



Transit Assistance

Informational Paper 38

Wisconsin Legislative Fiscal Bureau

January, 2017

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This paper provides information on state and federal programs that fund mass transit in Wisconsin. The first and second sections provide information on the state mass transit operating assistance and paratransit aid programs. The third section provides information on the federal mass transit aid programs. Next, an analysis of trends in the mass transit assistance program is provided. Finally, the seniors and individuals with disabilities 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) the larger bus and shared-ride taxi systems in Tier B; and (d) smaller bus and shared-ride taxi systems in Tier C. While no funding is provided, 2009 Act 28 created Tier A-3, which includes any commuter or light rail mass transit system enumerated as a major capital improvement in the statutes (current enumerations include the Dane County commuter rail project and any project stemming from the Milwaukee downtown transit connector study). Act

28 also specified that funding for the other four tiers cannot be used to provide aid for a commuter rail or light rail transit system.

Tier A-1 (Milwaukee County/Transit Plus) and Tier A-2 (Madison) systems are each 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. While no funding is currently provided for Tier A-3 systems, any funding that is provided in the future would be distributed using a procedure similar to that for Tiers B and C.

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 total state operating assistance payments to aid recipients for calendar years 2008 through 2017.

Table 1: Urban Mass Transit Operating Assistance Payments

Calendar Year	Amount	Percent Change
2008	\$110,013,600	
2009	112,643,900	2.4%
2010	114,863,100	2.0
2011	118,309,200	3.0
2012	106,478,300	-10.0
2013	106,478,300	0.0
2014	106,478,300	0.0
2015	110,737,500	4.0
2016	110,737,500	0.0
2017	110,737,500	0.0

In 2016, 74 mass transit systems received \$110.7 million in state transit aid. Over 95.9% of

this aid was distributed to transit systems providing bus service, with the remainder being distributed to shared-ride only taxi systems. In calendar year 2016, Tier A-1 received \$64,193,900, Tier A-2 received \$16,868,000, Tier B received \$24,486,700 and Tier C received \$5,188,900. 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 Wisconsin 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 seniors and individuals with disabili-

ties 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 typically 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.

Paratransit Aid

DOT is required to provide paratransit aid to assist eligible mass transit operating assistance recipients with the provision of paratransit service required under the Americans with Disabilities Act (ADA). DOT distributes \$2.75 million annually in grants to eligible systems for these purposes.

In awarding the paratransit grants to eligible urban mass transit systems, the Department must: (a) maximize the level of paratransit service provided by those systems; and (b) give priority to eligible applicants for the maintenance of paratransit service provided on July 1, 2011. In 2015-16, the Department provided \$1,411,100 to Milwaukee County (Tier A-1), \$502,400 to Madison (Tier A-2), and \$836,500 to Tier B and Tier C fixed route bus systems. Funding was provided based on each system's percentage of expenses and revenues miles compared to the total expenses and revenue miles of all fixed route bus systems. The 2015-16 funding became part of the transit systems' total funding for calendar year 2016.

Federal Mass Transit Aid

Federal aid is distributed as an annual federal appropriation (the federal fiscal year is October 1 thru September 30) by the Federal Transit Administration (FTA), but transit systems use the funds in the following calendar year. For exam-

ple, the federal appropriation for the fiscal year beginning on October 1, 2015, was used in calendar year 2016.

The 2015 federal transportation reauthorization bill, The Fixing America's Surface Transportation Act (FAST Act), signed into law on December 4, 2015, made several changes to the existing federal transit grant programs. The program changes mostly first affected the program funding distributions in federal fiscal year 2016. Any remaining carryover funds from the prior federal legislative authorization have to be expended under the provisions of the FAST Act. The FAST Act authorizes transit programs for five years (2016-2020).

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 rural transportation assistance 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 under a formula based on population and population density. Under section 5307 of Title 49 of the U.S. Code, federal mass transit formula aid is provided directly to local governments or transit agencies primarily for systems serving urbanized areas with populations of 200,000 or more. Aid to these systems is primarily used for capital purposes. Transit systems operating in urbanized areas with populations of 50,000 to 199,999 also receive section 5307 urbanized formula funds. Funding provided to these systems is passed through the state DOT and can be used by the systems to fund operating costs.

