

Federal Transit Assistance Programs

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The following are federal transit assistance programs authorized under Fixing America's Surface Transportation Act (FAST Act), which reauthorized the federal surface transportation programs. The FAST Act amended the federal transit laws and took effect October 1, 2015.

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 the Federal Highway Administration. The federal share is 80% with a required 20% non-federal match.

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. The federal share is 80% with a required 20% non-federal match.

Section 5307: Urbanized Area Formula Program

This program provides grants to urbanized areas (over 50,000 in population) for public transportation capital, planning, and Job Access and Reverse Commute (JARC) projects, as well as operating expenses in certain circumstances. The federal share for capital projects is 80% with a required 20% non-federal match. The federal share for operating projects is 50% of the net deficit. WisDOT allocates the portion of this funding known as the 'Governor's Apportionment' among transit systems in communities with populations between 50,000 and 200,000 as defined by the most recent Census.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

This program is intended to enhance the mobility of seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This program consolidated two SAFETEA-LU programs: Section 5317 – New Freedom and Section 5310 – Elderly and Disabled Capital Assistance. The federal share for capital projects is 80% with a required 20% non-federal match. The federal share for operating projects is 50% of the net deficit.

Section 5311: Formula Grants for Rural Areas

Section 5311 is a formula grant program for non-urbanized areas (under 50,000 in population) that provides capital and operating assistance for public transportation systems. Eligible activities include capital, operating assistance, and planning expenses. JARC projects, once funded through Section 5316, became eligible projects in the MAP-21 reauthorization bill in 2012. The federal share for capital projects is 80%, with a required 20% non-federal match. The federal share for operating projects is 50% of the net deficit.

Section 5311(b)(3): Rural Technical 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). There is no Federal requirement for a local match.

Section 5329: State Safety Oversight (SSO) Program

The purpose of the SSO program is to oversee the safety of rail transit systems. The SSO program is administered by eligible states with rail transit systems in their jurisdiction. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop and carry out their SSO programs. Under 49 U.S.C. Section 5329(e), as amended by the FAST Act, FTA is required to certify each state's program to ensure compliance. SSO grant funds awarded to Wisconsin have a federal share of 80% and a required non-federal match of 20%.

Section 5339: Bus and Bus Facilities Formula Grants

Section 5339 provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. It replaced the Section 5309 Bus and Bus Facilities program under SAFETEA-LU. The federal share is 80% with a required 20% non-federal match. There are funds annually allocated to states by formula and a national discretionary program for which urban fixed-route transit systems and state departments of transportation may apply.

Coronavirus Aid, Relief, and Economic Security (CARES) Act

The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provides emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic. All rural and urban recipients of Section 5311 and Section 5307 are eligible to receive CARES Act funds. Funding will be provided at a 100-percent federal share with no local match required, and will be available to support capital, operating, and other expenses eligible under those programs to prevent, prepare for, and respond to COVID-19.

Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act

The supplemental funding due to the COVID-19 pandemic will be provided at 100-percent federal share, with no local match required. Funding will support expenses eligible under the relevant program, although the Act directs recipients to prioritize payroll and operational needs. All rural and urban public transit recipients of Section 5311 and Section 5307 and 5310 specialized transit recipients are eligible to receive CRRSAA funds.

American Rescue Plan (ARPA) Act

Supplemental funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support vaccinations in the U.S.

The relief funds will be distributed at 100-percent federal share and are eligible to all rural and urban public transit recipients of Section 5311 and Section 5307 and 5310 specialized transit recipients.

