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# **Transit Assistance**



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Prepared by

Ryan Horton

Wisconsin Legislative Fiscal Bureau  
One East Main, Suite 301  
Madison, WI 53703  
<http://legis.wisconsin.gov/lfb>



# Transit Assistance

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.

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 annual 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.

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## State Mass Transit Operating Assistance

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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, Tier A-3 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). Funding for the other four tiers may not be used to provide aid for a commuter rail or light rail transit system.

## 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 2014 through 2023. The funding reduction in 2022 was due to a one-time 50% cut in operating assistance for both the Milwaukee County and Madison systems, as specified in 2021 Act 58 (2021-23 biennial budget act). Act 58 fully restored the 2022 funding cut for Milwaukee and Madison in 2023 and thereafter.

In 2022, 76 mass transit systems received \$71.6 million in state transit aid. Approximately 92.8% of this aid was distributed to transit systems providing bus service, with the remainder being

**Table 1: Urban Mass Transit Operating Assistance Payments**

Calendar Year	Amount	Percent Change
2014	\$106,478,300	
2015	110,737,500	4%
2016	110,737,500	0
2017	110,737,500	0
2018	110,737,500	0
2019	110,737,500	0
2020	112,952,300	2
2021	112,952,300	0
2022	71,610,700	-37
2023	112,952,300	58

distributed to shared-ride only taxi systems. In calendar year 2022, Tier A-1 received \$32,738,900, Tier A-2 received \$8,602,700, Tier B received \$24,976,400 and Tier C received \$5,292,700. Mass transit aid payments are made from sum certain, segregated (SEG) transportation fund appropriations.

## **Current Provisions**

In order to participate in the mass transit operating assistance program, an applicant 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 disabilities 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.
11. The applicant must disclose to the Department the amount of federal aid over which the eligible applicant has spending discretion and that the eligible applicant intends to apply towards operating expenses for a calendar year.
12. The applicant may not use mass transit aids for any purpose related to the operation of a rail fixed guideway transportation system in a 1st class city (Milwaukee).

## **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.

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### **Paratransit Aid**

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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). In 2021-22, DOT distributed \$3,100,600 in grants to eligible systems for these purposes. For 2022-23, \$3,178,100 will be distributed.

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 2021-22, the Department provided \$1,644,800 to Milwaukee County (Tier A-1), \$509,200 to Madison (Tier A-2), and \$946,600 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 2021-22 funding became part of the transit systems' total funding for calendar year 2022.

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## **Federal Mass Transit Aid**

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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 fiscal year beginning on October 1, 2021, was used in calendar year 2022.

The 2021 federal transportation reauthorization bill, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, signed into law on November 15, 2021, made several changes to the existing federal transit grant programs. The IIJA reauthorizes surface transportation programs through September 30, 2026, and provides advance appropriations for certain federal programs.

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.

*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 \$43,620,900 in 2022: Appleton (\$3,383,200), Green Bay (\$2,906,700), Madison (\$9,982,300), and Milwaukee (\$27,348,700).

The following 12 funding recipients 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**  
Fitchburg  
Madison Metro  
Monona  
Stoughton  
Sun Prairie  
Verona

**Milwaukee Urbanized Area**  
Milwaukee County Transit  
Ozaukee County  
Washington County\*  
Waukesha

\*Eligible to receive 5307 funds from Governor's apportionment administered by DOT.

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.

Urbanized systems that operate 75 or fewer buses in fixed route service or demand response, during peak service hours may use up to 75% of the formula apportionment attributable to such systems to fund annual operating costs. This

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 2022, the following systems can use the resulting amount of their federal urbanized formula aid for operating expenses: \$2,537,400 for Appleton; \$2,180,000 for Green Bay; \$151,600 for Madison; \$844,000 for Ozaukee County; \$63,300 for the City of Racine; \$191,700 for Stoughton; \$217,100 for Washington County; and \$1,058,900 for the City of Waukesha.

*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 2022, the state was apportioned a total of \$23,818,800 in urbanized formula funds for transit systems operating in these urbanized areas.

For 2022, the following cities 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 populations 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 in addition to including factors based on a grantee's relative share of rural transit vehicle revenue miles and nonurban, low-income populations. In 2022, the state was apportioned \$22,684,500 in formula grants for rural areas.

For 2022, the following areas with populations under 50,000 received federal rural area program funding:

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

Generally, federal 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.

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. Intercity bus contracts for 2022 eclipsed the required 15% threshold.

### **Employment Transportation Assistance Program**

The Wisconsin Employment Transportation Assistance Program (WETAP) is a grant program for transit systems and organizations that assist low-income individuals in getting to work. The program was formed in 2000 as a joint effort between DOT and the Wisconsin Department of Workforce Development (DWD). WETAP is supported with funding from the state transportation fund, DWD's workforce training grants appropriation, federal funding, and a required local match from awardees. 2021 Act 58 provided an additional \$250,000 SEG annually for funding of \$832,600 annually from DOT.

DOT awards WETAP grants through an annual competitive grant application process. Eligible applicants include public, private and non-profit transportation providers. Examples of projects include late-night and weekend transit service, transportation to suburban employment opportunities, car loan and repair programs, ridesharing, transportation coordination, and demand-response van service. All WETAP projects must provide a local cash or in-kind match, often in the amount of 25% to 50% of the total project cost.