The basic federal urbanized area formula is augmented with four additional formula features: (a) the growing states formula, which distributes funds on the basis of its projected 2025 population relative to the nationwide projected 2025 population; (b) the high density states formula, which distributes funds to states with populations greater than 370 persons per square mile (only seven northeastern states receive this funding); (c) the small transit intensive cities (STIC) formula, which only provides funding to systems serving urbanized areas with less than 200,000 in population, using system performance factors, such as revenue miles, vehicle miles, revenue hours, and passenger miles, along with population, to determine the formula amount; and (d) the low-income population formula which distributes funds to states on the basis of low income population. Amounts calculated under these formulas are added to the section 5307 urbanized formula amounts distributed to eligible systems.

Population over 200,000. Under section 5307, urbanized areas with a population over 200,000 receive aid directly from FTA. Wisconsin has four such urbanized areas, which were allocated funding totaling \$30,526,000 in 2016: Appleton (\$2,278,500), Green Bay (\$1,948,200), Madison (\$7,327,300), and Milwaukee (\$18,972,000).

In addition, these systems received a total of \$1,809,300 in growing states formula funds as follows: Appleton (\$177,700), Green Bay (\$169,800), Madison (\$330,200), and Milwaukee (\$1,131,600). The following 11 transit systems are eligible to share in the federal funding designated for their urbanized area, although all of the Madison urbanized area funds are allocated to Madison Metro.

Appleton Urbanized Area

Valley Transit

Green Bay Urbanized Area

Green Bay Metro

Madison Urbanized Area

Madison Metro

Monona

Stoughton

Sun Prairie

Verona

Milwaukee Urbanized Area

Milwaukee County Transit

Ozaukee County

Washington County*

Waukesha

*Eligible to receive 5307 funds from DOT's apportionment.

Urbanized formula aid to these systems is generally restricted to capital purposes. However, portions of these funds can be used to fund certain annual maintenance expenditures.

The FAST Act also allows FTA, by special rule, to establish exceptions relating to the limitations on these federal urbanized area formula funds. Specifically, it allows urbanized systems that operate 75 or fewer buses in fixed route service or demand response, during peak service hours to use up to 75% of the formula apportionment attributable to such systems to fund annual operating costs. This FAST Act exception sets the amount of urbanized formula aid that certain systems operating in the Appleton, Green Bay, Madison, and Milwaukee urbanized areas, can use toward operating expenses each year. As a result, in 2016, the following systems can use the resulting amount of their federal urbanized formula aid for operating expenses: \$1,842,100 for Appleton; \$1,588,500 for Green Bay; \$119,300 for the City of Stoughton \$759,000 for the City of Waukesha; \$544,300 for Ozaukee County; and \$189,200 for Washington County.

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. In 2016, the state was apportioned a total of \$13,323,200 in urbanized formula funds for transit systems operating in these urbanized areas. Systems in these urbanized areas were also apportioned a total of \$2,276,400 in STIC funding and \$774,200 in growing states funding.

For 2016, the following transit systems were located in urbanized areas with a population of 50,000 to 199,999:

Beloit	Janesville	Racine
Chippewa Falls	Kenosha	Sheboygan
Eau Claire	La Crosse	Superior
Fond du Lac	Onalaska	Wausau
Hartford	Oshkosh	West Bend

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.

Formula Grants for Rural Areas Program

DOT also distributes federal aid under the formula grants for rural areas program (section 5311) to bus and shared-ride taxi systems that serve areas with a population under 50,000. The FAST Act made no changes to the formula for the rural areas program. Wisconsin's share of total program funding will continue to be equal to the state's share of the total U.S. population residing in nonurbanized areas in addition to including factors based on a grantee's relative share of rural transit vehicle revenue miles and nonurban, low-income populations. In addition to funds made available under the rural areas program, FTA adds amounts apportioned based on rural population according to the growing states and high density states formula.

Generally, funds are distributed by DOT for up to 50% of the operating deficit of a system. However, under FTA guidelines, some contract-ed capital costs associated with providing service are considered operating costs for certain systems that contract for service (particularly shared-ride taxis). These systems can use federal capital funding to cover such costs and such funds do not apply to the 50% operating deficit limit. Any remaining operating assistance funds are used to support capital projects. In 2016, the state was apportioned \$15.8 million for transit systems in these nonurbanized areas.

