

Federal Transit Assistance Programs

Section 5303: Metropolitan Transportation Planning Program

Section 5303 is a formula-based grant program apportioned annually to states for use. All 5303 planning funds are transferred to Federal Highway Administration.

Section 5304: Statewide Transportation Planning Program

Section 5304 is a formula-based grant program apportioned annually to the states for use in rural planning and research.

Section 5307: Urbanized Area Formula Program

Section 5307 is a formula-based grant program for urbanized areas (over 50,000) that funds capital, operating, and planning expenses associated with urban mass transit systems.

Section 5309: Transit Capital Investment Program

Section 5309 funds may be used for the purchase of new and replacement of buses and facilities (Bus and Bus Related Facilities Program), for the modernization of fixed guideway systems (Fixed Guideway Modernization Program), and for new fixed guideway systems (New Starts and Small Starts). Historically, funds for Bus and Bus Related Facilities and New Starts programs have been fully earmarked by Congress, and Fixed Guideway Modernization Program funds have been formula-based. However, if unallocated or discretionary funds are available they may be allocated at the discretion of the U.S. Secretary of Transportation, including through a competitive grant process.

Section 5310: Elderly Individuals and Individuals with Disabilities Program

Section 5310 is a formula grant program for the purpose of assisting in meeting the transportation needs of elderly individuals and individuals with disabilities in urbanized and non-urbanized areas. Eligible activities are capital (i.e., wheelchair-accessible buses and vans) and state administrative expenses

Section 5311: Non-Urbanized Area Formula Program

Section 5311 is a formula grant program for non-urbanized areas (under 50,000 population) that provides capital and operating assistance for public transportation systems. Eligible activities include capital, operating assistance and administrative expenses.

Section 5311(b) (3): Rural Transportation Assistance Program (RTAP)

Section 5311(b)(3) is formula funding for states to provide research, technical assistance and training to improve the delivery of transit services in non-urbanized areas (under 50,000 in population).

Section 5314 Supplemental Transportation Rural Assistance Program (STRAP)

STRAP is a one-time pilot program created under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users. The program is designed to supplement and expand existing rural transit systems in Wisconsin by allowing operating expenses of rural transit systems to be reimbursed at a higher rate of federal match than under the Section 5311 program. Eligible activities include planning, capital and operating assistance.

Section 5316: Jobs Access and Reverse Commute Program (JARC)

Section 5316 is a formula-based program for improving access to transportation services to employment and employment related activities for welfare recipients and eligible low income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban

employment opportunities. Eligible activities include capital, operating assistance, and administrative expenses.

Section 5317: New Freedom Program

Section 5317 is a formula-based program that provides funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990. Eligible activities include capital, operating assistance, and administrative expenses.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide (CO), and particulate matter (PM). CMAQ funds may be invested in all ozone, CO, and PM nonattainment and maintenance areas. Funds also may be used for projects in proximity to nonattainment and maintenance areas if the benefits will be realized primarily within the nonattainment or maintenance area.

State of Wisconsin ~ Anticipated Federal Funding Levels, 2012-2015

Amounts shown in table are estimates. System specific funding levels are listed in local TIPs. Actual funding levels will be determined in 2012 as amendments to this document.

Program	2012	2013	2014	2015
Section 5303¹	\$1,140,862	\$1,175,088	\$1,210,340	\$1,246,651
Section 5304	\$283,288	\$291,787	\$300,540	\$309,557
Section 5307	\$18,926,306	\$19,494,095	\$20,078,918	\$20,681,285
(Planning)	\$0	\$0	\$0	\$0
(Capital)	\$0	\$0	\$0	\$0
(Operating)	\$18,926,306	\$19,494,095	\$20,078,918	\$20,681,285
Section 5309²	\$0	\$0	\$0	\$0
Section 5310	\$2,380,145	\$2,451,549	\$2,525,095	\$2,600,848
(Capital)	\$2,380,145	\$2,451,549	\$2,525,095	\$2,600,848
Section 5311	\$14,268,997	\$14,697,067	\$15,137,979	\$15,592,118
(Capital)	\$3,491,914	\$3,596,672	\$3,704,572	\$3,815,709
(Operating)	\$9,901,583	\$10,198,630	\$10,504,589	\$10,819,727
Section 5311(b)(3)	\$200,967	\$206,996	\$213,206	\$219,603
Section 5314-STRAP³	\$1,054,440	\$0	\$0	\$0
(Capital)	\$0	\$0	\$0	\$0
(Operating)	\$1,054,440	\$0	\$0	\$0
Section 5316	\$2,432,526	\$2,505,502	\$2,580,667	\$2,658,087
(Capital)	\$1,592,384	\$1,640,155	\$1,689,360	\$1,740,040
(Operating)	\$840,143	\$865,347	\$891,308	\$918,047
Section 5317	\$1,578,737	\$1,626,099	\$1,674,882	\$1,725,128
(Capital)	\$1,298,179	\$1,337,124	\$1,377,238	\$1,418,555
(Operating)	\$280,558	\$288,974	\$297,644	\$306,573
CMAQ⁴	\$10,154,000	\$7,854,000	\$12,000,000	\$12,360,000
(Planning)	\$1,504,000	\$1,504,000	\$1,549,120	\$1,595,594
(Capital)	\$2,300,000	\$0	\$0	\$0
(Operating)	\$6,350,000	\$6,350,000	\$10,450,880	\$10,764,406

