions of states.

In 2006, Wisconsin received approximately \$8.8 million in federal capital assistance for its bus systems. These funds are allocated on a discretionary basis. Eligible bus and bus-related projects include the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, rebuilding of buses, and preventive maintenance. Projects may also include passenger amenities such as passenger shelters and bus stop signage. Accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fareboxes, and computers, and shop and garage equipment and costs incurred in arranging innovative financing for eligible projects are also allowable uses of these funds.

A "fixed guideway" system refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive

or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes. In 2006, the City of Milwaukee was allocated \$270,764 and the City of Madison received an allocation of \$784,913 in federal fixed-guideway modernization funds.

Eligible purposes are capital projects to modernize or improve existing fixed guideway systems, including the purchase and rehabilitation of rolling stock, track, line equipment, structures, signals, communications and power equipment, substations, passenger stations, and terminals. Security equipment and systems, maintenance facilities and equipment, and operational support equipment, including computer hardware and software system extensions, are also eligible projects.

The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway systems (such as a "people mover"), or a busway/high-occupancy-vehicle (HOV) facility, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

New Starts funding for major new fixed guideway projects or an extension to existing systems is typically provided through a full funding grant agreement that defines the scope of the project and specifies the total, multi-year federal commitment to the project. Funding allocation recommendations are made in an annual report to Congress. In 2006, Wisconsin systems did not receive any new federal New Starts funding allocations. However, the Kenosha-Racine-Milwaukee commuter rail extension project was allocated approximately \$3.7 million in federal New Starts funding carried over from the previous federal fiscal years.

In addition, the alternatives analysis program

(49 U.S.C. 5339) provides funding to conduct alternatives analysis for New Starts projects. For federal fiscal years 2006 and 2007, the City of Madison and Dane County were allocated a total of \$750,000 annually in alternatives analysis funding to conduct a Transport 2020 corridor study for the metropolitan area.

ply toward operating expenses each year. Since calendar year 2001, these federal funds received directly by the state's larger metropolitan area systems have been included in annual budgeting and operating cost projections. As a result of this change and increasing federal aid, federal aid as a percentage of public funding for annual, operating expenses has increased. In 2006, federal aid covered 18.0% of system operating expenses.

Trends in the Mass Transit Assistance Program on a Calendar-Year Basis

Table 2 shows the distribution of funding sources for transit systems on a statewide basis for the ten-year period from 1997 to 2006. Funding for mass transit is provided through federal and state aid, local revenues, and farebox revenue. These figures are shown on a calendar-year basis and reflect statewide averages. The funding mix for individual systems may vary significantly from these averages.

From 1997 to 1999, federal aid provided about 6% of annual, operating expenses. However, 1999 Act 9 required transit systems to disclose to DOT the amount of federal aid, over which the system has discretion, and which the system plans to ap-

State aid remains the largest funding source available to state transit systems to cover their annual operating expenses. However, the percentage of expenses covered by state aid, which had reached 44.4% of expenses in 1999, declined to 37.4% in 2006 due to the combination of the law change on the treatment of discretionary federal funds under the formula, increasing federal aid, and relatively low state aid increases.

On the local side, farebox revenue and the local governments' share as a percentage of operating expenses remained relatively constant from 1997 to 1999. However, despite increases in the amount of local and farebox revenue funding, the treatment of discretionary federal aid used for operating purposes and increasing federal aid have also resulted in farebox revenue and local funds covering a slightly smaller share of overall system

Table 2: Urban Transit Systems Public Funding Distribution (in Millions)

Calendar Year	Total Operating Expenses	External Funding				Local Funding			
		Federal	%	State	%	Local*	%	Farebox Revenue	%
1997	\$176.0	\$10.3	5.9%	\$76.3	43.3%	\$34.2	19.4%	\$55.2	31.4%
1998	190.9	11.3	5.9	83.6	43.8	38.9	20.4	57.1	29.9
1999	194.9	12.0	6.2	86.5	44.4	39.0	20.0	57.3	29.4
2000	215.2	22.0	10.2	93.0	43.2	40.2	18.7	60.0	27.9
2001	233.3	31.0	13.3	93.0	39.9	45.8	19.6	63.5	27.2
2002	239.9	33.4	13.9	96.7	40.3	43.3	18.0	66.5	27.7
2003	244.1	35.6	14.6	98.7	40.4	46.7	19.1	63.1	25.9
2004	251.6	40.4	16.1	98.7	39.2	44.2	17.6	68.3	27.1
2005	259.9	44.8	17.2	98.7	38.0	49.7	19.1	66.7	25.7
2006	269.1	48.5	18.0	100.6	37.4	50.3	18.7	69.7	25.9

*Primarily property tax revenue.

operating expenses since then.