Baraboo	Oneida-Vilas Counties
Bay Area (Ashland)	Platteville
Beaver Dam	Plover
Berlin	Portage
Black River Falls	Prairie du Chien
Clintonville	Prairie du Sac
Door County	Reedsburg
Dunn County	Rhineland
Edgerton	Rice Lake
Fort Atkinson	Richland Center
Grant County	Ripon
Jefferson	River Falls
Kenosha County	Rusk County
Lake Mills	Sawyer County
Manitowoc	Shawano
Marinette	Stevens Point
Marshfield	Tomah
Mauston	Viroqua
Medford	Walworth County
Menominee Tribe	Watertown
Merrill	Waupaca
Monroe	Waupun
Neillsville	Whitewater
New Richmond	Wisconsin Rapids

The rural areas formula grant program also requires each state to spend 15% of its annual apportionment to develop and support intercity bus transportation. The requirement is aimed at connecting isolated rural areas throughout the country to larger communities. States may be granted a waiver from this requirement if the Governor certifies that the state's intercity bus needs have been adequately met. DOT has historically been granted a waiver for the 15% requirement. However, intercity bus expenses for

2017 are expected to eclipse the required percentage due to two routes that were added in 2016 (Janesville to Milwaukee and Escanaba, Michigan to Milwaukee) and expense increases on existing intercity routes that exceed annual adjustments in section 5311 funding.

Rural Transportation Assistance Program

The federal rural transit assistance program (RTAP) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. States may use RTAP funds to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. States should develop their RTAP activities through a process that provides maximum opportunity for the participation of rural transit operators, both public and private, in identifying and establishing priority areas of need for transportation research, technical assistance, training, and related support services in other than urbanized areas.

RTAP funds are allocated to states based on an administrative formula, which first allocates \$65,000 to each of the states, then distributes the balance according to the nonurbanized population of the states. There is no federal requirement for a local match. In 2016, Wisconsin was apportioned \$267,700 in federal RTAP funds.

Tribal Transit Program

The FAST Act authorized the tribal transit program which continues to be a set-aside from the formula grants for rural areas program (section 5311), but now consists of a \$30 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. Federally recognized tribes may use the funding for capital, operating, planning, and administrative expenses for public transit projects

that meet the growing needs of rural tribal communities. In 2016, Wisconsin's federally recognized tribes were allocated over \$2.3 million under the tribal transit program.

Federal Transit Capital Assistance

The FAST Act made changes to the federal transit capital programs. Federal transit capital funding is provided through three primary programs: (a) bus and bus facilities program funding (section 5339); (b) state of good repair formula grants (section 5337); and (c) capital investment grants (section 5309).

Bus and Bus Facilities Program. The section 5339 bus and bus facilities formula program provides capital funding used to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The federal funding share is 80% with a required 20% match. Each state receives a set amount of funding each year (\$1.75 million), and then the majority of the funding is allocated under a formula based on population, vehicle revenue miles, and passenger miles. In 2016, in addition to the \$1.75 million, Wisconsin systems were apportioned nearly \$4.6 million in formula grants for transit operators in the following areas: \$247,900 for Appleton, \$208,400 for Green Bay, \$730,700 for Madison, \$2,002,100 for Milwaukee, and \$1,402,400 for systems serving urbanized areas of the state with between 50,000 and 200,000 in population. The FAST Act has also added two discretionary components to section 5339: A bus and bus facilities competitive grant program based on fleet age and condition, and a low or no emissions bus competitive grant program.

The FAST Act includes a voluntary pilot program that allows states to pool section 5339 formula funding for urbanized areas with populations between 200,000 and 1 million. Under this pilot, states would be able to set an allocation plan to target large, variable purchases that are often required to support agency transit

asset management plans. Madison, Green Bay and Appleton may participate in the voluntary pilot program.

State of Good Repair Program. The section 5337 state of good repair formula grant program provides dedicated funding for repair of, and upgrades to, fixed guideway systems and high intensity bus systems that use high occupancy vehicle lanes. The federal funding share is 80% with a required 20% match. In 2016, Wisconsin and its transit agencies were apportioned over \$1.4 million for the following state of good repair discretionary grants: \$88,800 for a Kenosha project; \$846,500 for a Madison project; and \$465,200 for a Milwaukee County project.

Eligible state of good repair grant recipients include state and local government authorities in urbanized areas with a fixed guideway public transportation system operating for at least seven years. A "fixed guideway" system refers to any transit service that uses rail or an overhead wire, occupies a separate right-of-way for the exclusive use of public transportation, is a passenger ferry system, or is a bus rapid transit system.

