2055 Long Range Transportation Plan

September 2026

Appendix F – Fiscal Constraint Analysis

slats
STATELINE AREA
TRANSPORTATION STUDY

Appendix F

Fiscal Constraint Analysis

This appendix summarizes the fiscal constraint analysis for the SLATS 2055 LRTP. Developing a cost-feasible plan is an important component of the transportation planning process. Federal regulations require metropolitan transportation plans to be fiscally constrained, ensuring that planned investments are based on funding sources that can reasonably be expected to be available over the life of the plan. The fiscal constraint analysis evaluates anticipated revenues, estimated project costs, and the ability of those revenues to support implementation of the recommended transportation program through the year 2055.

The financial analysis presented in this appendix reflects the best information available at the time of plan development and is based on current funding programs, historical funding trends, agency capital improvement plans, projected revenues, and anticipated operations and maintenance needs. The following sections summarize the assumptions, methodologies, revenue projections, project cost estimates, and project phasing used to demonstrate the fiscal constraint of the 2055 LRTP.

Fiscal Constraint Requirement

Federal metropolitan transportation planning regulations require MPOs to consider the financial implications of transportation investments as part of the LRTP development process. Pursuant to 23 CFR 450.324 and related federal planning requirements, metropolitan transportation plans must include a financial plan that demonstrates how the adopted transportation plan can be implemented and identifies funding sources that are reasonably expected to be available throughout the planning horizon.

Key fiscal constraint requirements include:

- Development of a financial plan that demonstrates how the adopted transportation plan can be implemented;
- Identification of revenues reasonably expected to be available to support implementation of the plan, including federal, state, local, and private funding sources;
- Consideration of operations and maintenance costs necessary to preserve and operate the existing transportation system;
- Identification of strategies and investments that support transportation system preservation, modernization, and expansion;
- Use of year-of-expenditure (YOE) costs and revenues that account for inflation over the planning horizon; and
- Documentation of any assumptions regarding future funding programs, revenue growth, and financing strategies.

Generally, an LRTP is considered fiscally constrained when anticipated revenues are sufficient to cover the costs of projects, programs, and system preservation needs identified in the plan. Because the SLATS LRTP extends through the year 2055, project costs and revenues are presented using year-of-expenditure estimates and are based on long-range planning assumptions. As with any long-range plan, future funding levels, project costs, and implementation schedules are subject to change as economic conditions, transportation needs, and various funding programs evolve.

Projects programmed in the near-term period generally have a higher likelihood of implementation because they are often supported by established funding sources, adopted capital improvement programs, and ongoing agency priorities. Projects identified for later phases of the plan represent long-range needs and opportunities and will be reevaluated through future LRTP updates, corridor studies, and the Transportation Improvement Program (TIP) process.

The SLATS Technical Advisory Committee (TAC) and Policy Board will continue to monitor transportation needs, project costs, and available funding throughout the planning horizon. As conditions change, project priorities and implementation timeframes may be refined through future LRTP updates, amendments, and annual TIP development activities. This ongoing process helps ensure that the LRTP remains financially realistic while continuing to address regional transportation needs and priorities.

Roadway/Freight Investments

Funding for transportation maintenance, preservation, and improvement projects within the SLATS MPA is derived from a variety of federal, state, local, and private sources. Federal transportation programs continue to serve as the primary source of funding for most roadway and transit investments. These funds are distributed through formula and discretionary programs and are supplemented by state transportation revenues. Major transportation revenue sources include motor fuel taxes, vehicle registration fees, freight-related user fees, and other transportation-related revenues. At the local level, transportation investments are funded through a combination of local taxes, special assessments, utility coordination, developer contributions, and other local funding sources. Private-sector participation may also occur through development agreements, impact fees, right-of-way dedication, and cost-sharing arrangements associated with transportation improvements. Additional information regarding various transportation funding sources and programs is provided later in this appendix.

As with previous SLATS LRTP updates, projected transportation needs within the region exceed the revenues that can reasonably be expected to be available through the 2055 planning horizon. Accordingly, the 2055 LRTP focuses on a fiscally constrained program of transportation investments that reflects identified transportation needs, anticipated funding availability, and adopted regional goals and objectives.

