

Urban Mass Transit Assistance



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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 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) 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 2006 through 2015.

Table 1: Urban Mass Transit Operating Assistance Payments

Calendar Year	Amount	Change
2006	\$100,634,600	
2007	102,647,400	2.0%
2008	110,013,600	7.2
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

In 2014, 74 mass transit systems received \$106.5 million in state transit aid. Over 94.7% of

this aid was distributed to bus systems, with the remainder being distributed to shared-ride taxi systems. In calendar year 2014, Tier A-1 received \$61,724,900, Tier A-2 received \$16,219,200, Tier B received \$23,544,900 and Tier C received \$4,989,300. These amounts will increase by 4% for calendar years 2015 and thereafter, to \$64,193,900 for Tier A-1, \$16,868,000 for Tier A-2, \$24,486,700 for Tier B, and \$5,188,900 for Tier C. 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 calen-

dar 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.

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 2013-14, the Department provided \$1,415,300 to Milwaukee County (Tier A-1), \$458,300 to Madison (Tier A-2), and \$876,400 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 2013-14 funding became part of the transit systems' total funding for calendar year 2014.

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 example, the federal appropriation for the year beginning on October 1, 2013, was used in calendar year 2014.

The 2012 federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signed into law on July 6, 2012, made several changes to the existing federal transit grant programs. The program changes mostly first affected the program funding distributions in federal fiscal year 2013. Any remaining carryover funds from the prior federal legislative authorization have to be expended under the program requirements specified under the prior legislation, or the related program guidance.

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 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 200,000 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 three additional formula features under section 5340: (a) the growing states formula, which distributes funds based on each state's forecasted population 15 years out compared to the total U.S. population in that forecast; (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); and (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. Amounts calculated under these section 5340 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 \$30,155,000 in 2014: Appleton (\$2,449,900), Green Bay (\$2,009,400), Madison (\$7,195,100), and Milwaukee (\$18,500,600).

In addition, these systems received a total of \$1,760,400 in section 5340 growing states formula funds as follows: Appleton (\$172,900), Green Bay (\$165,200), Madison (\$321,300), and Milwaukee (\$1,101,000). 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 were allocated to Madison Metro.

Appleton Urbanized Area

Fox Valley Transit

Green Bay Urbanized Area

Green Bay Metro

Madison Urbanized Area

Madison Metro	Sun Prairie
Monona	Verona
Stoughton	

Milwaukee Urbanized Area

Milwaukee County Transit	Waukesha
Ozaukee County*	
Washington County*	

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

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. In addition, Milwaukee and Madison urbanized area systems can use 1% of the annual federal fund amounts on system enhancements.

MAP-21 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 during peak service hours to use up to 75% of the formula apportionment attributable to such systems to fund annual operating costs. This MAP-21 exception sets the amount of urbanized formula aid that systems operating in the Appleton and Green Bay urbanized areas, as well as the portions of the Ozaukee, Washington, and Waukesha transit systems operating in the Milwaukee urbanized area, can use toward operating expenses each year. As a result, in 2014, those systems can use the following amount of their federal urbanized formula aid for operating expenses: \$1,967,100 for Appleton; \$1,630,900 for Green Bay; \$817,500 for Waukesha; \$492,900 for Ozaukee County; and \$185,000 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 2014, the state was apportioned a total of \$13,097,400 in urbanized formula funds for transit systems operating in these urbanized areas. Systems in these urbanized areas were also apportioned a total of \$2,691,500 in STIC funding and \$753,300 in growing states funding.

For 2014, the following transit systems were located in urbanized areas with a population between 50,000 and 200,000:

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.

Nonurbanized Area Formula Program

DOT also distributes federal aid under the nonurbanized area formula program to bus and shared-ride taxi systems that serve areas with a population under 50,000. Prior to MAP-21, Wisconsin's share of total program funding was equal to the state's share of the total U.S. population residing in nonurbanized areas. MAP-21 continued the nonurbanized formula funding, but annual formula allocations now also include factors based on a grantee's relative share of rural transit vehicle revenue miles and nonurban, low-income populations.