Eligible purposes for state of good repair grants include 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, the development and implementation of transit asset management plans, and operational support equipment, including computer hardware and software system extensions, are also eligible projects.

Capital Investment Grants Program. The section 5309 discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus

rapid transit (BRT), and ferries, as well as corridor-based BRT investments that emulate the features of rail. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

New Starts projects are new fixed guideway projects or extensions to existing fixed guideway systems, including BRT systems. Eligible project must have a total estimated capital cost of \$300 million or more, or be seeking \$100 million or more in CIG program funds.

Small Starts projects are new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based BRT projects. Eligible projects must have a total estimated capital cost of less than \$300 million and be seeking less than \$100 million in CIG program funds.

Core Capacity projects are substantial corridor-based capital investments in existing fixed guideway systems. Eligible projects must increase capacity by not less than 10% in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair.

Programs of Interrelated Projects involve the simultaneous development of any combination of two or more New Starts, Small Starts, or Core Capacity projects.

In 2016, Wisconsin did not receive any section 5309 CIG funding.

Federal Planning and Safety

FTA also provides funding to states and directly to larger metropolitan areas for transportation planning. Eligible recipients include state transportation departments and metropolitan planning organizations (MPOs). Federal planning funds are first apportioned to state transportation

departments, which then allocate planning funding to MPOs in each state. In 2016, Wisconsin received transportation planning apportionments of \$1,390,600 for metropolitan transportation planning and \$305,300 for statewide transportation planning.

The FAST Act requires MPOs and State DOTs to establish performance targets that address forthcoming U.S. DOT-issued national performance measures regarding safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management. MPOs also must coordinate their performance targets, to the maximum extent practicable, with performance targets set by FTA grantees under the new performance measure requirements for safety and state of good repair.

In addition to the pre-existing goals, the FAST Act requires that the scope of the planning process improve the resiliency and reliability of the transportation system, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. In addition, the planning process is required to have an increased emphasis on intercity transportation, including intercity buses and intermodal facilities that support intercity transportation and commuter vanpool providers.

The FAST Act requires MPOs that serve transportation management areas (Appleton, Green Bay, Madison and Milwaukee) to develop congestion management plans with input from employers, private and public transit providers, transportation management associations, and organizations that provide low-income individuals transportation access to jobs and job related services.

The enactment of Moving Ahead for Progress in the 21st Century (MAP-21) on July 6, 2012, placed the requirement on every federal grantee

or their sub-recipient to develop transit asset management plans. The plans, at a minimum, must include capital asset inventories, condition assessments, and investment prioritization. In addition, recipients are required to periodically report on the condition of their transit system including any changes in the system since the previous report. MAP-21 also requires FTA to develop performance measures under which all federal transit aid recipients will be required to set performance targets. These performance measures and targets must be included in the transit asset management plans for each grant recipient. The measures and targets must also be included in both the metropolitan and statewide transportation plans and improvement programs. These provisions pertaining to transit asset management plans continue under the FAST Act.

Transit agencies must develop a comprehensive public transportation agency safety plan, including a designated safety officer and staff training program. The establishment of a state oversight agency for rail fixed guideways in each state with such a system is also required. This agency is responsible for the safety oversight of the Kenosha trolley system and any other rail fixed guideway project undertaken in the state. DOT has been established as the designated oversight agency. In 2016, the state was apportioned \$287,173 in federal funds for the purposes of funding this program.

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 over the past ten years. 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 individ-

Table 2: Transit System Public Funding Sources (in Millions)

Calendar Year	Total Operating Expenses	External Funding				Local Funding			
		Federal	%	State	%	Local*	%	Farebox Revenue	%
2007	\$285.7	\$48.8	17.1%	\$102.6	35.9%	\$58.4	20.4%	\$75.9	26.6%
2008	301.6	52.0	17.2	110.0	36.5	60.0	19.9	79.6	26.4
2009	315.1	55.8	17.7	112.6	35.8	56.8	18.0	89.9	28.5
2010	318.8	57.1	17.9	114.9	36.0	55.5	17.4	91.3	28.6
2011	322.9	56.4	17.5	118.3	36.6	54.7	16.9	93.5	29.0
2012	309.6	56.8	18.3	106.5	34.4	57.9	18.7	88.4	28.6
2013	304.8	57.6	18.9	106.5	35.0	56.8	18.6	83.9	27.5
2014	310.7	59.6	19.2	106.5	34.3	59.1	19.0	85.5	27.5
2015	326.7	60.4	18.5	110.7	33.9	65.7	20.1	89.9	27.5
2016	339.3	61.2	18.0	110.7	32.7	66.9	19.7	100.5	29.6

*Primarily property tax revenue.

ual systems may vary significantly from these averages.

