

Table 1

Draft Assessment of Available Funding for the 2027 Through 2030 Transportation Improvement Program

Funding Source		Programmed Expenditures ^a (\$ million)					Estimated Funding Available ^b (\$ million)				
Agency	Program	2027	2028	2029	2030	Total ^c	2027	2028	2029	2030	Total ^c
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)	143	537	426	304	1,410	616	634	653	673	2,576
	Surface Transportation Program (STP) – Milwaukee Urbanized Area	33	37	33	9	112	31	32	33	34	130
	Surface Transportation Program (STP) – Other	22	61	30	30	143	204	210	217	223	854
	Federal Bridge	35	9	6	-	50	61	63	65	67	256
	Highway Safety Improvement Program (HSIP)	9	27	6	11	53	70	72	74	76	292
	Congestion Mitigation and Air Quality Improvement Program (CMAQ) ^f	24	6	3	-	33	16	17	17	18	68
	Carbon Reduction Program – Milwaukee Urbanized Area	4	5	-	-	9	4	4	4	4	16
	Carbon Reduction Program – Flex (Statewide)	1	-	-	-	1	9	9	10	10	38
	Metropolitan Planning Funds	4	4	5	5	18	4	4	5	5	18
	Transportation Alternatives Program (TAP) – Milwaukee Urbanized Area	6	6	-	-	12	4	5	5	5	19
	Transportation Alternatives Program (TAP) – Other	1	-	2	1	4	12	13	13	13	51
	Promoting Resilient Operations for Transformative, Efficient & Cost-Effective Transportation (PROTECT)	<0.5	-	-	-	<0.5	30	31	32	33	126
	National Highway Freight Program (NHFP)	3	-	-	-	3	29	29	30	31	119
FHWA-Administered	National Electric Vehicle Infrastructure (NEVI) Program ^e	-	-	-	-	-	17	18	18	19	72
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	6	13	-	-	19	6	13	-	-	19
	Better Utilizing Investments to Leverage Development (BUILD)	-	-	21	-	21	-	-	21	-	21
	Safe Streets and Roads for All (SS4A)	2	3	1	22	28	2	3	1	22	28
	American Rescue Plan Act (ARPA)	<0.5	-	-	-	<0.5	<0.5	-	-	-	<0.5
	Charging and Fuel Infrastructure (CFI) Program	4	10	-	-	14	4	10	-	-	14
	Other Federal ^d	3	-	-	-	3	3	-	-	-	3
Federal Transit Administration (FTA)	Urbanized Area Formula Grants (5307) – Milwaukee Urbanized Area	35	35	35	35	140	30	31	32	33	126
	Urbanized Area Formula Grants (5307) – Kenosha and Racine Urbanized Areas	6	6	6	6	24	7	7	7	7	28
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Milwaukee Urbanized Area	<0.5	<0.5	<0.5	<0.5	<0.5	2	2	2	2	8
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Other	<0.5	<0.5	<0.5	<0.5	<0.5	5	5	5	5	20
	Rural Area Formula Grants (5311)	5	6	3	4	18	27	28	29	30	114
	State of Good Repair Grants (5337) – Milwaukee and Kenosha Urbanized Areas	1	1	<0.5	<0.5	2	1	1	1	1	4
	Bus and Bus Facilities Program (5339) – Milwaukee Urbanized Area	<0.5	<0.5	<0.5	<0.5	<0.5	4	5	5	5	19
	Bus and Bus Facilities Program (5339) – Other	3	2	3	-	8	2	2	2	2	8

