Capital Funding Options

The FTA has two primary categories - formula and competitive grant programs.

- Competitive programs are programs where funds distributed based on other criteria. Within there are two primary types of competitive grant programs with a fixed amount of money and programs with fixed set of requirements.
- Formula programs, such as the 5307 Urbanized Area program, use a predetermined formula to distribute whatever amount money is included in the annual budget to each state and/or urbanized area of 200,000 residents.

BUILD

Small Starts







Small Starts

The CIG program is a program with statutory requirements and evaluation criteria.

- The FTA must use predetermined criteria to evaluate and rate projects. Those projects that receive a Medium or higher rating are eligible for funding.
- Under current federal law FTA doesn't have the authority to prioritize projects among those projects that receive a Medium or higher rating, other than meeting the readiness requirements.
- Projects which receive a high rating are not funded before those projects that receive a medium rating. Instead if in a given year there are requests for more funding from eligible projects then FTA has available



Build Grant

- Competitive ranked
- 6 percent of applicants funded
- Currently has a <u>rural focus</u>

Milwaukee Street Car

Small Starts Grant - Formula

- Can not be prioritized must meet minimum criteria
- All projects that receive a medium or high rating must be funded
 - Funding may be spread over multiple years
- "Readiness" requirements must be met

Milwaukee BRT

Grand RapidsLaker Line BRT





Milwaukee Street Car

Project No: 137

Return to Projects Listing

IMPLEMENTATION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE

Sponsor: MILWAUKEE (City)

Project Type: Transit Expansion

Air Qualities Status: NON-EXEMPT

Estimated Costs

Detail Costs	2017	2018	2019	2020	Remaining
PE	1000000	0	0	0	0
Row	100,000	0	0	0	0
Const	27,300,000	0	0	0	0
Other	0	0	0	0	0
Total	28,400,000	0	0	0	0

Source of Funds	2017	2018	2019	2020
Local	14200000	0	0	0
State	0	0	0	0
rederal FED TIGER	14,200,000	0	0	0
Total	28,400,000	0	0	0



Milwaukee Street Car

Project No: 136

Return to Projects Listing

IMPLEMENTATION OF THE MILWAUKEE STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT: PHASE I

Sponsor: MILWAUKEE (City)

Project Type: Transit Expansion

Air Qualities Status: NON-EXEMPT

Estimated Costs

Detail Costs	2017	2018	2019	2020	Remaining
PE	2000000	0	0	0	0
Row	100,000	0	0	0	0
Const	77,900,000	0	0	0	0
Other	0	0	0	0	0
Total	80,000,000	0	0	0	0

Source of Funds	2017	2018	2019	2020
Local	36000000	0	0	0
State	0	0	0	0
Federal IH-C/S	44,000,000	0	0	0
Total	80,000,000	0	0	0





Milwaukee County BRT

Project No: 101

Return to Projects Listing

BUS RAPID TRANSIT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM

Sponsor: MILWAUKEE COUNTY

Project Type: Transit Expansion

Air Qualities Status: EXEMPT

Estimated Costs

Detail Costs	Detail Costs 2017		2019	2020	Remaining	
PE	9000000	0	0	0	0	
Row	0	0	0	0	0	
Const	36,000,000	0	0	0	0	
Other	0	0	0	0	0	
Total	45,000,000	0	0	0	0	

Source of Funds	2017	2018	2019	2020
Local	9000000	0	0	0
State	0	0	0	0
Federal FTA 5309	36,000,000	0	0	0
Total	45,000,000	0	0	0