In 2012, state aid was reduced by 10% for each tier of systems, which impacted local systems' service and funding decisions. As a result, overall transit costs dropped for the first time over the ten-year period, decreasing by 4.1%, as transit systems reacted to the state aid reduction. Meanwhile, the state aid percentage has fallen from its ten-year high of 36.6% in 2011 to 32.7% in 2016, the lowest percentage during the ten-year period. Conversely, the farebox revenue percentage (29.6%) in 2016 was the highest over the ten-year period.

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. In 2016, the combined state and federal aid percentage was 54.9% for Tier B and 56.9% for Tier C, well below the 70% maximum.

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 ex-

cluded, 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 2016. All bus systems currently meet the local match requirement. In 2016, 28 of the 30 bus systems provided a local match greater than 50% of the state aid amount. Also, 15 bus systems provided a local share greater than the amount of state aid provided to their system.

The Appendix to this paper provides a breakdown of the funding sources for each system that participated in the 2016 transit program.

Seniors and Individuals with Disabilities Transportation Assistance

The state has three programs to finance the improvement of transportation services for seniors and individuals with disabilities: a county assistance program; a specialized assistance program; and a tribal and elderly transportation grant program. These programs help to provide the benefits of transportation service to those people

Table 3: Local Match Provided by Mass Transit Bus Systems (Calendar Year 2016)

	State Aid Received	Local Share	Local Share as a % of State Aid
Tier A1			
Milwaukee County	\$64,193,900	\$23,226,812	36.2%
Tier A2			
Madison	\$16,868,000	\$16,798,681	99.6%
Tier B Bus			
Appleton	\$2,383,976	\$2,245,233	94.2%
Beloit	489,246	622,745	127.3
Eau Claire	1,312,903	1,255,622	95.6
Fond du Lac	437,520	554,397	126.7
Green Bay	2,600,127	2,136,649	82.2
Janesville	848,063	938,566	110.7
Kenosha	1,626,447	1,288,028	79.2
La Crosse	1,548,242	1,272,454	82.2
Monona	117,900	59,764	50.7
Oshkosh	1,128,540	1,121,061	99.3
Ozaukee County*	1,097,218	651,575	59.4
Racine	2,051,960	1,681,423	81.9
Sheboygan	949,869	907,377	95.5
Superior	355,713	542,216	152.4
Verona	283,853	63,142	22.2
Washington County*	1,007,605	879,071	87.2
Waukesha	4,185,571	2,452,722	58.6
Wausau	820,925	1,042,366	127.0
Tier C Bus			
Bay Area (Ashland)	\$211,537	\$524,073	247.7%
Dunn County	75,831	178,933	236.0
Kenosha County	50,165	194,635	388.0
Manitowoc	247,730	732,528	295.7
Menominee Tribe	489,600	2,301,860	470.2
Merrill	90,184	167,822	186.1
Oneida-Vilas	60,944	133,206	218.6
Rusk County	142,733	315,891	221.3
Sawyer County	269,738	519,920	192.8
Stevens Point	303,597	420,351	138.5

*Excludes the portion of the system's state aid and local share used to cover its shared-ride taxi costs.

not otherwise having an available or accessible method of transportation. Table 4 shows the amount appropriated from the transportation fund for the county and capital assistance programs for the last ten years. The tribal and elderly grant program is funded with tribal gaming funds.

County Assistance

County aid is distributed on the basis of each county's share of the state's total seniors and individuals with disabilities 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 seniors and individuals with disabilities aid to support regular transit service, but may use this aid to support subsystems that provide special services to the seniors and individuals with disabilities. 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 (\$69,578 for 2017). In 2017, 23 counties received the minimum aid level.

Counties must apply for seniors and individuals with disabilities transportation aid by December 31. Counties expend funds on a calendar year basis. For example, the 2016-17 appropriation is spent in calendar year 2017. Counties may hold this aid in trust to provide transportation services or to acquire or maintain equipment used for seniors and individuals with disabilities 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.