WETAP projects are eligible for federal section 5311 (rural areas) and section 5307 (urbanized areas) formula grant funding. In 2022, DOT awarded 12 eligible applicants a total of

\$3,172,100 in WETAP grants, comprised of \$1,899,200 in 5307 and 5311 federal funds and \$1,272,900 in state funding from DOT and DWD. In addition, \$1,616,400 in local match funds were provided by the recipients for these projects.

### **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 2022, Wisconsin was apportioned \$392,000 in federal RTAP funds.

### **Tribal Transit Program**

The tribal transit program is a set-aside from the formula grants for rural areas program (section 5311), and consists of a \$35 million formula program and a \$9 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 2022, Wisconsin's federally-recognized tribes were allocated \$2,609,200 under the tribal transit

program. In 2021, the Menominee Tribe received \$270,000 from the tribal discretionary grant program.

### **Federal Transit Capital Assistance**

Federal transit capital funding is primarily provided through two formula programs: (a) grants for buses and bus facilities (section 5339); and (b) state of good repair grants (section 5337), and three discretionary programs: (a) capital investment grants (section 5309); (b) grants for buses and bus facilities; and (c) low or no emissions grants.

*Grants for Buses and Bus Facilities (Formula).* The section 5339 buses 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 statewide allocation of funding each year (\$4 million). However, the majority of the funding is allocated under a formula based on population, vehicle revenue miles, and passenger miles. In 2022, in addition to the statewide allocation of \$4 million, Wisconsin systems were apportioned \$5,269,700 in formula grants for transit operators in the following areas: \$287,800 for Appleton, \$241,700 for Green Bay, \$802,800 for Madison, \$2,278,400 for Milwaukee County, and \$1,659,000 for systems serving urbanized areas of the state with between 50,000 and 200,000 in population.

*State of Good Repair Program (Formula).* 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 2022, Wisconsin and its transit agencies were apportioned \$2,167,100 in formula grants for transit operators in the following areas: \$123,700 for the City of Kenosha; \$1,325,100 for Madison; and \$718,300 for

Milwaukee County.

Eligible state of good repair grant recipients include state and local government authorities in urbanized areas with a fixed guideway or high intensity motorbus 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.

*Capital Investment Grants Program (Competitive).* 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 several categories of eligible projects under the CIG program. "Small Starts" is the CIG funding category that is most relevant to the types of transit systems that operate in Wisconsin.

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 \$400 million and be seeking less than \$150 million in CIG program funds.

There are currently two transit systems in Wisconsin that are in the Small Starts grant approval process. Milwaukee County is constructing a \$55 million BRT line linking downtown Milwaukee with Marquette University, Wauwatosa and the Milwaukee Regional Medical Center. The project entered Small Starts project development in September 2016. Milwaukee County was allocated \$3,977,300 in 2019 and \$36,955,900 in 2020 in section 5309 CIG Small Starts funding for

development of the East-West BRT. The project is slated to begin service in 2023.

Similar to the Milwaukee County BRT project, the City of Madison's planned East-West BRT would be a \$160 million BRT line running through the isthmus and the UW-Madison campus between the East Town and West Town areas. The City of Madison selected BRT as the locally preferred alternative in March, 2020, and completed the environmental review process with receipt of a categorical exclusion in May, 2022. The city expects to receive a Small Starts construction grant in 2022, and begin service in 2024.

*Grants for Buses and Bus Facilities (Competitive).* The competitive grants for buses and bus facilities program was, created by the IJA, makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. In 2021, the City of Madison (Metro Transit) was awarded \$6.4 million to rehabilitate its maintenance and administrative facility.

*Low or No Emissions Grants (Competitive).* The IJA substantially increased funding for FTA's competitive low or no emissions grant program. Available funding increase from \$182 million in 2021 to \$1.1 billion in 2022. The "Low-No Program" makes funding available to help transit agencies purchase or lease U.S.-built low or no emission vehicles that use advanced technologies, including related equipment or facilities, for transit revenue operations. In 2022, the City of Racine received \$3.8 million from this program to purchase four battery electric buses.

## **Federal Funding for 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 2022, Wisconsin received transportation planning apportionments of \$1,966,700 for metropolitan transportation planning and \$603,700 for statewide transportation planning.

Every federal grantee or their sub-recipient is required to develop a transit asset management plan. 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. FTA must 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. The IIJA requires recipients of section 5307 funds that serve urbanized areas with populations of 200,000 or more to establish a safety committee, composed of representatives of frontline employees and management. The committee is responsible for developing, and adding to their agency safety plan, a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database. Under the IIJA, recipients of 5307 funds must allocate not less than 0.75% of their section 5307 funds to safety related projects.

DOT is the safety oversight agency for rail fixed guideways in the state. The Department is responsible for the safety oversight of the Kenosha trolley system and any other rail fixed guideway project undertaken in the state. In 2022, the state was apportioned \$603,700 in federal funds for the purposes of funding this program.