The Appendix to this paper provides a breakdown of the funding sources for each system that participated in the 2006 urban mass transit program.

Effective in 1992, administrative rules limit the combined amount of state and federal aid to 70% of operating expenses. Any remaining federal funds are used to support capital projects. If federal funds remain after capital needs are met, the funds are made available for operating assistance beyond the 70% cap.

Recipients of mass transit aid (excluding shared-ride taxicab systems) must provide a local match from nonfarebox revenue equal to 20% of state aid received. Since farebox revenue is excluded, bus systems must cover the match with their "local share" portion of funding, which is financed primarily through the property tax.

Table 3 shows the local match provided by mass transit bus systems for 2006. All bus systems currently meet the local match requirement. In 2006, 18 of the 27 bus systems provided a local match greater than 50% of the state aid amount.

Table 3: Local Match Provided by Mass Transit Bus Systems (Calendar Year 2006)

	State Aid Received	Local Share	Local Share as a % of State Aid
Tier A-1			
Milwaukee Co.	\$57,948,000	\$20,452,225	35.3%
Tier A-2			
Madison	\$15,470,200	\$12,545,836	81.1%
Tier B			
Appleton	\$1,779,369	\$1,484,385	83.4%
Beloit	473,769	450,745	95.1
Eau Claire	1,117,555	1,007,300	90.1
Fond du Lac	405,376	378,408	93.3
Green Bay	2,135,193	1,844,641	86.4
Janesville	645,193	543,629	84.3
Kenosha	1,661,998	1,361,828	81.9
La Crosse	1,232,268	491,655	39.9
Monona	105,605	28,704	27.2
Oshkosh	1,159,629	1,113,924	96.1
Ozaukee Co.	1,093,788	497,526	45.5
Racine	1,824,264	1,509,975	82.8
Racine Commuter	626,196	187,464	29.9
Sheboygan	1,037,290	753,683	72.7
Superior	318,148	351,069	110.3
Washington Co.	1,125,361	679,650	60.4
Waukesha	2,098,990	1,020,114	48.6
Waukesha Co.	1,593,040	593,176	37.2
Wausau	1,039,647	1,018,800	98.0
Tier C Bus			
Bay Area Rural (Ashland)	\$102,728	\$85,343	83.1%
Ladysmith	92,500	74,789	80.9
Manitowoc	454,281	198,762	43.8
Merrill	148,437	67,487	45.5
Rice Lake	89,639	71,427	79.7
Stevens Point	438,864	361,719	82.4

Elderly and Disabled Transportation Assistance

The state has two programs to finance the improvement of transportation services for the elderly and disabled: a county grant program and a capital grant program. These programs help to provide the benefits of transportation service to those people not otherwise having an available or accessible method of transportation. Table 4 shows the amount appropriated from the transportation fund for each program from 1997-98 through 2006-07.

County Assistance

County aid is distributed on the basis of each county's share of the state's total elderly and disabled population. Each county must provide a match equal to 20% of its state aid amount. With its state aid, the county may directly provide transportation services, subsidize other systems which provide transportation services, or directly subsidize elderly or disabled persons for their use of existing services, such as taxis.

A county may not use elderly and disabled aid to support regular urban mass transit service, but may use this aid to support subsystems that pro-

Table 4: Elderly and Disabled Transportation Aid

Fiscal Year	County Assistance	Capital Assistance
1997-98	\$6,439,600	\$797,800
1998-99	6,439,600	797,800
1999-00	6,890,400	853,600
2000-01	7,441,600	921,900
2001-02	7,667,400	921,900
2002-03	7,925,100	921,900
2003-04	8,146,300	921,900
2004-05	8,373,000	921,900
2005-06	10,373,000	921,900
2006-07	12,373,000	921,900

vide special services to the elderly and disabled. Priority may be given to trips made for medical or nutritional reasons or for work. Counties must either require a copayment by users of this service or provide the user with an opportunity to make a voluntary contribution to the cost of the service.