Existing and future transportation needs were identified through technical analyses, review of transportation system performance, and input received from the public, stakeholders, partner agencies, the SLATS TAC, and the SLATS Policy Board. As documented in Appendix D, the planning process identified transportation needs related to system preservation, safety, mobility, freight movement, economic development, and multimodal connectivity. Transportation system performance and progress toward federal performance measures were also evaluated as part of the LRTP development process (see Appendix G).

Potential transportation investments were subsequently identified and evaluated based on their ability to address documented transportation needs, preserve and improve existing infrastructure, enhance safety and system performance, improve mobility and freight movement, support economic development, and advance adopted regional goals and objectives. Estimated project costs were then compared to revenues reasonably expected to be available during the planning horizon to develop a fiscally constrained implementation program.

Revenue Forecast Methodology

Federal transportation planning regulations require metropolitan transportation plans, or LRTPs, to demonstrate fiscal constraint by identifying revenues reasonably expected to be available during the planning horizon. Revenue forecasts for the 2055 LRTP were developed using historical funding trends, current federal and state transportation programs, recent Transportation Improvement Program (TIP) programming practices, and information provided by WisDOT and IDOT.

As a bi-state MPO, SLATS receives federal Surface Transportation Block Grant Urban (STBG-U) funding through both Wisconsin and Illinois. These funds represent the primary source of federal funding under direct MPO programming authority and are commonly used to support roadway, bridge, bicycle, pedestrian, freight, and multimodal transportation improvements throughout the region.

While other federal, state, local, and discretionary funding programs may support implementation of projects identified in the LRTP, STBG-U funding provides the most consistent and predictable basis for estimating revenues available to the SLATS region over the long term. Accordingly, reliance on STBG-U funding as the foundation of the fiscal constraint analysis represents a conservative planning approach that avoids reliance on discretionary grant awards or other future funding sources that cannot be reasonably forecast over the 2055 planning horizon.

Revenue forecasts were developed using current annual funding allocations as the baseline year and applying a modest annual growth factor throughout the planning horizon. Consistent with previous SLATS LRTP updates, a 2 percent annual revenue growth factor was applied to future revenue projections. This assumption reflects the expectation that transportation funding programs will experience modest long-term growth while remaining fiscally conservative.

STBG-U Revenue Assumptions

Wisconsin STBG-U Funding

WisDOT administers STBG-U funding within the Wisconsin portion of the SLATS MPA through a multi-year programming process. Recent funding cycles have demonstrated relatively stable allocations to the region and provide a reasonable basis for estimating future funding availability.

For purposes of the 2055 LRTP fiscal constraint analysis, annual Wisconsin STBG-U revenues were estimated at approximately $1,010,121 based on allocation information provided by WisDOT.

As with previous LRTPs, local agencies are responsible for providing the required local match for federally funded projects, typically 20 percent of eligible project costs, as well as funding project development activities that are not eligible for federal reimbursement. Consequently, local funding commitments remain an important component of successful project implementation.

Illinois STBG-U Funding

IDOT allocates STBG-U funding annually to the Illinois portion of the SLATS MPA. For purposes of the 2055 LRTP fiscal constraint analysis, the annual Illinois allocation was estimated at approximately $316,866.

In addition to annual allocations, previously programmed carryover balances were incorporated into the revenue forecast. The analysis assumes an initial available balance of approximately $709,379, including the current annual allocation.

Historically, SLATS has utilized a strategy of accumulating annual Illinois STBG-U allocations to support larger transportation projects that would otherwise exceed a single year's available funding. This approach has enabled implementation of regionally significant transportation improvements while maintaining fiscal constraint and programming flexibility.

In recent years, SLATS has been using this approach to accrue funds to make improvements to Old River Road. That project has since advanced, so SLATS is in a position to identify the next project in the Illinois portion of the MPA.

Other Transportation Funding Sources

While STBG-U funding provides the primary basis for the roadway and freight fiscal constraint analysis, transportation investments within the SLATS MPA are also supported by a variety of other federal, state, local, and private funding sources. These include state highway rehabilitation programs, bridge improvement programs, highway safety programs, local transportation aids, local capital improvement programs, transit funding programs, developer contributions, and discretionary grant opportunities.

Because future allocations from many of these programs are project-specific, competitive, or difficult to forecast over a 30-year planning horizon, they were not relied upon as the primary basis for demonstrating fiscal constraint. Nevertheless, these funding sources are expected to continue supporting transportation preservation, operations, maintenance, safety improvements, and capital investments throughout the planning horizon.