### **Supplemental Federal Funding for COVID Relief**

In response to the COVID-19 pandemic, the federal government passed three major COVID relief funding Acts, which aided transit agencies in recovering from a historic disruption of service and drop in ridership as a result of the pandemic. These Acts provided a 100% federal funding share, with no local match required. Notwithstanding existing regulations, funds were made available for reimbursement of payroll costs, operating costs to maintain service due to lost revenue as a result of the coronavirus public health emergency, and paying the administrative leave of personnel due to service reductions. Funding must be directed to payroll and operations of public transit, unless the recipient certifies to the FTA that the recipient has not furloughed any employees.

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020, and included \$25 billion in supplemental funding for transit systems to be disbursed by the Federal Transit Administration (FTA) through apportionments to the urbanized area (section 5307) and rural formula (section 5311) programs. FTA allocated \$22.7 billion to large and small urban areas, \$2.2 billion to rural areas, and \$30 million to tribal entities. Transit systems in Wisconsin received a total of \$208.2 million in CARES Act funding. There is no deadline for a transit system to expend CARES funding.

Subsequent to the CARES Act, the federal Consolidated Appropriations Act of 2021 (CAA)

was signed into law and makes \$14 billion available in grants to transit providers for capital and operating assistance. Urban transit allocations under the CAA are capped at 75% of reported 2018 operating expenses in combined CARES Act and CAA funding, and rural allocations under the CAA are capped at 125% of reported 2018 operating expenses in combined CARES Act and CAA funding. Those states and urbanized areas that received more CARES Act funding than their 2018 rural or urban transit operating expenses do not receive additional funding under the CAA. For example, under the rural area formula grant program for systems serving populations of less than 50,000 ("Tier C"), Wisconsin did not receive any additional funding under the CAA. In total, transit agencies and tribal governments in the state are estimated to receive \$79.6 million in additional federal transit funding under the CAA.

The American Rescue Plan Act (ARPA) provides a total of \$30.5 billion in emergency public transit funding, to remain available until September 30, 2024. Urban allocations under ARPA are capped, based on how much each urbanized area reported in 2018 operating costs. ARPA limits the initial apportionment of funds so that no urbanized area receives more than 132% of its reported 2018 operating expenses in combined funding received from the Act, the CARES Act, and the CAA of 2021.

In total, transit agencies and tribal governments in the state are estimated to receive \$182.7 million in additional federal transit funding under ARPA. This total includes the \$25 million in federal discretionary funding provided by the Governor from the State Fiscal Recovery Funds under ARPA to Milwaukee County (\$19,797,794) and City of Madison (\$5,202,206). The grants were made subsequent to the one-time \$41.3 million state-aid funding reduction for Milwaukee and Madison, as specified in 2021 Act 58.

Table 2 shows the apportionment of federal transit funding to the state from the CARES Act,

CAA, and ARPA by program. As noted earlier, Milwaukee, Madison, Appleton and Green Bay receive aid amounts directly from FTA because of their status as large urban transit systems under the existing federal Section 5307 formula program. Funding provided through other programs listed in the table, such as 5307 Small Urban, 5311 Rural Area, Intercity Bus, and WETAP, pass through DOT prior to being allocated to eligible transit systems.

Table 2 shows that transit systems in Wisconsin received a total of \$470,486,711 in federal COVID relief funding. Appendix II to this paper shows the apportionment of these funds among the state's transit systems.

**Table 2: Transit Funding Allocated to Wisconsin from Federal COVID Relief Bills**

Program	Allocation
<b>CARES Act</b>	
5307 Large Urban (Milwaukee)	\$62,363,348
5307 Large Urban (Madison)	24,498,820
5307 Large Urban (Appleton)	7,425,047
5307 Large Urban (Green Bay)	6,415,260
5307 Small Urban ("Tier B")	49,609,988
5311 Rural Area ("Tier C")	45,814,857
Tribal Transit	2,302,024
Intercity Bus	8,247,328
WETAP	1,488,599
Subtotal	<u>\$208,165,231</u>
<b>Consolidated Appropriation Act of 2021</b>	
5307 Large Urban (Milwaukee)	\$60,271,997
5307 Large Urban (Madison)	14,983,291
5307 Small Urban ("Tier B")	1,139,670
Tribal Transit	2,302,024
Seniors and Individuals with Disabilities	884,892
Subtotal	<u>\$79,581,874</u>
<b>American Recovery Plan Act</b>	
5307 Large Urban (Milwaukee)	\$113,000,657
5307 Large Urban (Madison)	35,208,611
5307 Large Urban (Appleton)	3,370,750
5307 Large Urban (Green Bay)	3,770,849
5307 Small Urban ("Tier B")	20,000,357
5311 Rural Area ("Tier C")	1,812,593
Tribal Transit	2,187,865
Seniors and Individuals with Disabilities	884,905
Intercity Bus	2,503,019
Subtotal	<u>\$182,739,606</u>
<b>Total</b>	<b>\$470,486,711</b>

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

Table 3 shows the distribution of funding sources for transit systems on a statewide basis over the past 10 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 2015 and 2020, mass transit aid was increased for each tier of systems. In 2022, state aid for the Milwaukee County and Madison Metro bus systems were reduced by 50%. This one-time state aid reduction for Milwaukee and Madison in 2022 was partially backfilled by a \$25 million grant using federal discretionary funding from Wisconsin's allocation of ARPA State Fiscal Recovery Funds. Beginning in 2020, Milwaukee County did not report certain federal revenues as part of their farebox revenues as they had in prior years. The impact of this reporting change by Milwaukee County can be seen in Table 3 by the decrease in total farebox revenues statewide, and a

corresponding statewide increase in local share revenues starting in 2020.

