

Table 1

Assessment of Available Funding for the 2025 Through 2028 Transportation Improvement Program

Funding Source		Programmed Expenditures ^a (\$ million)					Estimated Funding Available ^b (\$ million)				
		2025	2026	2027	2028	Total ^c	2025	2026	2027	2028	Total ^c
Agency	Program										
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)	478	168	409	255	1,310	586	598	610	622	2,416
	Surface Transportation Program (STP) – Milwaukee Urbanized Area	34	27	28	28	117	30	31	31	32	124
	Surface Transportation Program (STP) – Other	45	38	27	34	144	179	182	186	190	737
	Federal Bridge	35	20	32	11	98	55	56	58	59	228
	Highway Safety Improvement Program (HSIP)	15	23	15	11	64	60	61	62	64	247
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	21	16	6	-	43	16	16	17	17	66
	Carbon Reduction Program – Milwaukee Urbanized Area	5	-	-	-	5	4	4	4	4	16
	Carbon Reduction Program – Flex (Statewide)	1	-	-	-	1	17	18	18	18	71
	Metropolitan Planning Funds	4	4	4	5	17	4	4	4	5	17
	Transportation Alternatives Program (TAP) – Milwaukee Urbanized Area	6	3	3	3	15	4	4	4	4	16
	Transportation Alternatives Program (TAP) – Other	1	2	<0.5	-	3	4	4	4	4	16
	Promoting Resilient Operations for Transformative, Efficient & Cost-Effective Transportation (PROTECT)	-	-	-	-	-	29	29	30	31	119
	National Highway Freight Program (NHFP)	-	2	-	-	2	28	28	29	29	114
	National Electric Vehicle Infrastructure (NEVI) Program ^e	<0.5	-	-	-	<0.5	17	17	18	18	70
FHWA-Administered	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	3	<0.5	17	-	20	3	<0.5	17	-	20
	Safe Streets and Roads for All (SS4A)	1	7	<0.5	22	30	1	7	<0.5	22	30
	Reconnecting Communities and Neighborhoods (RCN)	2	-	-	-	2	2	-	-	-	2
	American Rescue Plan Act (ARPA)	5	<0.5	<0.5	-	5	5	<0.5	<0.5	-	5
	Charging and Fuel Infrastructure (CFI) Program	15	-	-	-	15	15	-	-	-	15
	Other Federal ^d	4	-	-	-	4	4	-	-	-	4
Federal Transit Administration (FTA)	Urbanized Area Formula Grants (5307) – Milwaukee Urbanized Area	32	33	24	25	114	30	31	31	32	124
	Urbanized Area Formula Grants (5307) – Kenosha and Racine Urbanized Areas	6	6	7	7	26	8	8	8	8	32
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Milwaukee Urbanized Area	<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	5	5	5	5	20
	Rural Area Formula Grants (5311)	2	5	5	6	18	22	22	23	23	90
	State of Good Repair Grants (5337) – Milwaukee and Kenosha Urbanized Areas	1	<0.5	<0.5	<0.5	1	1	1	1	1	4
	Bus and Bus Facilities Program (5339) – Milwaukee Urbanized Area	7	<0.5	4	<0.5	11	4	4	4	5	17
	Bus and Bus Facilities Program (5339) – Other	5	6	2	2	15	2	2	2	2	8

Funding Source		Programmed Expenditures ^a (\$ million)					Estimated Funding Available ^b (\$ million)				
Agency	Program	2025	2026	2027	2028	Total ^c	2025	2026	2027	2028	Total ^c
FTA-Administered	FTA 5307 (CMAQ Transfer)	4	12	7	1	24	4	12	7	1	24
	FTA 5307 (STP Transfer)	7	4	-	-	11	7	4	-	-	11
	Areas of Persistent Poverty Program (AoPP)	-	<0.5	-	-	<0.5	-	<0.5	-	-	<0.5
	Low or No Emission Program (Low-No Program)	4	-	-	-	4	4	-	-	-	4
State of Wisconsin	Highway	221	127	232	165	745	301	307	314	320	1,242
	Transit	79	81	84	86	330	79	81	83	84	327
County and Local	Kenosha	10	13	6	6	35	14	14	14	15	57
	Milwaukee	114	75	66	66	321	114	75	66	66	321
	Ozaukee	2	3	2	2	9	4	4	5	5	18
	Racine	8	8	3	4	23	13	13	13	14	53
	Walworth	5	3	5	3	16	7	7	7	7	28
	Washington	4	2	3	3	12	6	6	6	6	24
	Waukesha	16	16	20	17	69	20	21	21	21	83

^a Programmed expenditures assume an inflation rate of 2.93 percent per year, which was applied to years 2026 through 2028. Cost estimates provided by project sponsors were treated as constant 2025 dollars for the purposes of this assessment.

^b Estimated funding available at the Federal, State, and local levels assume an inflation rate of 2.0 percent per year, which was applied to years 2025 through 2028. 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 2024 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

^c The four year totals indicate that estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2025-2028 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 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 two projects: 1. The reconstruction of Silver Spring Drive from N 27th Street to the Milwaukee River in the City of Glendale, which was included as part of Community Funding Project requests to the US House of Representatives Appropriations Committee for inclusion in the FY2023 appropriations bill; and 2. Bridge rehabilitation of IH 43 bridges in the Hale Interchange in Milwaukee County, which contains repurposed Federal earmark 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.

Source: SEWRPC, 10/2024