Estimated Available Revenues

Based on the assumptions described above, approximately $49.1 million in STBG-U funding is projected to be available within the SLATS MPA between 2027 and 2055. Of this amount, approximately $36.4 million is anticipated from WisDOT-administered STBG-U funds and approximately $12.7 million is anticipated from IDOT-administered STBG-U funds, including available carryover balances.

The annual federal funding contributions from Wisconsin and Illinois, along with other transportation revenues reasonably expected to be available during the planning horizon, are summarized in Table 3. These revenue projections form the basis of the fiscal constraint analysis and evaluation of the transportation investments included in the 2055 LRTP.

Project Delivery and Programming Assumptions

Federal transportation funding availability is only one factor influencing implementation of transportation projects within the SLATS MPA. Successful project delivery depends on local agency commitments, completion of project development activities, and compliance with state and federal program requirements.

Within Wisconsin, STBG-U funding is administered through a multi-year programming process. To be eligible for federal funding, projects must advance through planning, environmental review, preliminary engineering, and final design in a timeframe that allows them to meet program delivery requirements. Local agencies are generally responsible for providing the required local match and funding project development and design activities that are not eligible for federal reimbursement.

Because the timing of project development directly affects the region's ability to utilize available federal funding, local agencies are encouraged to identify projects well in advance of anticipated construction. Maintaining a sufficient inventory of implementation-ready projects helps ensure that available funding can be programmed efficiently and reduces the risk that project delays could affect future funding opportunities. Consistent with WisDOT recommendations, maintaining backup or "shelf-ready" projects can provide additional flexibility should unforeseen delays occur with projects programmed for a particular funding cycle.

Within Illinois, STBG-U funding is allocated annually. Because annual allocations are relatively modest compared to the cost of many transportation improvements, SLATS has historically accumulated funding over multiple years to support larger projects. This approach provides flexibility in project programming and allows the region to advance projects that would otherwise exceed a single year's available funding.

Project implementation schedules identified in the 2055 LRTP reflect planning-level assumptions regarding revenue availability, project readiness, and anticipated funding cycles. Actual project implementation may occur earlier or later than shown in the plan depending on funding availability, project development progress, grant awards, agency priorities, and coordination among local, state, and regional partners. Accordingly, project phasing presented in this appendix should be viewed as a reasonable planning framework for demonstrating fiscal constraint rather than a fixed implementation schedule.

As funding availability, project readiness, agency priorities, and regional transportation needs evolve, projects included in the fiscally constrained plan may be advanced, delayed, modified, added, or removed through future LRTP updates, TIP amendments, and other programming actions, provided the plan continues to demonstrate fiscal constraint and remains consistent with federal planning requirements. The next LRTP update will provide an opportunity to reevaluate project costs, revenues, implementation assumptions, and anticipated project schedules to ensure continued alignment with regional transportation needs and available funding resources.

Cost Estimation Methodology

Project costs used for the fiscal constraint analysis were developed using planning-level estimates from recent studies, historical construction costs, agency cost data, recently completed projects, and professional judgment. When available, cost estimates from previous planning efforts, including the 2045 LRTP, were reviewed and updated to reflect current conditions, project scope, and anticipated implementation assumptions.

Because many of the projects included in the LRTP are conceptual in nature, the cost estimates used for the 2055 LRTP analysis should be considered planning-level estimates rather than detailed engineering estimates. As projects advance through preliminary engineering, environmental review, and final design, project costs should be refined and updated to reflect current conditions, design requirements, right-of-way needs, utility considerations, and other project-specific factors. Accordingly, the cost estimates

included in the LRTP provide a reasonable basis for long-range planning and fiscal constraint analysis but will continue to evolve as projects move toward implementation. In addition, future cost estimates may be influenced by changes in construction inflation, material prices, labor costs, equipment costs, and supply chain conditions that could cause final project costs to vary from the planning level cost estimates used for the LRTP analysis.

Year-of-Expenditure Costs

Consistent with federal transportation planning requirements and WisDOT guidance, project costs for the 2055 LRTP were developed using Year-of-Expenditure (YOE) dollars. YOE costs reflect the anticipated cost of a project in the year it is expected to be programmed or constructed and provide a more realistic estimate of future investment needs than current-year cost estimates alone. YOE estimates recognize that construction costs are likely to increase over time due to inflation, fluctuations in material and labor costs, equipment expenses, supply chain conditions, and broader economic factors.