Administrative rules limit the combined amount of state and federal aid to 60% of operating expenses for Tier B systems, and to 65% of operating expenses for Tier C systems. 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 60% or 65% cap. In 2022, the combined state and federal aid percentage was 60.0% for Tier B and 73.7% for Tier C. The reason Tier C systems received additional funding in 2022 that put them above the 65% cap is because the Department had residual 5311 CARES Act funding that was included in the 2022 distribution. If the additional CARES Act funding was not provided in the distribution, the 65% threshold would not have been exceeded.

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 and, for certain systems, revenues from a local registration fee ("wheel tax").

**Table 3: Transit System Public Funding Sources (in Millions)**

Calendar Year	Total Operating Expenses	External Funding				Local Funding			
		Federal	%	State	%	Local*	%	Farebox Revenue	%
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
2017	325.8	61.1	18.8	110.7	34.0	58.4	17.9	95.5	29.3
2018	347.2	63.0	18.1	110.7	31.9	56.8	16.4	116.7	33.6
2019	348.1	64.6	18.6	110.7	31.8	56.2	16.1	116.6	33.5
2020	338.0	65.3	19.3	113.0	33.4	80.5	23.8	79.2	23.4
2021	333.2	78.1	23.5	113.0	33.9	73.1	21.9	69.0	20.7
2022	324.1	89.8	27.7	71.6	22.1	100.0	30.9	62.7	19.3

\*Primarily property tax revenue.

Table 4 shows the local match provided by mass transit bus systems for 2022. All bus systems currently meet the local match requirement. Transit systems may repay a portion of their state aids if they do not meet the 20 percent minimum

local share after final expenses are calculated. In 2022, 29 of the 33 bus systems provided a local match greater than 50% of the state aid amount. Also, 21 bus systems provided a local share greater than the amount of state aid provided to their system.

**Table 4: Local Match Provided by Mass Transit Bus Systems (Calendar Year 2022)**

	State Aid Received	Local Share	Local Share as a % of State Aid
<b>Tier A1</b>			
Milwaukee County	\$32,738,900	\$37,841,261	115.6%
<b>Tier A2</b>			
Madison	\$8,602,700	\$36,546,790	424.8%
<b>Tier B Bus</b>			
Appleton	\$2,831,704	\$2,490,396	87.9%
Beloit	\$464,837	596,517	128.3
Eau Claire	1,251,110	1,317,797	105.3
Fitchburg	862,503	392,506	45.5
Fond du Lac	449,452	531,641	118.3
Green Bay	2,284,885	2,050,885	89.8
Janesville	835,344	1,107,938	132.6
Kenosha	1,705,635	1,224,439	71.8
La Crosse	1,459,161	1,668,833	114.4
Monona	170,475	89,586	52.6
Oshkosh	1,216,082	1,448,229	119.1
Ozaukee County*	415,193	370,213	89.2
Racine	2,126,086	2,419,877	113.8
Sheboygan	882,881	1,014,154	114.9
Superior	347,520	554,699	159.6
Verona	507,149	145,197	28.6
Washington County*	289,661	452,342	156.2
Waukesha	4,153,237	2,643,439	63.6
Wausau	817,797	1,200,999	146.9
<b>Tier C Bus</b>			
Bay Area (Ashland)	\$249,684	\$307,253	123.1%
Dunn County	56,309	89,217	158.4
Lac du Flambeau Tribe	60,176	183,178	304.4
La Crosse County	48,118	79,928	166.1
Manitowoc	246,700	295,373	119.7
Menominee Tribe	210,282	578,405	275.1
Merrill	55,622	78,171	140.5
Oneida-Vilas	56,884	137,705	242.1
Platteville	96,247	41,433	43.0
Rusk County	371,292	74,258	20.0
Sawyer County	263,694	255,947	97.1
Stevens Point	302,408	248,956	82.3

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

Appendix I to this paper provides a breakdown of the funding sources for each system that participated in the 2022 transit program.

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### Seniors and Individuals with Disabilities Transportation Assistance

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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 not otherwise having an available or accessible method of transportation. Table 5 shows the amount appropriated from the transportation fund for the county and specialized assistance programs for the last 10 years. The tribal and elderly grant program is funded with tribal gaming funds.

**Table 5: Seniors and Individuals with Disabilities Transportation Aid**

Fiscal Year	County Assistance	Percent Change	Specialized Assistance	Percent Change
2013-14	\$13,623,400		\$912,700	
2014-15	13,623,400	0%	912,700	0%
2015-16	13,768,800	1	912,700	0
2016-17	13,915,600	1	912,700	0
2017-18	14,193,900	2	912,700	0
2018-19	14,477,800	2	912,700	0
2019-20	15,977,800	10	912,700	0
2020-21	15,977,800	0	912,700	0
2021-22	15,977,800	0	935,600	3
2022-23	15,977,800	0	959,000	3

## **County Assistance**

County assistance 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 (\$79,889 for 2022). In 2022, 24 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 2022-23 appropriation is spent in calendar year 2023. 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.