DOT can establish a minimum allocation for counties under this program. This currently equals 0.5% of the total available funding (\$61,865 for 2007). In 2007, 22 counties received the minimum aid level.

Each county is guaranteed a payment at least equal to the amount received in 1992. As the amount of funding appropriated to this program has increased, the number of counties receiving funding under this provision has decreased. In 2007, no counties will receive aid based on this provision.

Counties must apply for elderly and disabled transportation aid by January 1. Counties expend funds on a calendar year basis. For example, the 2006-07 appropriation is spent in calendar year 2007. Counties may hold this aid in trust to provide transportation services or to acquire or maintain equipment used for elderly and disabled transportation services. Any aid held in trust, including any accumulated interest, not expended for the authorized purposes must be returned to DOT for deposit in the transportation fund.

Capital Assistance

The state's capital assistance program supplements a federal program that makes capital grants to private, nonprofit organizations providing transportation assistance to the elderly and disabled. The federal aid program is designed to assist private, nonprofit organizations in purchasing vehicles and related equipment to transport the elderly and disabled. The state's allotment of federal aid is based on its percentage of the country's elderly and disabled population.

DOT prioritizes applications received from private, nonprofit organizations and, commencing with the highest-ranked application, offers each applicant an amount of state aid such that the sum of state and federal aid does not exceed a percentage of project costs established under DOT rule (sum of state and federal aid cannot exceed 80% of estimated capital costs). The grant recipient must provide the remaining percentage of costs. For specific types or categories of equipment involved, a capital grant may not exceed the percentage of costs eligible for federal aid. This aid may not be used for operating costs. DOT is responsible for procuring the equipment on behalf of approved applicants.

Local public bodies are eligible for the capital assistance program if they either certify that no private, nonprofit organization is readily available to provide transportation services in the area or if they receive DOT approval to coordinate transportation services in the area.

Federal Assistance

Federal elderly and disabled assistance is also available on a formula basis based on each state's share of the country's population of these groups. Program funds are used for the purpose of assisting private, nonprofit groups in meeting the needs of elderly and disabled persons when the transportation service provided is unavailable, insufficient, or inappropriate for meeting these

needs. Funds can be used to assist with provider operating costs or capital needs. Program funds are obligated based on the annual program or projects included in a statewide grant application submitted by DOT. In 2006, Wisconsin received an allocation of approximately \$1.9 million in federal elderly and disabled aid.

A new federal formula grant program called the New Freedom Program provides capital and operating funds for service and facility improvements, made to address the needs of persons with disabilities, that go beyond those required by the federal Americans with Disabilities Act. In 2006, the state was allocated approximately \$1.3 million in federal funds under the program.