Consistent with recent WisDOT guidance for the development of TIPs and LRTPs, project costs were adjusted using inflation factors derived from long-range transportation construction cost forecasts. These factors are based on the 30-year trend forecast developed by S&P Global and documented in the Wisconsin Transportation Projects Commission Report. The YOE inflation factors applied in the development of the SLATS 2055 LRTP are summarized in Table 1.

TABLE 1. YEAR OF EXPENDITURE INFLATION FACTORS

Year	Annual Inflation Rate
2027	0.00%
2028	2.93%
2029	2.79%
2030	3.01%
2031	3.20%
2032 - 2055	3.20%

Source: WisDOT MPO Guidance Memorandum, "Year of Expenditure (YOE) Estimates and Inflation Rates," July 10, 2026.

For projects without detailed engineering cost estimates, planning-level costs were developed in current-year (2027) dollars and then escalated to the anticipated year of implementation using the applicable YOE inflation factors shown in Table 1. While actual project costs will vary depending on final scope, design requirements, right-of-way acquisition, utility relocation, environmental mitigation measures, and future construction market conditions, the use of YOE costs provides a reasonable and consistent methodology for estimating future project costs and demonstrating fiscal constraint within the LRTP.

Because the LRTP is updated on a regular cycle, project costs, revenues, inflation assumptions, and implementation schedules will be periodically reevaluated and refined as additional information becomes available. As funding availability, project readiness, grant opportunities, agency priorities, and regional transportation needs evolve, projects identified in the fiscally constrained plan may be advanced, delayed, modified, or reprioritized through future LRTP and TIP updates, provided the plan continues to demonstrate fiscal constraint and remains consistent with federal planning requirements.

Cost Uncertainty

Because the LRTP extends nearly 30 years into the future, project costs are inherently subject to uncertainty. Future construction costs will be influenced by inflation, labor costs, material prices, equipment costs, utility relocation requirements, environmental mitigation measures, supply-chain conditions, and broader economic factors.

Accordingly, project cost estimates identified in the LRTP should be viewed as planning-level estimates and will continue to be refined through future LRTP updates, TIP development, corridor studies, environmental reviews, and project development activities.

Fiscally Constrained Roadway and Freight Projects

Figure 1 displays the roadway and freight improvements included in the fiscally constrained plan that are reasonably expected to be implemented within anticipated funding levels through 2055. These projects were developed based on documented transportation needs, technical analyses, stakeholder input, adopted regional goals and objectives, and revenues reasonably expected to be available during the planning horizon. The preliminary list of fiscally constrained projects was presented to the SLATS TAC and Policy Board for review and discussion. Both committees confirmed the need for the identified improvements and expressed general support for the proposed project phasing and implementation assumptions used to develop the fiscally constrained plan.

The fiscally constrained projects, planning-level cost estimates, and assumed implementation periods are summarized in Table 2. Supporting project programming and phasing assumptions are provided in Table 3, which illustrates the anticipated availability of federal transportation funding throughout the planning horizon, the assumed local matching funds, and the allocation of available revenues to individual projects. Together, these tables demonstrate that the recommended transportation investments can be accommodated within revenues reasonably expected to be available through 2055.

The program years assigned to individual projects are planning assumptions used to demonstrate fiscal constraint and apply YOE cost estimates throughout the 2055 planning horizon. These program years do not establish or imply a specific project implementation sequence. Rather, they provide a reasonable framework for estimating future project costs and demonstrating that recommended transportation investments can be accommodated within anticipated revenues over the life of the plan.

Project costs shown in the fiscally constrained plan are expressed in YOE dollars and reflect the anticipated cost of implementation during the identified planning period. The cost estimates assume the continued availability of applicable federal and state transportation funding programs, including the provision of required local matching funds where applicable. For purposes of the LRTP financial analysis, a 20 percent local match is assumed for projects utilizing federal transportation funding. Actual implementation timing may vary as funding availability, project readiness, grant opportunities, local funding commitments, and agency priorities evolve over time.