## **Specialized Assistance**

Specialized assistance, also referred to as 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. 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 2022, Wisconsin urbanized and rural areas were apportioned \$7,386,100 in section 5310 formula grants: \$276,800 for Appleton, \$268,800 for Green Bay, \$459,000 for Madison, \$1,783,300 for Milwaukee, and \$4,598,200 for DOT to distribute to rural (\$2,203,300) and small urban areas (\$2,394,900).

State specialized assistance funding (Table 5) 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 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 2022, DOT awarded a total of \$3,990,300 in state and federal funding for 65 vehicle capital, operating, and mobility management projects.

## **Tribal Elderly Transportation Grants**

The Tribal elderly transportation grant program provides state funds to American Indian tribes and bands for tribal elderly transportation assistance. In the 2021-23 biennium, \$435,600 annually in state tribal gaming revenues is 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 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 2022, DOT provided all eleven of the state's tribes an equal share of the total funds, or \$39,600 each.

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### **Transit Capital Assistance Grants (Volkswagen Settlement)**

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In 2016 and 2017, Volkswagen Group of America and related entities entered into various judicial consent decrees to partially settle its civil liability for claims concerning certain Volkswagen diesel engine vehicles. Under these decrees, Volkswagen must pay more than \$2.9 billion into an Environmental Mitigation Trust Fund. The State of Wisconsin received beneficiary designation on January 29, 2018 and will receive \$67.1 million over the next 10 years to offset the excess pollution emitted by affected Volkswagen vehicles in Wisconsin.

2017 Wisconsin Act 59 required the Department of Administration (DOA) to distribute no more than \$32 million in the 2017-19 biennium from Wisconsin's allocation of Volkswagen settlement funds for the purpose of awarding funding to local transit systems under a newly-created statewide transit capital assistance grant program under DOA. 2019 Wisconsin Act 9, after the Governor's Volkswagen settlement-related vetoes were overturned by the Wisconsin Supreme

Court's July 10, 2020, *Bartlett v. Evers* decision, made available an additional \$22 million in Volkswagen settlement funding for grants under the transit capital grant program.

Under the transit capital assistance grant program, DOA is required to solicit and accept applications for grant funding and to award grants based on a competitive process. Preference must be given to any community or route that is considered a critical route for purposes of connecting employees with employers. An eligible applicant may use settlement funds awarded under the program only for the payment of costs incurred by the applicant to replace eligible public transit vehicles in accordance with the settlement guidelines. The applicant must certify that the vehicle submitted for replacement is a specific class of transit bus used for transporting people with a gross vehicle weight greater than 14,001 pounds and be powered with a 1992-2009 diesel engine. The applicant must certify that it will adhere to the settlement agreement's scrapping requirement by rendering all eligible replaced vehicle(s) inoperable.

In March, 2019, DOA announced an intent to award \$32 million in settlement funds to 10 transit systems for the replacement of 59 buses. In the second round of grants, announced September 9, 2020, DOA awarded \$18.2 million of funds to eight communities for the replacement of 34 eligible public transit buses. Table 6 shows the transit systems that have been awarded transit capital assistance grants. All grant awards and grant award amounts shown in the table are contingent upon successful contractual negotiations between DOA and the grant recipients.

Any county or municipality with an urban mass transit system that receives transit capital assistance grant will receive a state aid reduction to its county and municipal aid payment in the following amounts, over 10 consecutive years: (a) for a Tier A-1 or Tier A-2 urban mass transit

system serving a population exceeding 200,000, 75% of the total amount of grants received; (b) for a Tier B urban mass transit system serving a population of at least 50,000, 20% of the total amount of grants received; and (c) for a Tier C urban mass transit system serving a population of less than 50,000, 10% of the total amount of grants received. County and municipal aid reductions will commence in the state fiscal year following the first grant payment made to a local government.

**Table 6: Volkswagen Settlement Transit Capital Assistance Grants**

	Number of Bus Replacements	Estimated Grant Award
<b>Round One</b>		
Appleton	15	\$7,688,850
Eau Claire	3	1,970,700
Green Bay	4	1,846,000
Janesville	3	1,504,500
La Crosse	1	421,500
Madison	10	4,798,800
Milwaukee County	12	5,461,500
Racine	6*	6,237,658
Sheboygan	1	451,500
Wausau	<u>4</u>	<u>1,618,992</u>
Subtotal Round 1	59	\$32,000,000
<b>Round Two</b>		
Beloit	1	\$549,601
Eau Claire	1	683,200
Green Bay	4	1,926,000
La Crosse	2	1,373,000
Madison	15	7,522,500
Racine	2*	2,094,640
Sheboygan	6	2,769,000
Wausau	<u>3</u>	<u>1,272,994</u>
Subtotal Round 2	34	\$18,190,935
<b>Total</b>	<b>93</b>	<b>\$50,190,935</b>