Generally, funds are distributed by DOT for up to 50% of the operating deficit of a system. However, under FTA guidelines, some contracted 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 2014, the state was apportioned \$15.5 million for transit systems in these nonurbanized areas.

Baraboo	Ozaukee County*
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
La Crosse County	Sauk County
Lake Mills	Sawyer County
Manitowoc	Shawano
Marinette	Stevens Point
Marshfield	Tomah
Mauston	Viroqua
Medford	Washington County*
Menominee Tribe	Watertown
Merrill	Waupaca
Monroe	Waupun
Neillsville	Whitewater
New Richmond	Wisconsin Rapids

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

The nonurbanized 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. While some of these federal funds have been used to support intercity bus service in recent years, Wisconsin is annually granted waivers and has not used 15% of its nonurbanized formula funding to support intercity bus service.

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 2014, Wisconsin was apportioned \$269,300 in federal RTAP funds.

Tribal Transit Program

MAP-21 also authorized the tribal transit program through 2014. This program continues to be a set-aside from the formula grants for rural areas program, but now consists of a \$25 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 2014, Wisconsin's federally recognized tribes were allocated over \$1.7 million under the tribal transit program.

Federal Transit Capital Assistance

MAP-21 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) fixed guideway capital investment or "New Starts" (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 (\$1.25 million), and then the majority of the funding is allocated under a formula based on population, vehicle revenue miles, and passenger miles. In 2014, in addition to the \$1.25 million, Wisconsin systems were apportioned nearly \$5.0 million in formula grants for transit operators in the following areas: \$294,700 for Appleton, \$237,700 for Green Bay, \$787,000 for Madison, \$2,146,600 for Milwaukee, and \$1,520,800 for systems serving urbanized areas of the state with between 50,000 and 200,000 in population.

State of Good Repair Program. The section 5337 state of good repair formula grant program replaced the fixed guideway modernization program. The program provides dedicated funding for repair of, and upgrades to, high intensity rail transit systems and high intensity bus systems that use high occupancy vehicle lanes and bus rapid transit. The federal funding share is 80% with a required 20% match. In 2014, Wisconsin and its transit agencies were apportioned over \$1.25 million for the following state of good re-

pair discretionary grants: \$79,400 for a Kenosha project; \$750,400 for a Madison project; and \$421,900 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 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 lanes.

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, and operational support equipment, including computer hardware and software system extensions, are also eligible projects.

"New Starts" Grant Program. The section 5309 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 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 2014, Wisconsin did not receive any annual federal New Starts funding allocations.

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 2014, Wisconsin received transportation planning apportionments of \$1,378,400 for metropolitan transportation planning and \$311,500 for statewide transportation planning.

MAP-21 also requires 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.

Transit agencies must develop a comprehensive public transportation agency safety plan, including a designated safety officer and staff training program. MAP-21 also requires the estab-

lishment of a state oversight agency for rail fixed guideways in each state with such a system. 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.

year prior to the state aid reduction. Meanwhile, the state aid percentage has fallen from its ten-year high of 38.0% in 2005 to 34.3% in 2014, the lowest percentage during the ten-year period. Conversely, the federal aid percentage (19.2%) in 2014 was the highest over the ten-year period.

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 individual 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. Transit costs remain below the 2011 levels, the

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 2014, the combined state and federal aid percentage was 55.6% for Tier B and 58.0% 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 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 2014. All bus systems currently meet the local match requirement. In 2014, 27 of the 30 bus systems provided a local match greater than 50% of the state aid amount. Also, 17 bus systems provided a local

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

Calendar Year	Total Operating Expenses	External Funding				Local Funding			
		Federal	%	State	%	Local*	%	Farebox Revenue	%
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
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

*Primarily property tax revenues.