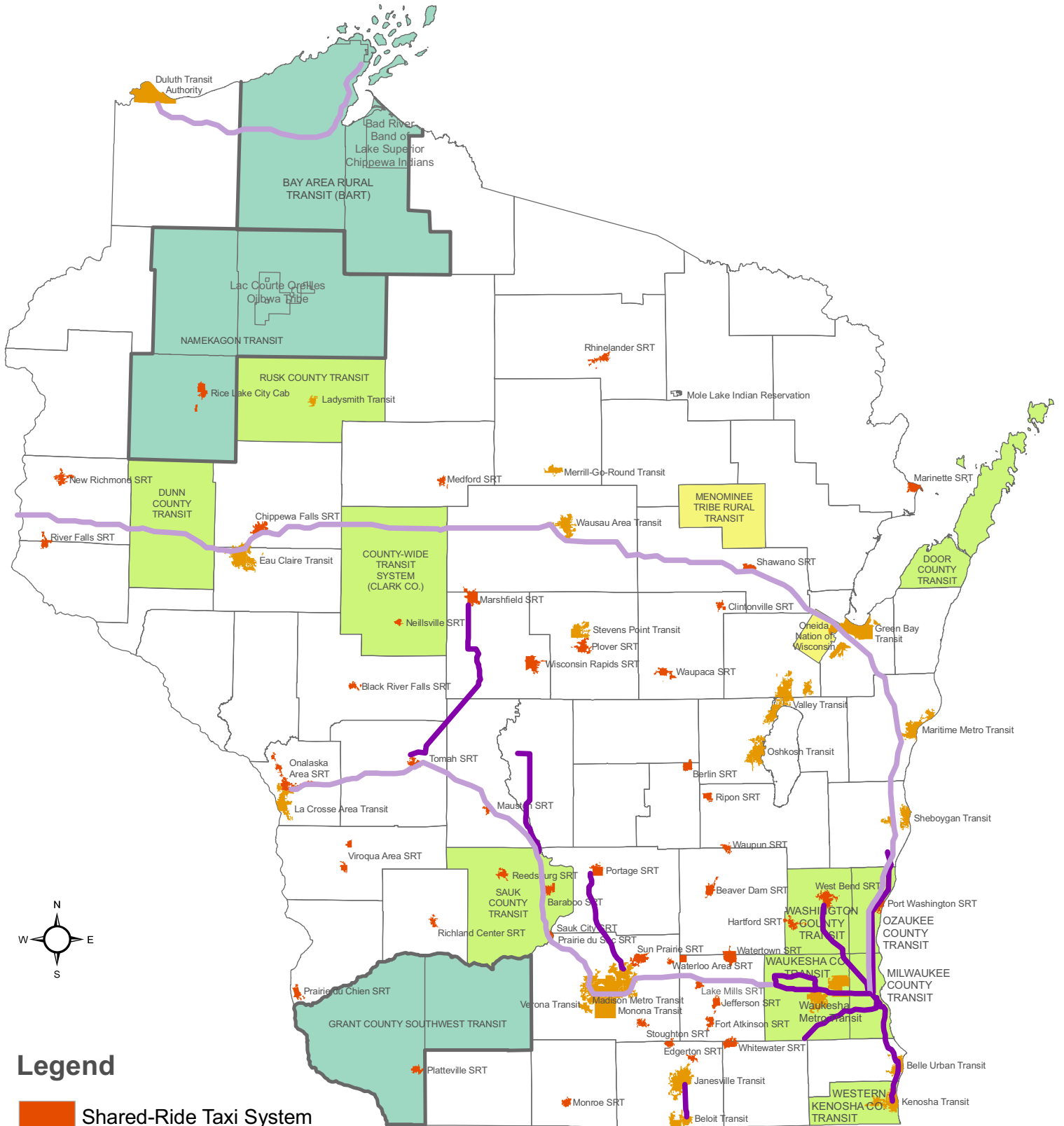
¹ Section 5303 funds are transferred the Federal Highway Administration.

² No funding is expected from the Fixed Guideway or New Starts program, although some transit systems may elect to apply directly for these funds. Funding that Wisconsin may receive through future competitive grant programs is not listed in this table. Any funding that the State of Wisconsin or individual transit systems may receive as a result of future competitive grant programs will be published as an amendment(s) to the STIP or TIP as warranted.

³ STRAP was created under SAFETEA-LU as a pilot program. Funding was allocated as follows: \$1.98 million for 2006 and \$2 million in the years 2007, 2008, 2009 and 2010. No funding was allocated in 2011 or 2012. The amount shown in the table is the result of unreserved and unspent balances from prior years.

⁴ Figures for 2012 and 2013 reflect actual awards. CMAQ award for transit system marketing are classified as "Planning."

2011 WISCONSIN PUBLIC TRANSIT SYSTEMS



Legend

- Shared-Ride Taxi System
- Municipal Bus System
- Reservation-Wide Transit System
- County-Wide Transit System
- Multi-County Transit System
- Publicly Funded Inter-City Service
- Shuttle/Commuter Service

Safe Routes To School (SRTS)

Applications for projects will be accepted from January through April, 2012. Project will be selected in the summer of 2012.

Year	Appropriation Estimate	Estimated Expenses
2012	\$ 3,230,100	\$ 3,230,100
2013	\$ 3,230,100	\$ 3,230,100
2014	\$ 3,230,100	\$ 3,230,100
2015	\$ 3,230,100	\$ 3,230,100

The above estimates include \$84,000 in annual Administration Costs.