Anticipated Federal Transit Funding Levels, 2022 – 2025 State of Wisconsin*

| Program | 2022 | | 2023 | | 2024 | | 2025 | |
|----------------------------|-----------------------------------|-------------------|-----------------------------------|-------------------|-----------------------------------|---------------------|-----------------------------------|-------------------|
| | FEDERAL | LOCAL | FEDERAL | LOCAL | FEDERAL | LOCAL | FEDERAL | LOCAL |
| <u>Section 5303[1]</u> | \$1,574,646 | NA | \$1,607,713 | NA | \$1,640,832 | NA | \$1,674,633 | NA |
| Section 5304 | \$345,740 | \$86,435 | \$353,000 | \$88,250 | \$360,272 | \$90,068 | \$367,693 | \$91,923 |
| Type of local match | | Cash/tax levy | | Cash/tax levy | | Cash/tax levy | | Cash/tax levy |
| <u>Section 5307[2]</u> | \$18,333,640 | | \$18,718,647 | | \$19,104,251.13 | | \$19,497,799 | |
| (Planning) | \$0 | NA | \$0 | NA | \$0 | NA | \$0 | NA |
| (Capital) | \$0 | NA | \$0 | NA | \$0 | NA | \$0 | NA |
| (Operating) | \$18,333,640 | \$18,333,640 | \$18,718,647 | \$18,718,647 | \$19,104,251 | \$1,187,855 | \$19,497,799 | \$1,212,325 |
| Section 5310 | \$3,256,972 | | \$3,325,368 | | \$3,393,870.58 | | \$3,463,784 | |
| (Administration) | \$325,697 | \$0 | \$332,537 | \$0 | \$339,387 | \$0 | \$346,379 | \$0 |
| (Capital) | \$1,791,334 | \$447,834 | \$1,828,952 | \$457,238 | \$1,866,628 | \$466,657 | \$1,905,081 | \$476,270 |
| (Operating) | \$1,139,940 | \$1,139,940 | \$1,163,879 | \$1,163,879 | \$1,187,855 | \$1,187,855 | \$1,212,325 | \$1,212,325 |
| Type of local match | Cash / in-kind / Wis. 85.21/ levy | | Cash / in-kind / Wis. 85.21/ levy | | Cash / in-kind / Wis. 85.21/ levy | | Cash / in-kind / Wis. 85.21/ levy | |
| Section 5311 | \$18,834,742 | | \$19,230,271 | | \$19,634,107.00 | | \$20,038,570 | |
| (Administration) | \$450,000 | \$0 | \$450,000 | \$0 | \$450,000 | \$0 | \$459,270 | \$0 |
| (Rural Technical Assist) | \$312,244 | \$0 | \$318,801 | \$0 | \$325,496 | \$0 | \$332,201 | \$0 |
| (IC bus – Section 5311(f)) | \$2,825,211 | NA | \$2,884,541 | NA | \$2,945,116 | NA | \$3,005,785 | NA |
| (Capital) | \$2,432,705 | \$608,176 | \$2,493,242 | \$623,310 | \$2,555,050 | \$638,762 | \$2,607,684 | \$651,920 |
| (Operating) | \$12,814,581 | \$12,814,581 | \$13,083,687 | \$13,083,687 | \$13,358,445 | \$13,358,445 | \$13,633,629 | \$13,633,629 |
| Section 5329 | \$307,818 | \$76,954 | \$314,282 | \$78,570 | \$320,756 | \$80,189.05 | \$327,364 | \$81,841 |
| Type of local match | | Wis. Stat. 85.066 | | Wis. Stat. 85.066 | | Wis. Stat. 85.066 | | Wis. Stat. 85.066 |
| <u>Section 5339[3]</u> | \$3,161,945 | \$790,486 | \$3,228,346 | \$807,086 | \$3,294,850 | \$823,712.48 | \$3,362,724 | \$840,681 |
| | | Cash/tax levy | | Cash/tax levy | | Cash/tax levy | | Cash/tax levy |

[1] Section 5303 funds are transferred to the Federal Highways Administration.

[2] Section 5307 are the Governor's Apportionment. Funds are also allocated directly to large urban transit systems.

[3] Section 5339 funds combine WisDOT's statewide allocation and the Governor's Apportionment. Funds are also allocated directly to large urban transit systems.

*Amounts shown in this table are annual estimates. The available amount for a program is based on funding as authorized under Fixing America's Surface Transportation Act (P. L. 112-141, 2015).