FIGURE 1. SLATS 2055 FISCALLY CONSTRAINED ROADWAY/FREIGHT IMPROVEMENTS

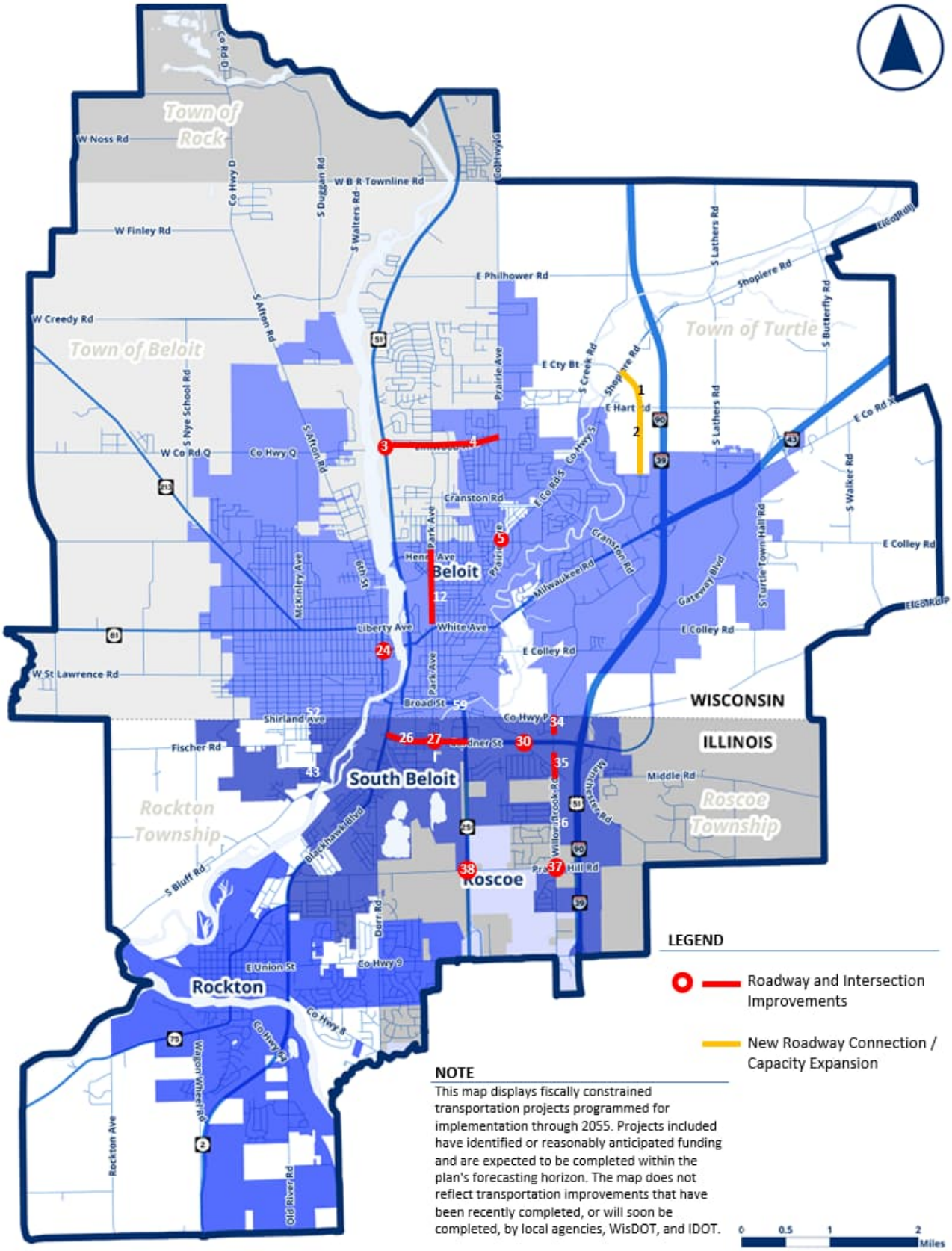


TABLE 2. SLATS 2055 FISCALLY CONSTRAINED ROADWAY/FREIGHT IMPROVEMENTS

Wisconsin portion of the SLATS MPA			
Project ID	Project Description	Program Year [2]	Estimated 2027 Cost
5	Shopiere Road (Prairie Ave / Bayliss Ave / Moccasin Trail) - construct roundabout; improve access and operations by closing Bayliss and realigning Moccasin.	2033	$ 4,750,000
3	US 51 / Newark intersection (Elmwood Avenue Phase 1) – realign/reconfigure to improve access and network connectivity	2035	$ 2,800,000
24	4th Street / Portland Avenue intersection – construct roundabout	2038	$ 3,500,000
1	BT Extension (Shopiere to Hart) Phase 1 – new roadway connection to improve network connectivity and access	2041	$ 3,200,000
12	Park Avenue (Bayliss to White) – rehabilitation and operational improvements; construct bicycle facility consistent with the Active Transportation Plan	2043	$ 2,000,000
2	BT Extension (Hart to Milwaukee, via Winchester Drive) Phase 2 – new roadway connection to improve connectivity and access	2046	$ 2,500,000
4A	Elmwood Avenue (Riverside and Park) Phase 2 – reconfiguration with continuous cross-section	2048	$ 2,500,000
4B	Elmwood Avenue (Park and Prairie) Phase 3 – reconfiguration with continuous cross-section	2052	$ 3,500,000
Illinois portion of the SLATS MPA			
Project ID	Project Description	Program Year [2]	Estimated 2027 Cost