Table 3: Local Match Provided by Mass Transit Bus Systems (Calendar Year 2014)

	State Aid Received	Local Share	Local Share as a % of State Aid
Tier A-1			
Milwaukee County	\$61,724,900	\$17,940,186	29.1%
Tier A-2			
Madison	\$16,219,200	\$16,993,691	104.8%
Tier B Bus			
Appleton	\$2,142,421	\$2,148,477	100.3%
Beloit	462,907	472,454	102.1
Eau Claire	1,304,458	1,360,716	104.3
Fond du Lac	462,484	554,845	120.0
Green Bay	2,141,291	1,988,366	92.9
Janesville	884,600	858,240	97.0
Kenosha	1,627,526	1,366,560	84.0
La Crosse	1,335,906	854,622	64.0
Monona	115,925	54,450	47.0
Oshkosh	1,099,237	1,036,091	94.3
Ozaukee County*	448,603	235,871	52.6
Racine	2,013,058	1,290,106	64.1
Sheboygan	974,876	922,330	94.6
Superior	334,415	495,949	148.3
Verona	231,720	76,365	33.0
Washington County*	452,943	387,300	85.5
Waukesha	4,174,290	2,146,562	51.4
Wausau	863,770	1,076,866	124.7
Tier C Bus			
Bay Area (Ashland)	\$235,334	\$459,584	195.3%
Dunn County	121,978	185,425	152.0
Kenosha County	58,497	194,634	332.7
Manitowoc	283,318	642,318	226.7
Menominee Tribe	348,067	1,215,668	349.3
Merrill	95,858	155,032	161.7
Rusk County	156,903	264,035	168.3
Sauk County	27,720	106,277	383.4
Sawyer County	276,036	733,367	265.7
Stevens Point	221,976	634,254	285.7

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

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 2014 urban mass transit program.

Elderly and Disabled Transportation Assistance

The state has three programs to finance the improvement of transportation services for the elderly and disabled: a county grant program; a capital grant program; and a tribal and elderly transportation 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 the county and capital assistance programs for the last ten years. The tribal and elderly grant program is funded with tribal gaming funds.

Table 4: Elderly and Disabled Transportation Aid

Fiscal Year	County Assistance	Capital Assistance
2005-06	\$10,373,000	\$921,900
2006-07	12,373,000	921,900
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

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 provide 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 (\$68,117 for 2015). In 2015, 23 counties received the minimum aid level.

Counties must apply for elderly and disabled transportation aid by January 1. Counties expend funds on a calendar year basis. For example, the 2014-15 appropriation is spent in calendar year 2015. 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.

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 2014, DOT provided all eleven of the state's tribes an equal share of the total funds, or \$22,500 each.

Federal Assistance

Federal elderly and disabled assistance is available under a federal formula grant program called the enhanced mobility of seniors and individuals with disabilities program (section 5310). Eligible recipients include states, their grantees (nonprofits, or other public bodies), or local governments. Funds are apportioned based on each state's share of the country's elderly and disabled population. Program funds are used for the pur-

pose 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 2014, Wisconsin received an apportionment of approximately \$4.6 million in federal elderly and disabled aid.