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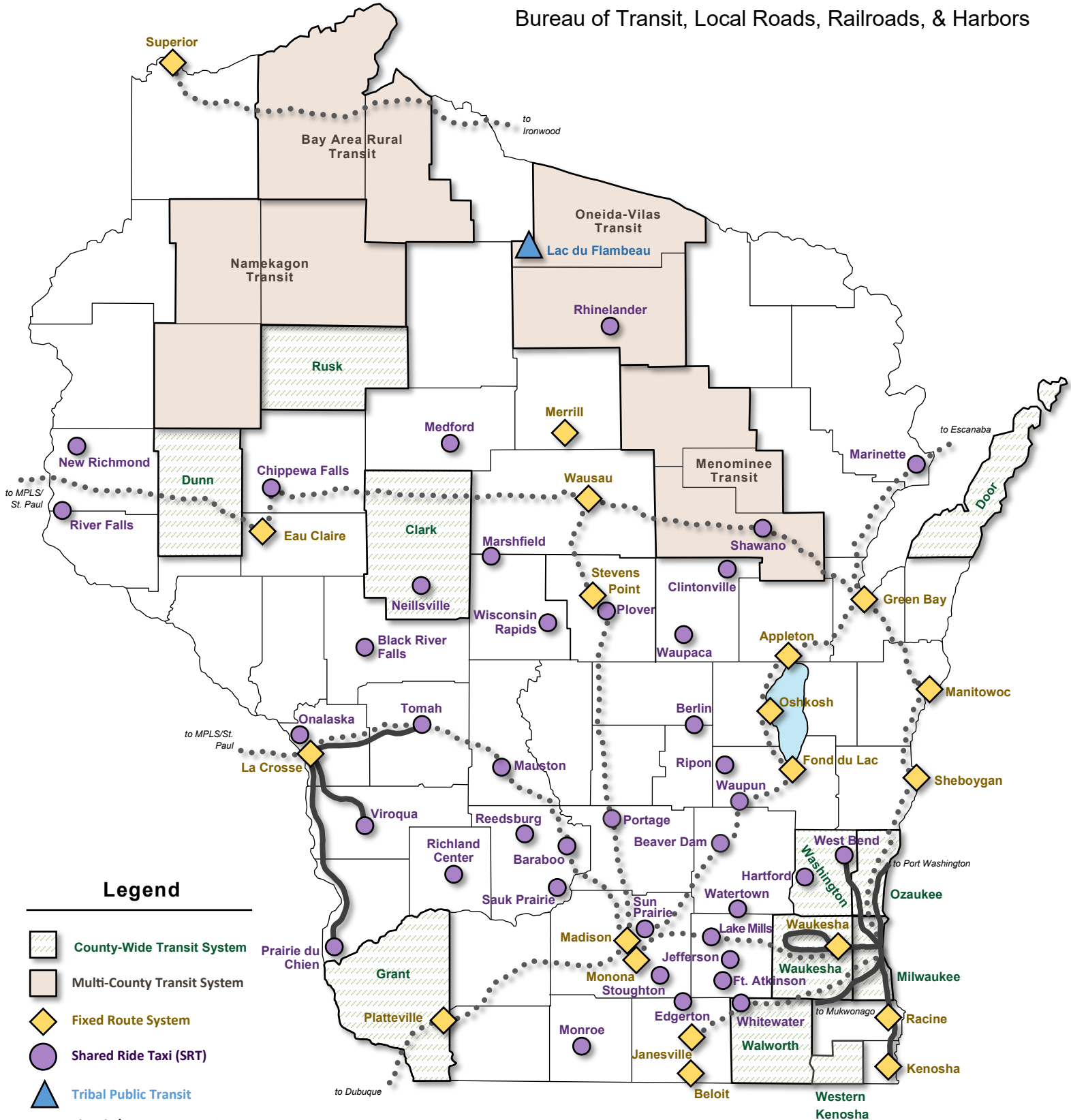
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Wisconsin Public Transit Systems 2021

Wisconsin Department of Transportation

Bureau of Transit, Local Roads, Railroads, & Harbors



This map identifies the general coverage areas of public transit systems within Wisconsin. For specific route information, contact transit systems directly.