Example **Madison 5309 Small Starts Grant**

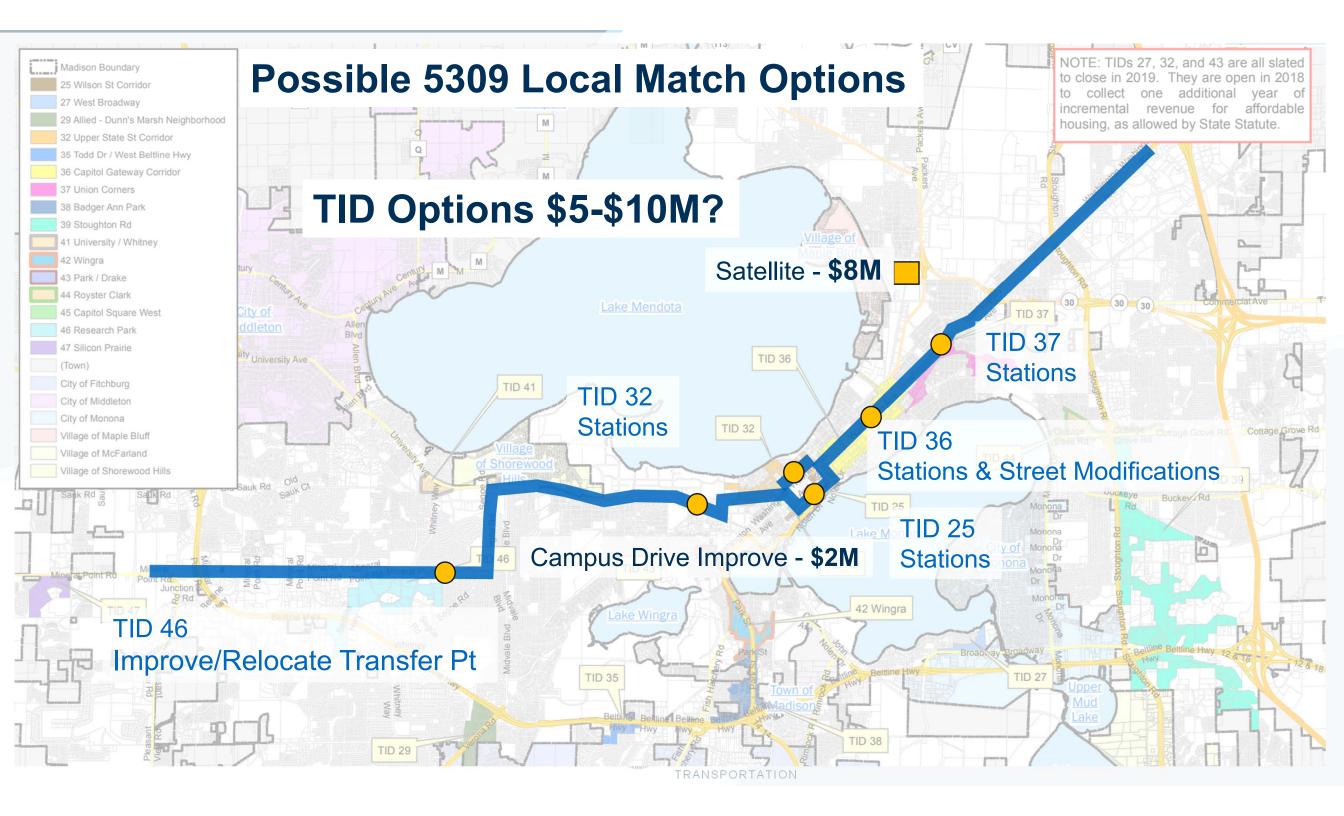
\$85 Million Total

- 70% Federal \$60 million
- 30% Local \$25 million









Operational Funding Options

Revenue 2018/19 Budget (in millions)										
	Me	/letro Gi		Grand Rapids		Cleveland		ıkee Co		y of aukee
Federal	\$6.2	11%	\$0	0	\$0	0%	\$25.5	16%		
State	\$17.4	31%	\$14.4	33%	\$15.1	5%	\$65.4	41%		
City/County (prop tax/levy)	\$13.6	24%		0%	\$0	0%	\$10.8	7%		
Other Partners	\$3.8	7%	\$6.4	15%	\$0	0%			- CMAC)
Other	\$1.2	2%	\$0.5	1%	\$4.4	2%	Ć 42.0	260/		ng Rev
<u>Farebox</u>	\$13.4	24%	\$7.1	16%	\$42.9	15%	\$42.0	26%		/atomi
Prop Tax (above levy?)			\$15.5	35%		(
Sales Tax					\$197.8	70%				
Wheel Tax							\$16.0	10%		
Debt Service					\$22.7	8%				
Total	\$55.6	100%	\$44.0	100%	\$282.9	100%	\$159.5	100%		



Formation of RTAs (Now LTOs)







Current Narrative



New Narrative – provides more opportunities for more communities

Current LTO Efforts

City staff have met with ACEC, WTBA, TDA to present our needs

Summary

- If there is more transportation funding, they think Transit Funding will get an increase. If splitting up the same funding amount, Transit won't see an increase.
- Robin Vos in the past has not supported RTA legislation.
- Efforts are more effective if they are non-Madison led.