APPENDIX

2006 Transit System Public Funding Sources

	2006 Expenses	Federal Share*	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier A-1									
Milwaukee County	\$142,324,270	\$18,400,000	12.9%	\$57,948,000	40.7%	\$20,452,225	14.4%	\$45,524,045	32.0%
Tier A-2									
Madison	\$41,426,190	\$5,310,446	12.8%	\$15,470,200	37.3%	\$12,545,836	30.3%	\$8,099,708	19.6%
Tier B									
Appleton	\$6,515,276	\$2,129,796	32.7%	\$1,779,369	27.3%	\$1,484,385	22.8%	\$1,121,726	17.2%
Beloit	1,734,736	567,072	32.7	473,769	27.3	450,745	26.0	243,150	14.0
Chippewa Falls**	411,635	134,560	32.7	112,421	27.3	57,734	14.0	106,920	26.0
Eau Claire	4,092,000	1,337,645	32.7	1,117,555	27.3	1,007,300	24.6	629,500	15.4
Fond du Lac	1,484,309	485,210	32.7	405,376	27.3	378,408	25.5	215,316	14.5
Green Bay	7,818,146	2,555,694	32.7	2,135,193	27.3	1,844,641	23.6	1,282,618	16.4
Janesville	2,362,417	772,257	32.7	645,193	27.3	543,629	23.0	401,338	17.0
Kenosha	6,085,513	1,989,309	32.7	1,661,998	27.3	1,361,828	22.4	1,072,378	17.6
La Crosse	4,512,029	1,474,949	32.7	1,232,268	27.3	491,655	10.9	1,313,157	29.1
Monona	176,009	0	0.0	105,605	60.0	28,704	16.3	41,700	23.7
Onalaska**	353,572	115,580	32.7	96,563	27.3	59,404	16.8	82,025	23.2
Oshkosh	4,246,055	1,388,004	32.7	1,159,629	27.3	1,113,924	26.2	584,498	13.8
Ozaukee County	2,156,314	200,000	9.3	1,093,788	50.7	497,526	23.1	365,000	16.9
Racine	6,679,661	2,183,532	32.7	1,824,264	27.3	1,509,975	22.6	1,161,890	17.4
Racine Commuter	1,043,660	0	0.0	626,196	60.0	187,464	18.0	230,000	22.0
Sheboygan	3,798,103	1,241,572	32.7	1,037,290	27.3	753,683	19.8	765,558	20.2
Stoughton**	286,581	0	0.0	171,949	60.0	29,632	10.3	85,000	29.7
Sun Prairie**	565,311	0	0.0	339,187	60.0	47,939	8.5	178,185	31.5
Superior	1,164,918	380,803	32.7	318,148	27.3	351,069	30.1	114,898	9.9
Washington County	2,420,375	326,864	13.5	1,125,361	46.5	679,650	28.1	288,500	11.9
Waukesha City	4,345,841	508,515	11.7	2,098,990	48.3	1,020,114	23.5	718,222	16.5
Waukesha County	3,502,592	508,515	14.5	1,593,040	45.5	593,176	16.9	807,861	23.1
Wausau	<u>3,806,734</u>	<u>1,244,393</u>	<u>32.7</u>	<u>1,039,647</u>	<u>27.3</u>	<u>1,018,800</u>	<u>26.8</u>	<u>503,894</u>	<u>13.2</u>
Subtotal Tier B	\$69,561,787	\$19,544,271	28.1%	\$22,192,798	31.9%	\$15,511,384	22.3%	\$12,313,334	17.7%

* The federal share for Tiers A-1 and A-2 is derived from federal Section 5307 capitalized maintenance funds. The majority of the federal share for Tier B systems is derived from Section 5307 operating assistance funds (Governor's apportionment), with the following exceptions: Monona, Stoughton, Sun Prairie, and the Racine Commuter systems receive no federal assistance. The City of Waukesha, Waukesha County, Ozaukee County, and Washington County receive Milwaukee urbanized area Section 5307 funds, which are used to cover capitalized maintenance and any capital cost portions of contracts.

** Shared-ride taxi system.

APPENDIX (continued)

