

Urban Mass Transit Assistance

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Prepared by

Al Runde

Wisconsin Legislative Fiscal Bureau
One East Main, Suite 301
Madison, WI 53703

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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 2000 through 2009.

Table 1: Urban Mass Transit Operating Assistance Payments

Calendar Year	Amount	Change
2000	\$93,006,500	
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
2008	110,013,600	7.2
2009	112,643,900	2.4

In 2008, 68 mass transit systems received an estimated \$110 million in state transit aid. Approximately 93.7% of this aid was distributed to bus systems, with the remainder being distributed to shared-ride taxi systems. In calendar year 2008, Tier A-1 received \$63,784,700, Tier A-2 received \$16,754,000, Tier B received \$24,034,400, and Tier C received \$5,440,500. 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, 2007, was used in calendar year 2008. 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 2008, Milwaukee was apportioned \$20.6 million and Madison was apportioned \$6.7 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. For aid year 2009, 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 City/
Ozaukee County	County
Washington County	

Madison Urbanized Area

Madison	Stoughton	Verona
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.

For aid year 2009, 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 demon-

strates 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 2008, Wisconsin received a total apportionment of approximately \$2.1 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 2008, Wisconsin received approximately \$10.0 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.

In addition, nearly \$1.0 million in funding was provided to rehabilitate an intermodal facility at the downtown Milwaukee Amtrak station to increase parking for bus passengers. Also, the state received \$1.3 million for statewide transit intermodal facility projects.

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 2008, the City of Milwaukee was apportioned \$361,884 and the City of Madison received an apportionment of \$939,273 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 2008, Wisconsin systems did not receive any new federal New Starts funding allocations.

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. No new alternatives analysis funds were apportioned in 2008.

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

Table 2 shows the distribution of funding

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

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

*Primarily property tax revenue.

sources for transit systems on a statewide basis for the ten-year period from 1999 to 2008. 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 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 apply 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 operating expenses has increased. In 2008, federal aid covered 17.2% of system operating expenses.

State aid remains the largest funding source available to state transit systems to cover their operating expenses. However, the percentage of expenses covered by state aid, which had reached 44.4% of expenses in 1999, declined to 36.5% in 2008 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.

The Appendix to this paper provides a breakdown of the funding sources for each system that participated in the 2008 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 2008. All bus systems currently meet the local match requirement. In 2008, 20 of the 25 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 2008)

	State Aid Received	Local Share	Local Share as a % of State Aid
Tier A-1			
Milwaukee Co.	\$63,784,700	\$22,632,367	35.5%
Tier A-2			
Madison	\$16,754,000	\$17,015,366	101.6%
Tier B Bus			
Appleton	\$1,972,842	\$1,939,578	98.3%
Beloit	495,753	479,342	96.7
Eau Claire	1,301,939	1,283,853	98.6
Fond du Lac	417,227	398,642	95.5
Green Bay	2,195,036	2,115,893	96.4
Janesville	724,600	648,855	89.5
Kenosha	1,888,083	1,789,537	94.8
La Crosse	1,495,663	616,343	41.2
Monona	96,697	31,871	33.0
Oshkosh	1,198,265	1,228,768	102.5
Racine	1,932,434	1,594,948	82.5
Racine Commuter	642,925	224,189	34.9
Sheboygan	1,225,663	1,114,477	90.9
Superior	336,346	400,552	119.1
Verona	17,854	55,104	308.6
Waukesha City/Co.	3,886,040	1,598,499	41.1
Wausau	1,145,108	1,129,780	98.7
Tier C Bus			
Bay Area Rural			
(Ashland)	\$151,714	\$128,506	84.7%
Ladysmith	106,511	88,388	83.0
Manitowoc	662,515	561,101	84.7
Merrill	154,270	81,111	52.6
Rice Lake	69,153	61,374	88.8
Stevens Point	431,289	246,751	57.2

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 1999-00 through 2008-09.

County Assistance

County aid is distributed on the basis of each

Table 4: Elderly and Disabled Transportation Aid

Fiscal Year	County Assistance	Capital Assistance
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
2007-08	12,638,900	921,900
2008-09	12,910,100	921,900

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 (\$64,551 for 2009). In 2009, 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 2009, 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 2008-09 appropriation is spent in calendar year 2009. 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 2008, Wisconsin received an apportionment of approximately \$2.2 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 2008, the state was apportioned approximately \$1.5 million in federal funds under the program.