\*Electric buses

## APPENDIX I

### 2022 Transit System Public Funding Sources

	2022 Expenses	Federal Share*	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
<b>Tier A-1</b>									
Milwaukee County	\$127,526,432	\$27,348,688	21.4%	\$32,738,900	25.7%	\$37,841,261	29.7%	\$29,597,583	23.2%
<b>Tier A-2</b>									
Madison	\$67,027,409	\$9,982,332	14.9%	\$8,602,700	12.8%	\$36,546,790	54.5%	\$ 11,895,587	17.7%
<b>Tier B</b>									
Appleton	\$10,358,144	\$3,383,171	32.7%	\$2,831,704	27.3%	\$2,490,396	24.0%	\$1,652,873	16.0%
Beloit	2,132,165	814,460	38.2	464,837	21.8	596,517	28.0	256,351	12.0
Chippewa Falls **	558,637	210,938	37.8	124,244	22.2	86,693	15.5	136,762	24.5
Eau Claire	5,738,727	2,192,120	38.2	1,251,110	21.8	1,317,797	23.0	977,700	17.0
Fitchburg	1,437,507	0	0.0	862,503	60.0	392,506	27.3	182,498	12.7
Fond du Lac	2,061,598	787,504	38.2	449,452	21.8	531,641	25.8	293,000	14.2
Green Bay	8,652,690	2,906,720	33.6	2,284,885	26.4	2,050,885	23.7	1,410,200	16.3
Hartford **	277,395	92,020	33.2	74,417	26.8	17,603	6.3	93,355	33.7
Janesville	3,831,646	1,463,640	38.2	835,344	21.8	1,107,938	28.9	424,725	11.1
Kenosha	7,726,196	2,930,074	37.9	1,705,635	22.1	1,224,439	15.8	1,866,048	24.2
La Crosse	6,693,040	2,556,656	38.2	1,459,161	21.8	1,668,833	24.9	1,008,390	15.1
Monona	284,126	0	0.0	170,475	60.0	89,586	31.5	24,065	8.5
Onalaska **	1,012,248	386,666	38.2	220,682	21.8	204,900	20.2	200,000	19.8
Oshkosh	5,578,058	2,130,747	38.2	1,216,082	21.8	1,448,229	26.0	783,000	14.0
Ozaukee County **	2,163,081	882,653	40.8	415,193	19.2	370,213	17.1	495,022	22.9
Racine	9,752,167	3,725,203	38.2	2,126,086	21.8	2,419,877	24.8	1,481,000	15.2
Sheboygan	4,049,697	1,546,933	38.2	882,881	21.8	1,014,154	25.0	605,729	15.0
Stoughton **	400,108	0	0.0	229,008	57.2	0	0.0	171,100	42.8
Sun Prairie **	1,618,428	0	0.0	971,055	60.0	291,433	18.0	355,940	22.0
Superior	1,594,044	608,904	38.2	347,520	21.8	554,699	34.8	82,920	5.2
Verona	845,250	0	0.0	507,149	60.0	145,197	17.2	192,904	22.8
Washington County**	2,275,279	1,075,504	47.3	289,661	12.7	452,342	19.9	457,772	20.1
Waukesha	9,056,511	1,280,660	14.1	4,153,237	45.9	2,643,439	29.2	979,175	10.8
Wausau	3,751,163	1,432,896	38.2	817,797	21.8	1,200,999	32.0	299,470	8.0
West Bend **	<u>1,212,823</u>	<u>441,412</u>	36.4	<u>286,281</u>	23.6	<u>155,131</u>	12.8	<u>330,000</u>	27.2
Subtotal Tier B	\$93,060,728	\$30,848,880	33.1%	\$24,976,400	26.8%	\$22,475,449	24.2%	\$14,759,999	15.9%
<b>Tier C Bus</b>									
Bay Area (Ashland)	\$2,265,323	\$1,488,989	65.7%	\$249,684	11.0%	\$307,253	13.6%	\$219,397	9.7%
Dunn County	566,836	378,747	66.8	56,309	9.9	89,217	15.7	42,563	7.5
La Crosse County	494,740	331,604	67.0	48,118	9.7	79,928	16.2	35,091	7.1
Lac du Flambeau Tribe	852,440	594,085	69.7	60,176	7.1	183,178	21.5	15,000	1.8
Manitowoc	2,215,202	1,453,504	65.6	246,700	11.1	295,373	13.3	219,625	9.9
Menominee Tribe	2,805,517	1,942,999	69.3	210,282	7.5	578,405	20.6	73,831	2.6
Merrill	531,954	352,661	66.3	55,622	10.5	78,171	14.7	45,500	8.6
Oneida-Vilas Counties	706,239	485,167	68.7	56,884	8.1	137,705	19.5	26,484	3.8
Platteville	656,961	407,982	62.1	96,247	14.7	41,433	6.3	111,300	16.9
Rusk County	2,019,230	1,105,142	54.7	371,292	18.4	74,258	3.7	493,028	24.4
Stevens Point	2,397,742	1,537,899	64.1	302,408	12.6	248,956	10.4	308,479	12.9
Sawyer Co/LCO Transit	<u>2,199,929</u>	<u>1,424,788</u>	64.8	<u>263,694</u>	12.0	<u>255,947</u>	11.6	<u>255,500</u>	11.6
Subtotal Tier C Bus	\$17,712,113	\$11,503,567	64.9%	\$2,017,416	11.4%	\$2,369,824	13.4%	\$1,845,798	10.4%

\*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 part of Washington County's federal share comes from Milwaukee's urbanized area section 5307 funds, which can be used to cover capitalized maintenance and contracting costs.

\*\*Shared-ride taxi system (Washington and Ozaukee Counties have both bus and shared-ride taxi components).