APPENDIX

2014 Transit System Public Funding Sources

	2014 Expenses	Federal Share*	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier A-1									
Milwaukee County	\$144,941,798	\$17,731,810	12.2%	\$61,724,900	42.6%	\$17,940,186	12.4%	\$47,544,902	32.8%
Tier A-2									
Madison	\$53,872,315	\$7,516,424	14.0%	\$16,219,200	30.1%	\$16,993,691	31.5%	\$13,143,000	24.4%
Tier B									
Appleton	\$8,573,795	\$2,622,845	30.6%	\$2,142,421	25.0%	\$2,148,477	25.1%	\$1,660,052	19.4%
Beloit	1,937,685	614,048	31.7	462,907	23.9	472,454	24.4	388,277	20.0
Chippewa Falls**	481,761	152,669	31.7	115,091	23.9	48,573	10.1	165,428	34.3
Eau Claire	5,460,343	1,730,369	31.7	1,304,458	23.9	1,360,716	24.9	1,064,800	19.5
Fond du Lac	1,935,916	613,487	31.7	462,484	23.9	554,845	28.7	305,100	15.8
Green Bay	7,765,243	2,174,586	28.0	2,141,291	27.6	1,988,366	25.6	1,461,000	18.8
Hartford**	222,785	68,016	30.5	55,807	25.0	12,209	5.5	86,753	38.9
Janesville	3,702,857	1,173,426	31.7	884,600	23.9	858,240	23.2	786,590	21.2
Kenosha	6,812,676	2,158,920	31.7	1,627,526	23.9	1,366,560	20.1	1,659,670	24.4
La Crosse	5,591,980	1,772,085	31.7	1,335,906	23.9	854,622	15.3	1,629,368	29.1
Monona	208,575	0	0.0	115,925	55.6	54,450	26.1	38,200	18.3
Onalaska**	855,073	270,971	31.7	204,274	23.9	119,828	14.0	260,000	30.4
Oshkosh	4,601,306	1,458,143	31.7	1,099,237	23.9	1,036,091	22.5	1,007,836	21.9
Ozaukee County**	3,024,339	540,035	17.9	1,140,875	37.7	599,808	19.8	743,621	24.6
Racine	8,426,478	2,670,330	31.7	2,013,058	23.9	1,290,106	15.3	2,452,984	29.1
Sheboygan	4,080,742	1,293,177	31.7	974,876	23.9	922,330	22.6	890,359	21.8
Stoughton**	238,536	0	0.0	132,577	55.6	959	0.4	105,000	44.0
Sun Prairie**	671,509	0	0.0	373,221	55.6	128,064	19.1	170,224	25.3
Superior	1,399,833	443,604	31.7	334,415	23.9	495,949	35.4	125,865	9.0
Verona	416,917	0	0.0	231,720	55.6	76,365	18.3	108,832	26.1
Washington County**	3,916,648	1,063,970	27.2	1,112,881	28.4	951,598	24.3	788,200	20.1
Waukesha	9,312,710	1,001,661	10.8	4,174,290	44.8	2,146,562	23.0	1,990,197	21.4
Wausau	3,615,662	1,145,794	31.7	863,770	23.9	1,076,866	29.8	529,232	14.6
West Bend**	<u>868,385</u>	<u>241,293</u>	27.8	<u>241,293</u>	27.8	<u>0</u>	0.0	<u>385,800</u>	44.4
Subtotal Tier B	\$84,121,754	\$23,209,428	27.6%	\$23,544,900	28.0%	\$18,564,038	22.1%	\$18,803,388	22.4%

*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)