APPENDIX

2008 Transit System Public Funding Sources

	2008 Expenses	Federal Share*	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier A-1									
Milwaukee County	\$158,348,819	\$20,450,000	12.9%	\$63,784,700	40.3%	\$22,632,367	14.3%	\$51,481,752	32.5%
Tier A-2									
Madison	\$48,905,363	\$5,654,328	11.6%	\$16,754,000	34.3%	\$17,015,366	34.8%	\$9,481,669	19.4%
Tier B									
Appleton	\$7,204,849	\$2,155,239	29.9%	\$1,972,842	27.4%	\$1,939,578	26.9%	\$1,137,190	15.8%
Beloit	1,810,497	541,587	29.9	495,753	27.4	479,342	26.5	293,815	16.2
Chippewa Falls**	448,311	134,107	29.9	122,757	27.4	69,947	15.6	121,500	27.1
Eau Claire	4,754,700	1,422,308	29.9	1,301,939	27.4	1,283,853	27.0	746,600	15.7
Fond du Lac	1,523,721	455,802	29.9	417,227	27.4	398,642	26.2	252,050	16.5
Green Bay	8,016,306	2,397,976	29.9	2,195,036	27.4	2,115,893	26.4	1,307,401	16.3
Janesville	2,646,249	791,592	29.9	724,600	27.4	648,855	24.5	481,203	18.2
Kenosha	6,895,310	2,062,644	29.9	1,888,083	27.4	1,789,537	26.0	1,155,045	16.8
La Crosse	5,462,184	1,633,943	29.9	1,495,663	27.4	616,343	11.3	1,716,235	31.4
Monona	168,767	0	0.0	96,697	57.3	31,871	18.9	40,200	23.8
Onalaska**	520,000	155,551	29.9	142,387	27.4	112,062	21.6	110,000	21.2
Oshkosh	4,376,083	1,309,050	29.9	1,198,265	27.4	1,228,768	28.1	640,000	14.6
Ozaukee County**	2,489,508	319,540	12.8	1,106,845	44.5	600,124	24.1	462,999	18.6
Racine	7,057,280	2,111,095	29.9	1,932,434	27.4	1,594,948	22.6	1,418,802	20.1
Racine Commuter	1,122,114	0	0.0	642,925	57.3	224,189	20.0	255,000	22.7
Sheboygan	4,476,140	1,338,980	29.9	1,225,663	27.4	1,114,477	24.9	797,020	17.8
Stoughton**	288,713	0	0.0	165,421	57.3	32,792	11.4	90,500	31.3
Sun Prairie**	671,084	0	0.0	384,503	57.3	84,080	12.5	202,501	30.2
Superior	1,228,340	367,442	29.9	336,346	27.4	400,552	32.6	124,000	10.1
Verona	158,496	72,958	46.0	17,854	11.3	55,104	34.8	12,580	7.9
Washington County**	2,806,525	468,008	16.7	1,140,015	40.6	745,868	26.6	452,634	16.1
Waukesha City/Co.	8,491,878	979,455	11.5	3,886,040	45.8	1,598,499	18.8	2,027,884	23.9
Wausau	<u>4,181,954</u>	<u>1,250,978</u>	<u>29.9</u>	<u>1,145,108</u>	<u>27.4</u>	<u>1,129,780</u>	<u>27.0</u>	<u>656,087</u>	<u>15.7</u>
Subtotal Tier B:	\$76,799,009	\$19,968,255	26.0%	\$24,034,402	31.3%	\$18,295,106	23.8%	\$14,501,246	18.9%

*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), with the following exceptions: Monona, Stoughton, Sun Prairie, and the Racine Commuter systems receive no federal assistance. The Waukesha City/County, Ozaukee County, Washington County, and Verona Systems receive urbanized area 5307 funds (Milwaukee and Madison), which are used to cover capitalized maintenance and contracting costs.

** Share ride taxi systems.

APPENDIX (continued)