**APPENDIX I (continued)**

**2022 Transit System Public Funding Sources**

	2022 Expenses	Federal Share	% of Expense	State Share	% of Expense	Local Share	% of Expense	Farebox Revenue	% of Expense
<b>Tier C Shared-Ride Taxi</b>									
Baraboo	\$627,881	\$348,512	55.5%	\$118,990	19.0%	\$0	0.0%	\$160,380	25.5%
Beaver Dam	1,305,265	793,654	60.8	208,159	15.9	48,452	3.7	255,000	19.5
Berlin	302,550	194,266	64.2	37,946	12.5	31,838	10.5	38,500	12.7
Black River Falls	378,946	227,430	60.0	63,417	16.7	8,099	2.1	80,000	21.1
Clintonville	123,400	80,836	65.5	13,875	11.2	16,189	13.1	12,500	10.1
Clark County	331,111	211,521	63.9	42,613	12.9	32,673	9.9	44,304	13.4
Door County	976,257	625,966	64.1	123,328	12.6	100,963	10.3	126,000	12.9
Edgerton	89,406	56,546	63.2	12,075	13.5	7,685	8.6	13,100	14.7
Fort Atkinson	516,680	321,757	62.3	74,803	14.5	34,370	6.7	85,750	16.6
Grant County	76,101	50,507	66.4	7,903	10.4	11,291	14.8	6,400	8.4
Jefferson	234,969	153,822	65.5	26,520	11.3	30,627	13.0	24,000	10.2
Kenosha County	564,800	385,330	68.2	48,164	8.5	104,781	18.6	26,525	4.7
Lake Mills	119,614	77,414	64.7	14,392	12.0	13,808	11.5	14,000	11.7
Marinette	480,262	271,125	56.5	77,704	16.2	0	0.0	131,433	27.4
Marshfield	1,079,165	436,479	40.4	258,687	24.0	-1	0.0	384,000	35.6
Mauston	243,175	144,614	59.5	42,027	17.3	2,534	1.0	54,000	22.2
Medford	188,946	121,093	64.1	23,926	12.7	19,427	10.3	24,500	13.0
Monroe	599,046	349,028	58.3	108,018	18.0	0	0.0	142,000	23.7
New Richmond	249,366	147,983	59.3	43,410	17.4	1,973	0.8	56,000	22.5
Plover	242,726	124,227	51.2	49,499	20.4	0	0.0	69,000	28.4
Portage	1,367,565	708,557	51.8	276,009	20.2	-1	0.0	383,000	28.0
Prairie du Chien	373,270	200,204	53.6	73,066	19.6	0	0.0	100,000	26.8
Prairie du Sac	161,508	91,377	56.6	26,131	16.2	0	0.0	44,000	27.2
Reedsburg	407,578	130,425	32.0	67,153	16.5	0	0.0	210,000	51.5
Rhineland	723,591	251,957	34.8	174,961	24.2	0	0.0	296,673	41.0
Richland Center	320,280	165,460	51.7	51,820	16.2	0	0.0	103,000	32.2
Ripon	400,785	204,268	51.0	82,016	20.5	1	0.0	114,500	28.6
River Falls	313,382	189,660	60.5	50,865	16.2	9,857	3.1	63,000	20.1
Shawano	349,587	111,868	32.0	67,719	19.4	0	0.0	170,000	48.6
Tomah	661,112	221,259	33.5	159,854	24.2	-1	0.0	280,000	42.4
Viroqua	537,230	329,635	61.4	82,698	15.4	25,897	4.8	99,000	18.4
Walworth County	1,563,437	1,058,352	67.7	141,612	9.1	273,473	17.5	90,000	5.8
Watertown	863,213	326,343	37.8	208,721	24.2	0	0.0	328,149	38.0
Waupaca	573,491	340,276	59.3	99,889	17.4	4,426	0.8	128,900	22.5
Waupun	181,158	113,447	62.6	25,595	14.1	13,316	7.4	28,800	15.9
Whitewater	276,993	163,680	59.1	48,917	17.7	796	0.3	63,600	23.0
Wisconsin Rapids	<u>1,004,167</u>	<u>391,364</u>	39.0	<u>242,802</u>	24.2	<u>1</u>	0.0	<u>370,000</u>	36.8
Subtotal Tier C Taxi	\$18,808,013	\$10,120,242	53.8%	\$3,275,284	17.4%	\$792,474	4.2%	\$4,620,014	24.6%
Total Tier C	\$36,520,126	\$21,623,809	59.2%	\$5,292,700	14.5%	\$3,162,298	8.7%	\$6,465,812	17.7%
STATE TOTALS	\$324,134,695	\$89,803,709	27.7%	\$71,610,700	22.1%	\$100,025,798	30.9%	\$62,718,981	19.3%