34	Willowbrook Road (Stateline to Gardner) – capacity and operational improvements coordinated with WI improvements	2031	$ 1,800,000
35	Willowbrook Road (Gardner to Bastian) – rehabilitation including pavement and shoulder improvements	2034	$ 2,400,000
27	Gardner Street (IL 75) Park Avenue intersection – geometric improvements to improve truck movements and safety	2041	$ 1,200,000
30	Gardner Street (IL 75) Manchester Road intersection – realignment with geometric, safety, and operational improvements	2045	$ 1,200,000
37	Prairie Hill Road (IL-251 intersection) – operational improvements; potential roundabout	2051	$ 2,000,000
38	Prairie Hill Road (N. 2nd Street (IL 251) intersection) – geometric improvements and access management	2055	$ 1,000,000

NOTES 1) Project 26 is a planned reconstruction of IL 75 (IL 2 to IL 251) by IDOT in FY 2036; estimated cost is $30,000,000.

2) The program years reflect planning assumptions used to demonstrate fiscal constraint and estimate year-of-expenditure costs. They do not establish a required implementation order. As funding availability, project readiness, grant opportunities, and regional priorities change over time, SLATS and its partner agencies may revise project sequencing through future programming and implementation decisions. Any changes to project timing or sequencing will continue to be evaluated to ensure that the LRTP and TIP remain fiscally constrained.