2008 Transit System Public Funding Sources

	2008 Expenses	Federal Share	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
Tier C Bus									
Bay Area (Ashland)	\$492,874	\$168,654	34.2%	\$151,714	30.8%	\$128,506	26.1%	\$44,000	8.9%
Ladysmith	346,022	118,403	34.2	106,511	30.8	88,388	25.5	32,720	9.5
Manitowoc	2,152,311	736,487	34.2	662,515	30.8	561,101	26.1	192,208	8.9
Merrill	501,175	171,494	34.2	154,270	30.8	81,111	16.2	94,300	18.8
Rice Lake	224,658	76,874	34.2	69,153	30.8	61,374	27.3	17,256	7.7
Stevens Point	<u>1,401,128</u>	<u>479,444</u>	<u>34.2</u>	<u>431,289</u>	<u>30.8</u>	<u>246,751</u>	<u>17.6</u>	<u>243,644</u>	<u>17.4</u>
Subtotal Tier C Bus	\$5,118,168	\$1,751,357	34.2%	\$1,575,452	30.8%	\$1,167,231	22.8%	\$624,128	12.2%
Tier C Shared-Ride Taxi									
Baraboo	\$390,059	\$128,632	33.0%	\$124,906	32.0%	\$3,726	1.0%	\$132,795	34.0%
Beaver Dam	816,362	279,346	34.2	251,289	30.8	62,727	7.7	223,000	27.3
Berlin	198,644	67,973	34.2	61,146	30.8	14,225	7.2	55,300	27.8
Black River Falls	319,181	109,219	34.2	98,249	30.8	21,713	6.8	90,000	28.2
Clintonville	121,994	41,744	34.2	37,552	30.8	14,098	11.6	28,600	23.4
Edgerton	64,263	21,990	34.2	19,781	30.8	12,992	20.2	9,500	14.8
Fort Atkinson	349,636	119,640	34.2	107,623	30.8	16,623	4.8	105,750	30.2
Grant County	42,903	14,681	34.2	13,206	30.8	10,016	23.3	5,000	11.7
Hartford	219,109	74,976	34.2	67,445	30.8	23,437	10.7	53,251	24.3
Jefferson	172,622	59,069	34.2	53,136	30.8	15,418	8.9	45,000	26.1
Lake Mills	84,201	28,812	34.2	25,918	30.8	12,750	15.1	16,720	19.9
Marinette	317,622	108,685	34.2	97,769	30.8	38,208	12.0	72,960	23.0
Marshfield	533,473	171,377	32.1	171,377	32.1	0	0.0	190,719	35.8
Mauston	191,164	65,413	34.2	58,843	30.8	17,957	9.4	48,950	25.6
Medford	136,707	46,779	34.2	42,081	30.8	19,347	14.2	28,500	20.8
Monroe	336,858	115,268	34.2	103,690	30.8	20,385	6.1	97,515	28.9
Neillsville	183,656	62,844	34.2	56,532	30.8	33,386	18.2	30,894	16.8
New Richmond	281,500	96,325	34.2	86,650	30.8	63,525	22.6	35,000	12.4
Platteville	116,928	39,464	33.8	36,539	31.2	2,925	2.5	38,000	32.5
Plover	171,720	58,760	34.2	52,858	30.8	27,231	15.9	32,871	19.1
Port Washington	266,777	91,287	34.2	82,118	30.8	39,572	14.8	53,800	20.2
Portage	964,122	301,061	31.2	301,061	31.2	0	0.0	362,000	37.5
Prairie du Chien	274,398	93,895	34.2	84,464	30.8	30,039	10.9	66,000	24.1
Prairie du Sac	123,915	42,402	34.2	38,143	30.8	16,970	13.7	26,400	21.3
Reedsburg	363,444	124,365	34.2	111,874	30.8	34,705	9.5	92,500	25.5
Rhineland	634,180	185,701	29.3	195,211	30.8	0	0.0	253,268	39.9
Ripon	267,240	91,445	34.2	82,261	30.8	25,224	9.4	68,310	25.6
River Falls	275,529	94,282	34.2	84,812	30.8	49,196	17.9	47,239	17.1
Shawano	246,349	84,297	34.2	75,830	30.8	29,222	11.9	57,000	23.1
Viroqua	399,542	136,717	34.2	122,985	30.8	48,840	12.2	91,000	22.8
Waterloo/Marshall	63,130	21,602	34.2	19,432	30.8	15,002	23.8	7,094	11.2
Watertown	784,021	264,511	33.7	245,103	31.3	19,407	2.5	255,000	32.5
Waupaca	428,724	146,703	34.2	131,968	30.8	64,853	15.1	85,200	19.9
Waupun	104,471	35,748	34.2	32,158	30.8	16,404	15.7	20,161	19.3
West Bend	1,067,342	356,465	33.4	337,308	31.6	19,157	1.8	354,413	33.2
Whitewater	232,387	79,519	34.2	71,532	30.8	26,585	11.4	54,750	23.6
Wisconsin Rapids	<u>881,307</u>	<u>90,654</u>	<u>33.0</u>	<u>282,196</u>	<u>32.0</u>	<u>8,457</u>	<u>1.0</u>	<u>300,000</u>	<u>34.0</u>
Subtotal Tier C Taxi	\$12,425,480	\$4,151,649	33.4%	\$3,865,048	31.1%	\$874,324	7.0%	\$3,534,460	28.4%
Total Tier C	\$17,543,648	\$5,903,006	33.6%	\$5,440,500	31.0%	\$2,041,555	11.6%	\$4,158,588	23.7%
STATE TOTALS	\$301,596,839	\$51,975,589	17.2%	\$110,013,602	36.5%	\$59,984,394	19.9%	\$79,623,255	26.4%