Enhanced Mobility Program

The enhanced mobility program provides state and federal funds to county governments, private non-profit organizations, local public bodies, and operators of public transportation systems for capital and operating assistance to provide transportation services for seniors and individuals with disabilities. MAP-21 made changes to the federal enhanced mobility of seniors & individuals with disabilities program (section 5310) to allow urbanized areas with a population over 200,000 to be direct recipients of program funding. In Wisconsin, DOT and state MPOs receive federal section 5310 funds annually and award funding to eligible applications based on a competitive grant application process. Appleton, Green Bay, Madison and Milwaukee MPOs administer the 5310 programs for their respective geographic areas while DOT administers the program for the small urban and rural areas of the state. In 2016, Wisconsin systems were apportioned \$4,676,500 in section 5310 formula grants: \$166,800 for Appleton, \$168,400 for Green Bay, \$284,600 for Madison, \$1,175,000 for Milwaukee, and \$2,881,700 for DOT to distribute to rural and small urban areas.

2015 Act 55 renamed the state's elderly and disabled capital assistance program to seniors and individuals with disabilities specialized assistance to correspond with the federal program. The Act also modified the program to allow funding to be used for any specialized transit costs, including operating costs and specified that an eligible applicant could be any applicant that is eligible for federal section 5310 assistance (DOT is working on updating administrative rules to allow the Department to implement the Act 55 changes). State specialized assistance funding (Table 4) supplements section 5310 federal funding to aid eligible applicants in Wisconsin's rural and small urban areas with transit capital and operating projects that serve seniors and individuals with disabilities. In

Table 4: Seniors and Individuals with Disabilities Transportation Aid

Fiscal Year	County Assistance	Specialized Assistance
2007-08	\$12,638,900	\$921,900
2008-09	12,910,100	921,900
2009-10	13,196,000	912,700
2010-11	13,623,400	912,700
2011-12	13,623,400	912,700
2012-13	13,623,400	912,700
2013-14	13,623,400	912,700
2014-15	13,623,400	912,700
2015-16	13,768,800	912,700
2016-17	13,915,600	912,700

accordance with federal rules, all subrecipients must guarantee a 20% local match for capital projects and 50% of deficit for operating projects. Eligible projects include vehicle capital (minivans, minibuses, medium and large buses) and non-traditional expenditures (mobility management, operating, and non-vehicle capital projects). In 2016, DOT awarded 47 non-profit and public sector applicants a total of \$3.8 million in state and federal funding for vehicle capital, operating, and mobility management projects.

Tribal Elderly Transportation Grants

2009 Act 28 created a state tribal elderly transportation grant program to make grants to American Indian tribes and bands for tribal elderly transportation assistance. Since 2009-11, \$247,500 annually in state Indian gaming revenues has been provided to fund the program. Any unencumbered balance in the DOT appropriation, from which the program is funded, on June 30 of each year reverts back to the Department of Administration's gaming revenues appropriation.

Under the program, DOT is required to annually award grants to federally recognized American Indian tribes or bands to assist in providing transportation services for elderly persons. DOT

must prescribe the form, nature, and extent of the information that is to be contained in an application for a program grant and to establish criteria for evaluating applications and for awarding

grants. For 2016, DOT provided all eleven of the state's tribes an equal share of the total funds, or \$22,500 each.