TABLE 3. FISCALLY CONSTRAINED PROJECTS - PROGRAMMING AND PHASING

Wisconsin Portion of the SLATS MPA

						SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031	SFY 2032	SFY 2033	SFY 2034	SFY 2035	SFY 2036	SFY 2037	SFY 2038	SFY 2039	SFY 2040	SFY 2041	SFY 2042	SFY 2043	SFY 2044	SFY 2045	SFY 2046	SFY 2047	SFY 2048	SFY 2049	SFY 2050	SFY 2051	SFY 2052	SFY 2053	SFY 2054	SFY 2055
				Annual Contribution	2.00%	$ -	$ -	$ 1,050,930	$ 1,071,948	$ 1,093,387	$ 1,115,255	$ 1,137,560	$ 1,160,312	$ 1,183,518	$ 1,207,188	$ 1,231,332	$ 1,255,958	$ 1,281,078	$ 1,306,699	$ 1,332,833	$ 1,359,490	$ 1,386,680	$ 1,414,413	$ 1,442,702	$ 1,471,556	$ 1,500,987	$ 1,531,006	$ 1,561,627	$ 1,592,859	$ 1,624,716	$ 1,657,211	$ 1,690,355	$ 1,724,162	$ 1,758,645
						$ -	$ -	$ 1,050,930	$ 2,122,878	$ 3,216,266	$ 4,331,521	$ 5,469,081	$ 2,077,470	$ 3,260,988	$ 1,610,462	$ 2,841,794	$ 4,097,752	$ 1,452,671	$ 2,759,371	$ 4,092,204	$ 1,506,313	$ 2,892,993	$ 1,681,203	$ 3,123,905	$ 4,595,461	$ 2,488,357	$ 4,019,363	$ 1,738,287	$ 3,331,146	$ 4,955,863	$ 6,613,073	$ 2,201,268	$ 3,925,430	$ 5,684,075
						SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031	SFY 2032	SFY 2033	SFY 2034	SFY 2035	SFY 2036	SFY 2037	SFY 2038	SFY 2039	SFY 2040	SFY 2041	SFY 2042	SFY 2043	SFY 2044	SFY 2045	SFY 2046	SFY 2047	SFY 2048	SFY 2049	SFY 2050	SFY 2051	SFY 2052	SFY 2053	SFY 2054	SFY 2055
			Projects	Distance	2026 Cost		2.93%	2.79%	3.01%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%
Prairie Ave / Bayliss Ave / Moccasin Trail	2033	$ 4,750,000	Prairie Ave / Bayliss Ave / Moccasin Trail		$ 4,750,000	$ 4,750,000	$ 4,889,175	$ 5,025,583	$ 5,176,853	$ 5,342,512	$ 5,513,473	$ 5,689,904	$ 5,871,981	$ 6,059,884	$ 6,253,800	$ 6,453,922	$ 6,660,448	$ 6,873,582	$ 7,093,537	$ 7,320,530	$ 7,554,787	$ 7,796,540	$ 8,046,029	$ 8,303,502	$ 8,569,214	$ 8,843,429	$ 9,126,419	$ 9,418,464	$ 9,719,855	$ 10,030,890	$ 10,351,879	$ 10,683,139	$ 11,024,999	$ 11,377,799
			Fed $ (80%)	0.80		$ 3,800,000	$ 3,911,340	$ 4,020,466	$ 4,141,482	$ 4,274,010	$ 4,410,778	$ 4,551,923	$ 4,697,585	$ 4,847,907	$ 5,003,040	$ 5,163,138	$ 5,328,358	$ 5,498,866	$ 5,674,829	$ 5,856,424	$ 6,043,829	$ 6,237,232	$ 6,436,823	$ 6,642,802	$ 6,855,371	$ 7,074,743	$ 7,301,135	$ 7,534,771	$ 7,775,884	$ 8,024,712	$ 8,281,503	$ 8,546,511	$ 8,819,999	$ 9,102,239
			Local (20%)	0.20		$ 950,000	$ 977,835	$ 1,005,117	$ 1,035,371	$ 1,068,502	$ 1,102,695	$ 1,137,981	$ 1,174,396	$ 1,211,977	$ 1,250,760	$ 1,290,784	$ 1,332,090	$ 1,374,716	$ 1,418,707	$ 1,464,106	$ 1,510,957	$ 1,559,308	$ 1,609,206	$ 1,660,700	$ 1,713,843	$ 1,768,686	$ 1,825,284	$ 1,883,693	$ 1,943,971	$ 2,006,178	$ 2,070,376	$ 2,136,628	$ 2,205,000	$ 2,275,560
			Total Project Cost			$ 4,750,000	$ 4,889,175	$ 5,025,583	$ 5,176,853	$ 5,342,512	$ 5,513,473	$ 5,689,904	$ 5,871,981	$ 6,059,884	$ 6,253,800	$ 6,453,922	$ 6,660,448	$ 6,873,582	$ 7,093,537	$ 7,320,530	$ 7,554,787	$ 7,796,540	$ 8,046,029	$ 8,303,502	$ 8,569,214	$ 8,843,429	$ 9,126,419	$ 9,418,464	$ 9,719,855	$ 10,030,890	$ 10,351,879	$ 10,683,139	$ 11,024,999	$ 11,377,799