2006 Transit System Public Funding Sources

	2006 Expenses	Federal Share	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier C Bus									
Bay Area (Ashland)	\$323,267	\$107,396	33.2%	\$102,728	31.8%	\$85,343	26.4%	\$27,800	8.6%
Ladysmith	291,082	96,703	33.2	92,500	31.8	74,789	25.7	27,090	9.3
Manitowoc	1,429,544	474,922	33.2	454,281	31.8	198,762	13.9	301,578	21.1
Merrill	467,106	155,182	33.2	148,437	31.8	67,487	14.4	96,000	20.6
Rice Lake	282,077	93,711	33.2	89,639	31.8	71,427	25.3	27,300	9.7
Stevens Point	<u>1,381,029</u>	<u>458,805</u>	<u>33.2</u>	<u>438,864</u>	<u>31.8</u>	<u>361,719</u>	<u>26.2</u>	<u>121,641</u>	<u>8.8</u>
Subtotal Tier C Bus	\$4,174,105	\$1,386,719	33.2%	\$1,326,450	31.8%	\$859,528	20.6%	\$601,409	14.4%
Tier C Shared-Ride Taxi									
Baraboo	\$370,547	\$123,103	33.2%	\$117,753	31.8%	\$10,571	2.9%	\$119,120	32.1%
Beaver Dam	813,973	270,418	33.2	258,665	31.8	66,082	8.1	218,809	26.9
Berlin	191,862	63,740	33.2	60,970	31.8	21,002	10.9	46,150	24.1
Black River Falls	340,221	113,028	33.2	108,116	31.8	38,077	11.2	81,000	23.8
Clintonville	115,498	38,371	33.2	36,703	31.8	9,964	8.6	30,460	26.4
Egerton	58,331	19,379	33.2	18,536	31.8	11,178	19.2	9,238	15.8
Fort Atkinson	347,649	115,496	33.2	110,476	31.8	26,227	7.5	95,450	27.5
Grant County	37,708	12,527	33.2	11,983	31.8	8,198	21.7	5,000	13.3
Hartford	170,810	56,678	33.2	54,349	31.8	2,330	1.4	57,454	33.6
Jefferson	173,430	57,617	33.2	55,113	31.8	14,573	8.4	46,128	26.6
Lake Mills	87,199	28,969	33.2	27,710	31.8	11,109	12.7	19,411	22.3
Marinette	315,571	104,839	33.2	100,282	31.8	47,702	15.1	62,748	19.9
Marshfield	518,154	172,141	33.2	164,659	31.8	18,422	3.6	162,932	31.4
Mauston	218,619	72,629	33.2	69,473	31.8	26,622	12.2	49,895	22.8
Medford	120,889	40,162	33.2	38,416	31.8	19,092	15.8	23,219	19.2
Monroe	314,880	104,609	33.2	100,063	31.8	14,628	4.6	95,580	30.4
Neillsville	170,311	56,581	33.2	54,122	31.8	21,574	12.7	38,035	22.3
New Richmond	194,400	64,583	33.2	61,777	31.8	44,040	22.7	24,000	12.3
Platteville	117,328	38,979	33.2	37,285	31.8	3,065	2.6	38,000	32.4
Plover	146,089	48,534	33.2	46,424	31.8	18,077	12.4	33,054	22.6
Port Washington	237,565	78,924	33.2	75,494	31.8	32,886	13.8	50,262	21.2
Portage	839,613	252,800	30.1	266,813	31.8	0	0.0	320,000	38.1
Prairie du Chien	237,182	78,796	33.2	75,372	31.8	25,014	10.5	58,000	24.5
Prairie du Sac	117,625	39,077	33.2	37,379	31.8	15,464	13.1	25,705	21.9
Reedsburg	349,068	115,967	33.2	110,927	31.8	32,174	9.2	90,000	25.8
Rhineland	613,324	197,662	32.2	197,662	32.2	0	0.0	218,000	35.6
Ripon	249,691	82,952	33.2	79,347	31.8	20,748	8.3	66,644	26.7
River Falls	256,771	85,304	33.2	81,597	31.8	42,683	16.6	47,187	18.4
Shawano	227,478	75,573	33.2	72,288	31.8	16,617	7.3	63,000	27.7
Viroqua	366,100	121,626	33.2	116,339	31.8	55,635	15.2	72,500	19.8
Waterloo/Marshall	55,546	18,453	33.2	17,651	31.8	14,321	25.8	5,120	9.2
Watertown	756,437	251,303	33.2	240,381	31.8	16,956	2.2	247,797	32.8
Waupaca	299,397	99,465	33.2	95,143	31.8	15,089	5.0	89,700	30.0
Waupun	97,065	32,247	33.2	30,845	31.8	14,015	14.4	19,958	20.6
West Bend	1,009,750	335,459	33.2	320,879	31.8	84,101	8.3	269,312	26.7
Whitewater	184,594	61,326	33.2	58,660	31.8	20,133	10.9	44,475	24.1
Wisconsin Rapids	<u>904,710</u>	<u>300,562</u>	<u>33.2</u>	<u>287,499</u>	<u>31.8</u>	<u>70,749</u>	<u>7.8</u>	<u>245,900</u>	<u>27.2</u>
Subtotal Tier C Taxi	\$11,625,385	\$3,829,878	33.0%	\$3,697,150	31.8%	\$909,114	7.8%	\$3,189,243	27.4%
Subtotal Tier C	\$15,799,490	\$5,216,597	33.0%	\$5,023,600	31.8%	\$1,768,642	11.2%	\$3,790,652	24.0%
STATE TOTALS	\$269,111,737	\$48,471,314	18.0%	\$100,634,597	37.4%	\$50,278,087	18.7%	\$69,727,739	25.9%