



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

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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 rural focus

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 Rapids
Laker Line BRT

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Milwaukee Street Car

Project No: 137

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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
Federal FED TIGER	14,200,000	0	0	0
Total	28,400,000	0	0	0

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Milwaukee Street Car

Project No: 136

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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

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Milwaukee County BRT

Project No: 101

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BUS RAPID TRANSIT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM

Sponsor: MILWAUKEE COUNTY
Project Type: Transit Expansion
Air Qualities Status: EXEMPT

Estimated Costs

Detail Costs	2017	2018	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

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Example Madison 5309 Small Starts Grant

\$85 Million Total

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

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Possible 5309 Local Match Options

TID Options \$5-\$10M?

NOTE: TIDs 27, 32, and 43 are all slated to close in 2019. They are open in 2018 to collect one additional year of incremental revenue for affordable housing, as allowed by State Statute.

Satellite - \$8M

TID 37
Stations

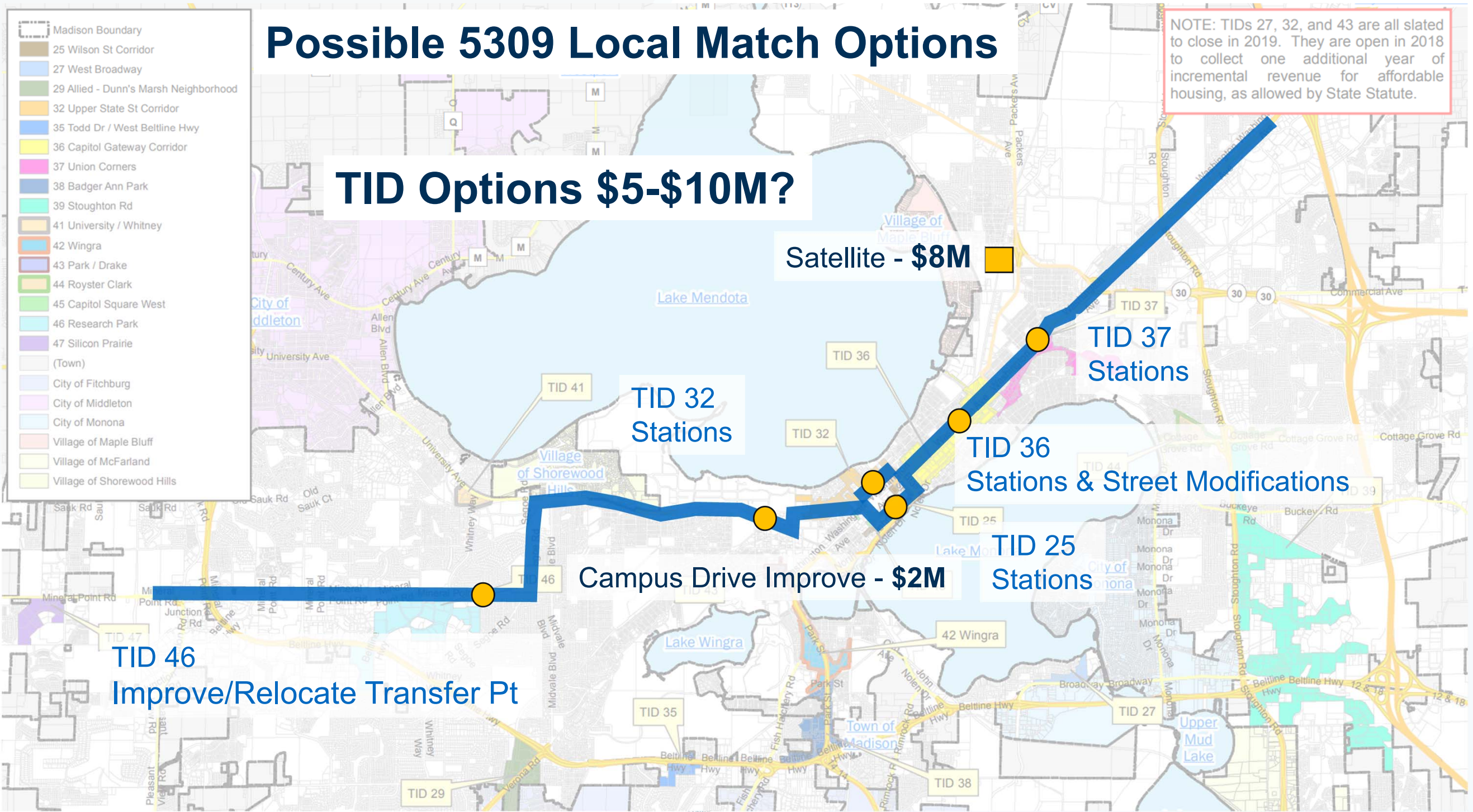
TID 32
Stations

TID 36
Stations & Street Modifications

Campus Drive Improve - \$2M

TID 25
Stations

TID 46
Improve/Relocate Transfer Pt





Operational Funding Options

Revenue 2018/19 Budget (in millions)										
	Metro		Grand Rapids		Cleveland		Milwaukee Co		City of Milwaukee	
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%				
Other	\$1.2	2%	\$0.5	1%	\$4.4	2%	\$42.0	26%	CMAQ Parking Rev Potowatomi	