2014 Transit System Public Funding Sources

	2014 Expenses	Federal Share	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier C Bus									
Bay Area (Ashland)	\$1,587,620	\$694,916	43.8%	\$235,334	14.8%	\$459,584	28.9%	\$197,786	12.5%
Dunn County	732,803	307,401	41.9	121,978	16.6	185,425	25.3	118,000	16.1
Kenosha County	531,844	253,132	47.6	58,497	11.0	194,634	36.6	25,581	4.8
Manitowoc	2,063,269	925,634	44.9	283,318	13.7	642,318	31.1	212,000	10.3
Menominee Tribe	3,262,795	1,563,735	47.9	348,067	10.7	1,215,668	37.3	135,326	4.1
Merrill	591,779	250,889	42.4	95,858	16.2	155,032	26.2	90,000	15.2
Rusk County	986,174	420,936	42.7	156,903	15.9	264,035	26.8	144,300	14.6
Sauk County	275,992	133,995	48.6	27,720	10.0	106,277	38.5	8,000	2.9
Sawyer County	2,193,803	1,009,401	46.0	276,036	12.6	733,367	33.4	175,000	8.0
Stevens Point	1,840,128	856,228	46.5	221,976	12.1	634,254	34.5	127,670	6.9
Subtotal Tier C Bus	\$14,066,207	\$6,416,264	45.6%	\$1,825,686	13.0%	\$4,590,594	32.6%	\$1,233,663	8.8%
Tier C Shared-Ride Taxi									
Baraboo	\$469,186	\$150,140	32.0%	\$100,366	21.4%	\$0	0.0%	\$218,680	46.6%
Beaver Dam	952,930	329,811	34.6	228,549	24.0	101,262	10.6	293,308	30.8
Berlin	249,600	79,872	32.0	66,379	26.6	8,349	3.3	95,000	38.1
Black River Falls	273,652	87,569	32.0	72,775	26.6	1,608	0.6	111,700	40.8
Clintonville	112,821	41,411	36.7	24,696	21.9	16,715	14.8	30,000	26.6
Door County	977,837	358,453	36.7	214,501	21.9	143,952	14.7	260,931	26.7
Edgerton	63,622	23,711	37.3	13,568	21.3	10,143	15.9	16,200	25.5
Fort Atkinson	383,842	122,829	32.0	102,079	26.6	7,934	2.1	151,000	39.3
Grant County	75,915	32,708	43.1	11,774	15.5	20,933	27.6	10,500	13.8
Jefferson	174,600	69,840	40.0	32,465	18.6	10,795	6.2	61,500	35.2
La Crosse County	257,262	116,256	45.2	34,484	13.4	81,772	31.8	24,750	9.6
Lake Mills	83,898	33,199	39.6	15,960	19.0	17,239	20.5	17,500	20.9
Marinette	461,671	184,668	40.0	85,843	18.6	92,347	20.0	98,813	21.4
Marshfield	639,475	204,632	32.0	168,677	26.4	0	0.0	266,166	41.6
Mauston	215,453	72,615	33.7	53,627	24.9	18,987	8.8	70,223	32.6
Medford	138,151	55,260	40.0	25,688	18.6	18,053	13.1	39,150	28.3
Monroe	396,147	126,767	32.0	105,351	26.6	2,389	0.6	161,640	40.8
Neillsville	260,807	112,851	43.3	39,967	15.3	72,884	27.9	35,106	13.5
New Richmond	178,832	67,776	37.9	37,009	20.7	30,766	17.2	43,281	24.2
Platteville	279,764	102,382	36.6	61,543	22.0	40,839	14.6	75,000	26.8
Plover	204,679	72,840	35.6	47,090	23.0	25,749	12.6	59,000	28.8
Portage	1,206,339	386,029	32.0	242,311	20.1	0	0.0	578,000	47.9
Prairie du Chien	317,415	114,958	36.2	71,029	22.4	43,929	13.8	87,500	27.6
Prairie du Sac	128,699	51,480	40.0	23,930	18.6	21,089	16.4	32,200	25.0
Reedsburg	308,229	98,633	32.0	72,596	23.6	0	0.0	137,000	44.4
Rhineland	658,358	210,675	32.0	152,683	23.2	0	0.0	295,000	44.8
Rice Lake	174,089	72,950	41.9	29,056	16.7	43,893	25.2	28,190	16.2
Richland Center	183,191	73,276	40.0	30,915	16.9	0	0.0	79,000	43.1
Ripon	265,125	84,840	32.0	60,285	22.7	0	0.0	120,000	45.3
River Falls	269,584	96,334	35.7	61,626	22.9	34,707	12.9	76,917	28.5
Shawano	273,899	87,962	32.1	72,526	26.5	15,436	5.6	97,975	35.8
Tomah	259,082	82,906	32.0	68,900	26.6	7,579	2.9	99,697	38.5
Viroqua	465,286	159,943	34.4	112,687	24.2	47,256	10.2	145,400	31.2
Watertown	743,389	238,695	32.1	196,887	26.5	41,808	5.6	266,000	35.8
Waupaca	451,059	144,339	32.0	119,955	26.6	22,766	5.0	164,000	36.4
Waupun	106,115	38,633	36.4	23,544	22.2	15,088	14.2	28,850	27.2
Whitewater	223,396	71,487	32.0	55,409	24.8	0	0.0	96,500	43.2
Wisconsin Rapids	853,145	273,006	32.0	226,885	26.6	42,253	5.0	311,000	36.5
Subtotal Tier C Taxi	\$13,736,544	\$4,731,731	34.4%	\$3,163,614	23.0%	\$1,058,522	7.7%	\$4,782,677	34.8%
Subtotal Tier C	\$27,802,751	\$11,147,995	40.1%	\$4,989,300	17.9%	\$5,649,116	20.3%	\$6,016,340	21.6%
STATE TOTALS	\$310,738,618	\$59,605,657	19.2%	\$106,478,300	34.3%	\$59,147,031	19.0%	\$85,507,630	27.5%