Current LTO Efforts

There are several unconnected efforts for LTO formation

- SWRPC (?) Workforce Transportation Authority to support Foxconn
- Oshkosh Representative Hintz (D) is drafting RTA legislation.
- Top WIPTA legislative priority
- 1K Friends workgroup formation



SYMPOSIUM HELD ON MAY 30, 201 WHEATON FRANCISCAN HEALTHCARE – FRANKU

Workforce Transportation Symposium Calls for Urgent, Concerted Action

Leaders gather to tackle vexing "connectivity" challenges constricting area economy

Citing the loss of business growth opportunities and unprecedented job growth trends, area leaders are calling for immediate and urgent action to address transportation-related workforce gaps. Nearly 90% of post-event survey takers agreed that now is the time to create a regional workforce transportation strategy.

Regional Workforce Transportation Symposium

The urgent call to action was the outgrowth of a May 30 symposium organized by the Regional Transit Leadership Council (RTLO). Against a backdrop of a worsening "geography gap" between where workers live and where the jobs are in Southeast Wisconsin, stakeholders from across the region gathered to chart a course forward.

Participants included employers affected by transit related workforce challenges, elected officials, higher education representatives, transportation officials and workforce development officials who left with a deeper understanding of the depth and breadth of the workforce connectivity gaps facing the region, according to the post-event survey.

The Symposium established five key finding

- 1. A new sense of urgency has emerged.
- Multimodal transit is a core economic driver and regional businesses must take the lead in driving the resolve to address workforce transportation issues.
- Current workforce transportation efforts need to be urgently scaled and coordinated while a longer-term strategy is developed.
- 4. A coordinated and regional workforce transportation strategy is the most viable and preferred long-term option and needs to be consistent with the multimodal tenets of VISION 2050, our Region's land use and transportation plan that is prepared by the Southeastern Wisconsin Regional Planning Commission (SEWIPC).
- The Southeastern Wisconsin seven-county area lacks a means for addressing problems—like workforce transportation—that are regional in nature.



Workforce Transportation Informational Meeting



Revenue possibilities

\$30 wheel tax Madison ~\$6.5 M

• \$30 wheel tax – Partners ~\$2.9 M

• ¼ cent sales tax (LTO) ~\$12 to \$15 M

Restoration state funding \$7M

Trip impact fees

- MN has 5.6 million people and spends \$400M on transit,
- WI has 5.8 million people and spends \$100M on transit.
- A top WIPTA state transit legislative priorities is for greater state transit operating assistance

With Package and Wheel Tax

	2019	2020	2021	2022	2023	2024	2025
Transit Package Capital Expense							
EW Phase 1	\$7.0						
Satellite		\$16.0					
EW Phase 2			\$8.2				
EW Phase 3a				\$12.8			
EW Phase 3b					\$11.2		
EW Phase 3c						\$7.8	
EW Phase 4							\$9.9
BRT Street Imp					\$4.0		
Transit Package Operating Expense							
EW Phase 1 Debt Service 10yr	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8
Satellite Debt Service 10yr		\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9
Satellite Ops - ?							
EW Phase 2 Debt Service 10yr			\$0.9	\$0.9	\$0.9	\$0.9	\$0.9
EW Phase 3a Debt Service 10yr				\$1.5	\$1.5	\$1.5	\$1.5
EW Phase 3b Debt Service 10yr					\$1.3	\$1.3	\$1.3
EW Phase 3c Debt Service 10yr						\$0.9	\$0.9
EW Phase 4 Debt Service 10yr							\$1.2
BRT Street Imp Debt Service 10yr					\$0.5	\$0.5	\$0.5
BRT Extra Operating Expense (4%)					\$2.0	\$2.0	\$2.0
Peripheral Transit (Strat 1)	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
Total	\$1.8	\$3.7	\$4.6	\$6.1	\$9.9	\$10.8	\$12.0