APPENDIX

2016 Transit System Public Funding Sources

	2016 Expenses	Federal Share*	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier A-1									
Milwaukee County	\$166,591,466	\$18,076,767	10.9%	\$64,193,900	38.5%	\$23,226,812	13.9%	\$61,093,987	36.7%
Tier A-2									
Madison	\$55,292,651	\$7,657,470	13.8%	\$16,868,000	30.5%	\$16,798,681	30.4%	\$13,968,500	25.3%
Tier B									
Appleton	\$8,813,594	\$2,456,157	27.9%	\$2,383,976	27.0%	\$2,245,233	25.5%	\$1,728,228	19.6%
Beloit	2,038,171	630,049	30.9	489,246	24.0	622,745	30.6	296,130	14.5
Chippewa Falls**	499,178	154,308	30.9	119,824	24.0	51,139	10.2	173,907	34.8
Eau Claire	5,469,477	1,690,751	30.9	1,312,903	24.0	1,255,622	23.0	1,210,200	22.1
Fond du Lac	1,822,684	563,437	30.9	437,520	24.0	554,397	30.4	267,330	14.7
Green Bay	8,591,422	2,117,996	24.7	2,600,127	30.3	2,136,649	24.9	1,736,650	20.2
Hartford**	227,184	70,228	30.9	54,534	24.0	17,046	7.5	85,376	37.6
Janesville	3,532,979	1,092,132	30.9	848,063	24.0	938,566	26.6	654,218	18.5
Kenosha	6,775,681	2,094,532	30.9	1,626,447	24.0	1,288,028	19.0	1,766,674	26.1
La Crosse	6,449,883	1,993,819	30.9	1,548,242	24.0	1,272,454	19.7	1,635,368	25.4
Monona	214,689	0	0.0	117,900	54.9	59,764	27.8	37,025	17.2
Onalaska**	825,152	255,075	30.9	198,071	24.0	138,006	16.7	234,000	28.4
Oshkosh	4,701,430	1,453,329	30.9	1,128,540	24.0	1,121,061	23.8	998,500	21.2
Ozaukee County**	3,110,185	610,792	19.6	1,097,218	35.3	651,575	20.9	750,600	24.1
Racine	8,548,343	2,642,506	30.9	2,051,960	24.0	1,681,423	19.7	2,172,454	25.4
Sheboygan	3,957,099	1,223,238	30.9	949,869	24.0	907,377	22.9	876,615	22.2
Stoughton**	261,725	0	0.0	143,731	54.9	2,994	1.1	115,000	43.9
Sun Prairie**	810,105	0	0.0	444,883	54.9	155,222	19.2	210,000	25.9
Superior	1,481,878	458,085	30.9	355,713	24.0	542,216	36.6	125,864	8.5
Verona	516,879	0	0.0	283,853	54.9	63,142	12.2	169,884	32.9
Washington County**	3,627,126	984,292	27.1	1,007,605	27.8	879,071	24.2	756,158	20.8
Waukesha	9,325,075	935,450	10.0	4,185,571	44.9	2,452,722	26.3	1,751,332	18.8
Wausau	3,419,926	1,057,184	30.9	820,925	24.0	1,042,366	30.5	499,450	14.6
West Bend**	<u>1,094,408</u>	<u>321,034</u>	29.3	<u>279,978</u>	25.6	<u>41,056</u>	3.8	<u>452,340</u>	41.3
Subtotal Tier B	\$86,114,273	\$22,804,395	26.5%	\$24,486,700	28.4%	\$20,119,875	23.4%	\$18,703,303	21.7%

*The federal share for Tiers A-1 and A-2 is derived from FTA 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), except that the Waukesha, Ozaukee County, and Washington County systems receive Milwaukee urbanized area section 5307 funds, which can be used to cover capitalized maintenance and contracting costs.

** Shared-ride taxi systems (Washington County and Ozaukee County have both bus and shared-ride taxi components).

APPENDIX (continued)