Funding Source		Programmed Expenditures ^a (\$ million)					Estimated Funding Available ^b (\$ million)				
Agency	Program	2027	2028	2029	2030	Total ^c	2027	2028	2029	2030	Total ^c
FTA-Administered	FTA 5307 (CMAQ Transfer)	4	21	2	-	27	4	21	2	-	27
	FTA 5307 (STP Transfer)	<0.5	-	6	-	6	<0.5	-	6	-	6
	Areas of Persistent Poverty Program (AoPP)	<0.5	-	-	-	<0.5	<0.5	-	-	-	<0.5
	Low or No Emission Program (Low-No Program)	-	-	-	-	-	-	-	-	-	-
State of Wisconsin	Highway	128	217	181	106	632	391	403	415	427	1,636
	Transit	81	80	78	79	318	79	81	84	86	330
County and Local	Kenosha	7	6	13	6	32	17	17	18	19	71
	Milwaukee	74	65	42	56	237	70	73	75	77	295
	Ozaukee	1	<0.5	1	<0.5	2	6	6	6	6	24
	Racine	4	7	3	3	17	13	13	14	14	54
	Walworth	3	4	2	12	21	8	8	9	9	34
	Washington	5	4	<0.5	<0.5	9	8	9	9	9	35
	Waukesha	23	28	7	6	64	23	24	25	25	97

^a Programmed expenditures assume a variable inflation rate of 2.79 to 3.20 percent per year, which was applied to projects as requested by WisDOT with the exception of local projects submitted with inflation included.

^b Estimated funding available at the Federal, State, and local levels assume an inflation rate of 2.79 to 3.20 percent per year as requested by WisDOT, which was applied to years 2027 through 2030. Federal highway fund estimates are based on FY 2024 funding levels. With the exception of Surface Transportation Program-Milwaukee Urbanized Area funds, Congestion Mitigation and Air Quality Improvement Program funds, Transportation Alternatives Program-Milwaukee Urbanized Area funds, Carbon Reduction Program-Milwaukee Urbanized Area funds, and Metropolitan Planning funds, Federal highway fund estimates represent statewide funding levels, of which Southeastern Wisconsin has historically received between 25 to 40 percent. Estimates of available Federal transit funds are based on FY 2026 funding appropriated to the State. Federal transit fund estimates for Section 5307, Section 5310, Section 5337, and Section 5339 programs represent funding for the urbanized area(s) indicated; the remaining funding programs are statewide funding levels. It is generally expected that Southeastern Wisconsin transit systems would receive between 10 to 15 percent of FTA Section 5310 and 3 to 4 percent of FTA Section 5311 funding. Estimates of available State funding is based on historical funding levels that are generally received by the Region. Local funds are based on historical funding levels within each county in Southeastern Wisconsin. Federal discretionary grants awarded to projects in the Region are listed by funding program under "FHWA-Administered" and "FTA-Administered" sections; these expenditures and revenues are not inflated and represent the actual amounts awarded.

^c The four year totals indicate that estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2027-2030 TIP. There are a few instances, such as with FTA Section 5339 – Other funds, where programmed funding appears to exceed estimated available funding when comparing totals or amounts from year to year. In general, this can be attributed to federal funding that is not obligated in a previous year which can be carried over into a later year. For FTA Section 5307 – Milwaukee Urbanized Area funds, this can be attributed to prior allocations being carried forward that were not fully used due to the availability of COVID-19 funds. For STP-M and CMAQ funding, this could also be attributed to projects being selected and programmed in the previous TIP that have not yet been completed which remain in the TIP but do not require additional funding (such as transit capital projects). For NHPP funding, this could be attributed to larger projects, such as freeway reconstruction projects, programmed by WisDOT in the four years of the TIP. Additionally, the years in the TIP represent calendar years but the State fiscal year runs from July 1 of a year to June 30 of the following year. Depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year.

^d This funding comprises one project for the installation of a centralized traffic control (CTC) system on track segment from the Milwaukee Intermodal Station to the CPR Track (Cut-Off) in the City of Milwaukee, which is programmed for Federal Railroad Administration funding.

^e Although the costs for the local match for projects funded through the NEVI program are included under County and Local, the local match will be the responsibility of the private entity that was awarded the federal funding.

^f Of this 2027 total, \$2 million is programmed for operating assistance for the Amtrak Hiawatha Service through Congestion Mitigation and Air Quality (CMAQ) funding made available through contract authority that is only available to the State and does not impact CMAQ funding levels made available for local projects in the Region.