With Package and Wheel Tax

EXample Onli

		2019	2020	2021	2022	2023	2024	2025
Transit Package Capital Expense								
EW Phase 1		\$7.0						
Satellite			\$16.0					
EW Phase 2				\$8.2				
EW Phase 3a					\$12.8			
EW Phase 3b						\$11.2		
EW Phase 3c							\$7.8	
EW Phase 4								\$9.9
BRT Street Imp						\$4.0		
Transit Package Operating Expense								
EW Phase 1 Debt Service 10yr		\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8
Satellite Debt Service 10yr			\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9
Satellite Ops - ?				40.0	40.0	40.0	40.0	40.0
EW Phase 2 Debt Service 10yr				\$0.9	\$0.9	\$0.9	\$0.9	\$0.9
EW Phase 3b Debt Service 10yr					\$1.5	\$1.5	\$1.5	\$1.5
EW Phase 3c Dobt Service 10yr						\$1.3	\$1.3 \$0.9	\$1.3 \$0.9
EW Phase 3c Debt Service 10yr EW Phase 4 Debt Service 10yr							Ş0. 9	\$0.9
BRT Street Imp Debt Service 10yr						\$0.5	\$0.5	\$0.5
BRT Extra Operating Expense (4%)						\$2.0	\$2.0	\$2.0
Peripheral Transit (Strat 1)		\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
Total		\$1.8	\$3.7	\$4.6	\$6.1	\$9.9	\$10.8	\$12.0
Sources of Revenue								
Wheel Tax - Madison			\$6.5	\$6.5	\$6.5	\$6.5	\$6.5	\$6.5
Wheel Tax - Partners	\$2.9							
State Funding restoration	\$7.0							
Local Trans Options 1/4 cent	\$15.0							
Total		\$0.0	\$6.5	\$6.5	\$6.5	\$6.5	\$6.5	\$6.5
Surplus (Deficit)			\$2.8	\$1.9	\$0.4	-\$3.4	-\$4.3	-\$5.5

Without Package and Without Wheel

		2019	2020	2021	2022	2023	2024	2025
Transit Package Capital Expense								
EW Phase 1		\$7.0						
Satellite			\$16.0					
EW Phase 2				\$8.2	442.0			
EW Phase 3a EW Phase 3b					\$12.8	\$11.2		
EW Phase 3c						Ş11. 2	\$7.8	
EW Phase 4							ψ7.0	\$9.9
BRT Street Imp						0		
Transit Package Operating Expense								
EW Phase 1 Debt Service 10yr		\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8
Satellite Debt Service 10yr			\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9
Satellite Ops - ?								
W Phase 2 Debt Service 10yr				\$0.9	\$0.9	\$0.9	\$0.9	\$0.9
EW Phase 3a Debt Service 10yr					\$1.5	\$1.5	\$1.5	\$1.5
EW Phase 3b Debt Service 10yr						\$1.3	\$1.3	\$1.3
EW Phase 3c Debt Service 10yr							\$0.9	\$0.9
EW Phase 4 Debt Service 10yr								\$1.2
BRT Street Imp Debt Service 10yr						\$0.5	\$0.5	\$0.5
BRT Extra Operating Expense (4%)						\$0.0	\$0.0	\$0.0
Peripheral Transit (Strat 1)		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total		\$0.8	\$2.7	\$3.6	\$5.1	\$6.9	\$7.8	\$9.0
Sources of Revenue								
Wheel Tax - Madison	\$6.5		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Wheel Tax - Partners	\$2.9							
State Funding restoration	\$7.0							
Local Trans Options 1/4 cent	\$15.0							
Total		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Surplus (Deficit)			-\$2.7	-\$3.6	-\$5.1	-\$6.9	-\$7.8	-\$9.0 ▮

Note: Debt service would normally be encumbered out of general fund if improvements were for a non-enterprise agency