2016 Transit System Public Funding Sources

	2016 Expenses	Federal Share	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier C Bus									
Bay Area (Ashland)	\$1,653,369	\$735,610	44.5%	\$211,537	12.8%	\$524,073	31.7%	\$182,150	11.0%
Dunn County	577,098	254,764	44.1	75,831	13.1	178,933	31.0	67,570	11.7
Kenosha County	514,900	244,800	47.5	50,165	9.7	194,635	37.8	25,300	4.9
Manitowoc	2,143,617	980,259	45.7	247,730	11.6	732,528	34.2	183,100	8.5
Menominee Tribe	5,727,524	2,791,460	48.7	489,600	8.5	2,301,860	40.2	144,604	2.5
Merrill	607,811	258,006	42.4	90,184	14.8	167,822	27.6	91,800	15.1
Oneida-Vilas	445,300	194,150	43.6	60,944	13.7	133,206	29.9	57,000	12.8
Rusk County	1,049,748	458,624	43.7	142,733	13.6	315,891	30.1	132,500	12.6
Sawyer County	1,849,317	789,659	42.7	269,738	14.6	519,920	28.1	270,000	14.6
Stevens Point	1,793,716	723,948	40.4	303,597	16.9	420,351	23.4	345,820	19.3
Subtotal Tier C Bus	\$16,362,400	\$7,431,278	45.4%	\$1,942,059	11.9%	\$5,489,219	33.5%	\$1,499,844	9.2%
Tier C Shared-Ride Taxi									
Baraboo	\$481,142	\$153,965	32.0%	\$79,177	16.5%	\$0	0.0%	\$248,000	51.5%
Beaver Dam	1,003,863	321,236	32.0	253,835	25.3	52,792	5.3	376,000	37.5
Berlin	246,649	82,446	33.4	58,849	23.9	23,596	9.6	81,758	33.1
Black River Falls	282,000	93,500	33.2	68,046	24.1	25,454	9.0	95,000	33.7
Clintonville	116,497	43,749	37.6	22,988	19.7	20,761	17.8	29,000	24.9
Door County	1,142,796	445,850	39.0	208,811	18.3	237,039	20.7	251,097	22.0
Edgerton	74,790	28,745	38.4	14,099	18.9	14,646	19.6	17,300	23.1
Fort Atkinson	390,213	124,868	32.0	96,845	24.8	0	0.0	168,500	43.2
Grant County	75,834	32,367	42.7	11,075	14.6	21,292	28.1	11,100	14.6
Jefferson	195,303	78,121	40.0	33,760	17.3	16,422	8.4	67,000	34.3
Lake Mills	91,608	31,642	34.5	20,837	22.7	10,805	11.8	28,325	30.9
Marinette	463,066	185,226	40.0	80,045	17.3	72,869	15.7	124,926	27.0
Marshfield	708,356	226,674	32.0	154,682	21.8	0	0.0	327,000	46.2
Mauston	210,623	67,399	32.0	53,258	25.3	6,966	3.3	83,000	39.4
Medford	155,825	62,330	40.0	26,936	17.3	17,059	10.9	49,500	31.8
Monroe	454,029	145,289	32.0	114,805	25.3	19,435	4.3	174,500	38.4
Neillsville/Clark County	291,781	120,925	41.4	46,224	15.8	74,701	25.6	49,931	17.1
New Richmond	184,941	59,181	32.0	41,760	22.6	0	0.0	84,000	45.4
Platteville	629,714	270,857	43.0	89,880	14.3	180,977	28.7	88,000	14.0
Plover	232,655	80,078	34.4	53,201	22.9	26,877	11.6	72,500	31.2
Portage	1,279,500	409,440	32.0	323,532	25.3	26,528	2.1	520,000	40.6
Prairie du Chien	674,333	258,667	38.4	127,631	18.9	131,036	19.4	157,000	23.3
Prairie du Sac	137,584	55,034	40.0	23,783	17.3	9,068	6.6	49,700	36.1
Reedsburg	315,142	100,845	32.0	77,197	24.5	0	0.0	137,100	43.5
Rhineland	662,422	211,975	32.0	117,087	17.7	0	0.0	333,360	50.3
Rice Lake	134,842	56,155	41.6	21,091	15.6	35,064	26.0	22,533	16.7
Richland Center	225,309	90,124	40.0	32,185	14.3	0	0.0	103,000	45.7
Ripon	277,296	88,735	32.0	68,925	24.9	1,736	0.6	117,900	42.5
River Falls	269,359	92,680	34.4	61,625	22.9	31,054	11.5	84,000	31.2
Shawano	285,412	93,706	32.8	69,795	24.5	23,911	8.4	98,000	34.3
Tomah	302,115	97,526	32.3	75,543	25.0	21,983	7.3	107,063	35.4
Viroqua	469,638	170,319	36.3	98,717	21.0	71,602	15.2	129,000	27.5
Walworth County	40,000	20,000	50.0	2,914	7.3	17,086	42.7	0	0.0
Watertown	775,008	248,003	32.0	195,967	25.3	35,446	4.6	295,592	38.1
Waupaca	465,680	149,018	32.0	117,751	25.3	17,911	3.8	181,000	38.9
Waupun	109,217	37,159	34.0	25,407	23.3	11,751	10.8	34,900	32.0
Whitewater	231,888	74,204	32.0	58,635	25.3	14,049	6.1	85,000	36.7
Wisconsin Rapids	869,835	278,347	32.0	219,945	25.3	11,543	1.3	360,000	41.4
Subtotal Tier C Taxi	\$14,956,265	\$5,186,381	34.7%	\$3,246,841	21.7%	\$1,281,457	8.6%	\$5,241,585	35.0%
Subtotal Tier C:	\$31,318,665	\$12,617,660	40.3%	\$5,188,900	16.6%	\$6,770,677	21.6%	\$6,741,429	21.5%
STATE TOTALS	\$339,317,055	\$61,156,291	18.0%	\$110,737,500	32.6%	\$66,916,045	19.7%	\$100,507,219	29.6%