## APPENDIX II

### Federal COVID-Related Transit Apportionments and Allocations

<u>Transit System</u>	<u>CARES Act</u>	<u>CAA</u>	<u>ARPA</u>	<u>Total</u>
<b>Urbanized Area Direct Apportionment</b>				
Milwaukee County*	\$62,363,348	\$60,271,997	\$113,000,657	\$235,636,002
Madison*	24,498,820	14,983,291	35,208,611	74,690,722
Appleton	7,425,047	0	3,370,750	10,795,797
Green Bay	6,415,260	0	3,770,849	10,186,109
Subtotal	<u>\$100,702,475</u>	<u>\$75,255,288</u>	<u>\$155,350,867</u>	<u>\$331,308,630</u>
<b>Urbanized Area Governor's Apportionment</b>				
Beloit	1,831,270	\$0	\$729,876	\$2,561,146
Chippewa Falls (Eau Claire)	450,285	0	194,679	644,964
Eau Claire	5,223,942	0	2,045,742	7,269,684
Fond du Lac	1,699,868	0	716,455	2,416,323
Hartford (West Bend)	241,179	0	89,119	330,298
Janesville	3,291,898	0	1,313,725	4,605,623
Kenosha	6,528,317	0	2,639,089	9,167,406
La Crosse	6,025,520	0	2,335,647	8,361,167
Onalaska (La Crosse)	769,296	0	307,734	1,077,030
Oshkosh	4,553,754	0	1,836,769	6,390,523
Racine	7,839,241	0	3,139,380	10,978,621
Sheboygan	3,497,562	0	1,426,648	4,924,210
Superior (Duluth, MN)	1,377,042	1,139,670	543,886	3,060,598
Wausau	3,212,991	0	1,277,045	4,490,036
Washington County	2,008,161	0	873,257	2,881,418
West Bend	1,059,662	0	344,019	1,403,681
WisDOT - Job Access funding	568,559	0	187,287	755,846
Subtotal	<u>\$50,178,547</u>	<u>\$1,139,670</u>	<u>\$20,000,357</u>	<u>\$71,318,574</u>
<b>Rural Area Allocation</b>				
Baraboo	\$693,591	\$0	\$0	\$693,591
Bay Area Rural Transit	2,822,180	0	0	2,822,180
Beaver Dam	1,532,984	0	0	1,532,984
Berlin	362,287	0	0	362,287
Black River Falls	359,351	0	0	359,351
Clark County	420,013	0	0	420,013
Clintonville Transit	154,961	0	0	154,961
Door County	1,238,466	0	0	1,238,466
Dunn County Transit	800,925	0	0	800,925
Edgerton	91,644	0	0	91,644
Fort Atkinson	566,532	0	0	566,532
Grant County	83,680	0	0	83,680
Jefferson	271,302	0	0	271,302
Kenosha County	814,746	0	0	814,746
La Crosse County	641,053	0	0	641,053
Lac du Flambeau Tribe	665,306	0	0	665,306
Lake Mills	143,745	0	0	143,745

<u>Transit System</u>	<u>CARES Act</u>	<u>CAA</u>	<u>ARPA</u>	<u>Total</u>
<b>Rural Area Allocation (continued)</b>				
Manitowoc	\$2,916,917	\$0	\$0	\$2,916,917
Marinette	594,858	0	0	594,858
Marshfield	1,200,466	0	0	1,200,466
Mauston	301,773	0	0	301,773
Medford	219,877	0	0	219,877
Menominee Tribe	3,885,671	0	0	3,885,671
Merrill	777,297	0	0	777,297
Monroe	682,188	0	0	682,188
New Richmond	288,806	0	0	288,806
Oneida Nation	1,146,235	0	0	1,146,235
Oneida-Vilas Counties	1,139,569	0	0	1,139,569
Platteville	887,567	0	0	887,567
Plover	312,718	0	0	312,718
Portage	1,600,927	0	0	1,600,927
Prairie du Chien	442,497	0	0	442,497
Prairie du Sac	173,079	0	0	173,079
Reedsburg	464,486	0	0	464,486
Rhineland	819,413	0	0	819,413
Richland Center	361,764	0	0	361,764
Ripon	446,802	0	0	446,802
River Falls	395,122	0	0	395,122
Rusk County	2,282,618	0	0	2,282,618
Sawyer County/LCO Transit	2,779,060	0	0	2,779,060
Shawano	366,391	0	0	366,391
Stevens Point	3,158,098	0	0	3,158,098
Tomah	683,740	0	0	683,740
Viroqua	633,015	0	0	633,015
Walworth County	1,895,282	0	0	1,895,282
Watertown	1,001,310	0	0	1,001,310
Waupaca	669,464	0	0	669,464
Waupun	171,315	0	0	171,315
Whitewater	329,353	0	0	329,353
Wisconsin Rapids	1,124,413	0	0	1,124,413
DOT to allocate at a later date	<u>0</u>	<u>0</u>	<u>1,812,593</u>	<u>1,812,593</u>
Subtotal	\$45,814,857	\$0	\$1,812,593	\$47,627,450
Intercity Bus	\$8,247,328	\$0	\$2,503,019	\$10,750,347
WETAP	\$920,000	\$0	\$0	\$920,000
Seniors and Individuals with Disabilities	\$0	\$884,892	\$884,905	\$1,769,797
Tribal Transit	\$2,302,024	\$2,302,024	\$2,187,865	\$6,791,913
<b>STATE TOTALS</b>	<b>\$208,165,231</b>	<b>\$79,581,874</b>	<b>\$182,739,606</b>	<b>\$470,486,711</b>

\* Includes Governor's ARPA funding provided to Milwaukee County (\$19,797,794) and City of Madison (\$5,202,206).