<u>Farebox</u>	\$13.4	24%	\$7.1	16%	\$42.9	15%				
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%		

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Formation of RTAs (Now LTOs)

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Current Narrative

Regional



Local

Transit



Transportation

Authority



Options

**New Narrative – provides more opportunities
for more communities**

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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.

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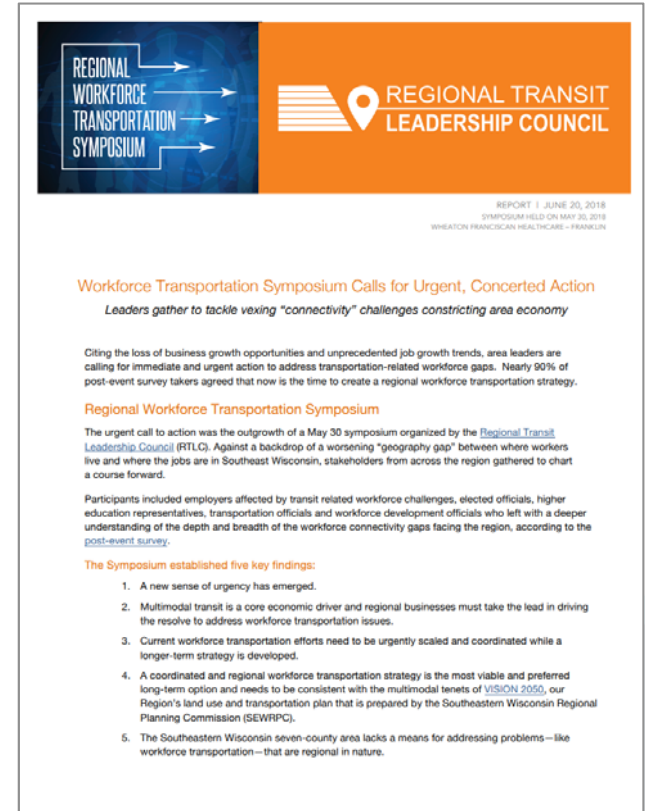


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Current LTO Efforts

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



Workforce Transportation Informational Meeting

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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 ?

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- 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

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With Package and Wheel Tax

Example Only

	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 Only

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EW Phase 4 Debt Service 10yr							\$1.2
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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							
State Funding restoration							
Local Trans Options 1/4 cent							
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

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



Without
Package
and
Without
Wheel
Tax

Example Only

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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					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 - ?							
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Total	\$0.8	\$2.7	\$3.6	\$5.1	\$6.9	\$7.8	\$9.0
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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

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