			Fed Balance			$ (3,800,000)	$ (3,911,340)	$ (2,969,536)	$ (2,018,604)	$ (1,057,744)	$ (79,257)	$ 917,158	$ (2,620,115)	$ (1,586,920)	$ (3,392,579)	$ (2,321,344)	$ (1,230,606)	$ (4,046,194)	$ (2,915,459)	$ (1,764,220)	$ (4,537,516)	$ (3,344,239)	$ (4,755,620)	$ (3,518,897)	$ (2,259,911)	$ (4,586,386)	$ (3,281,771)	$ (5,796,484)	$ (4,444,737)	$ (3,068,849)	$ (1,668,430)	$ (6,345,243)	$ (4,894,570)	$ (3,418,164)
US 51 / Newark intersection	2035		US 51 / Newark intersection		$ 2,800,000	$ 2,800,000	$ 2,882,040	$ 2,962,449	$ 3,051,619	$ 3,149,270	$ 3,250,047	$ 3,354,049	$ 3,461,378	$ 3,572,142	$ 3,686,451	$ 3,804,417	$ 3,926,159	$ 4,051,796	$ 4,181,453	$ 4,315,260	$ 4,453,348	$ 4,595,855	$ 4,742,922	$ 4,894,696	$ 5,051,326	$ 5,212,969	$ 5,379,784	$ 5,551,937	$ 5,729,599	$ 5,912,946	$ 6,102,160	$ 6,297,429	$ 6,498,947	$ 6,706,913
			Fed $ (80%)	0.80		$ 2,240,000	$ 2,305,632	$ 2,369,959	$ 2,441,295	$ 2,519,416	$ 2,600,038	$ 2,683,239	$ 2,769,103	$ 2,857,714	$ 2,949,161	$ 3,043,534	$ 3,140,927	$ 3,241,437	$ 3,345,162	$ 3,452,208	$ 3,562,678	$ 3,676,684	$ 3,794,338	$ 3,915,757	$ 4,041,061	$ 4,170,375	$ 4,303,827	$ 4,441,549	$ 4,583,679	$ 4,730,357	$ 4,881,728	$ 5,037,943	$ 5,199,158	$ 5,365,531
			Local (20%)	0.20		$ 560,000	$ 576,408	$ 592,490	$ 610,324	$ 629,854	$ 650,009	$ 670,810	$ 692,276	$ 714,428	$ 737,290	$ 760,883	$ 785,232	$ 810,359	$ 836,291	$ 863,052	$ 890,670	$ 919,171	$ 948,584	$ 978,939	$ 1,010,265	$ 1,042,594	$ 1,075,957	$ 1,110,387	$ 1,145,920	$ 1,182,589	$ 1,220,432	$ 1,259,486	$ 1,299,789	$ 1,341,383
			Total Project Cost			$ 2,800,000	$ 2,882,040	$ 2,962,449	$ 3,051,619	$ 3,149,270	$ 3,250,047	$ 3,354,049	$ 3,461,378	$ 3,572,142	$ 3,686,451	$ 3,804,417	$ 3,926,159	$ 4,051,796	$ 4,181,453	$ 4,315,260	$ 4,453,348	$ 4,595,855	$ 4,742,922	$ 4,894,696	$ 5,051,326	$ 5,212,969	$ 5,379,784	$ 5,551,937	$ 5,729,599	$ 5,912,946	$ 6,102,160	$ 6,297,429	$ 6,498,947	$ 6,706,913
			Fed Balance			$ (2,240,000)	$ (2,305,632)	$ (1,319,029)	$ (318,417)	$ 696,849	$ 1,731,483	$ 2,785,842	$ (691,633)	$ 403,274	$ (1,338,699)	$ (201,740)	$ 956,825	$ (1,788,765)	$ (585,792)	$ 639,996	$ (2,056,365)	$ (783,691)	$ (2,113,134)	$ (791,852)	$ 554,400	$ (1,682,018)	$ (284,463)	$ (2,703,262)	$ (1,252,532)	$ 225,506	$ 1,731,345	$ (2,836,675)	$ (1,273,728)	$ 318,544
Portland Roundabout	2038		Portland Roundabout		$ 3,500,000	$ 3,500,000	$ 3,602,550	$ 3,703,061	$ 3,814,523	$ 3,936,588	$ 4,062,559	$ 4,192,561	$ 4,326,723	$ 4,465,178	$ 4,608,063	$ 4,755,522	$ 4,907,698	$ 5,064,745	$ 5,226,816	$ 5,394,075	$ 5,566,685	$ 5,744,819	$ 5,928,653	$ 6,118,370	$ 6,314,158	$ 6,516,211	$ 6,724,730	$ 6,939,921	$ 7,161,998	$ 7,391,182	$ 7,627,700	$ 7,871,787	$ 8,123,684	$ 8,383,642
			Fed $ (80%)	0.80		$ 2,800,000	$ 2,882,040	$ 2,962,449	$ 3,051,619	$ 3,149,270	$ 3,250,047	$ 3,354,049	$ 3,461,378	$ 3,572,142	$ 3,686,451	$ 3,804,417	$ 3,926,159	$ 4,051,796	$ 4,181,453	$ 4,315,260	$ 4,453,348	$ 4,595,855	$ 4,742,922	$ 4,894,696	$ 5,051,326	$ 5,212,969	$ 5,379,784	$ 5,551,937	$ 5,729,599	$ 5,912,946	$ 6,102,160	$ 6,297,429	$ 6,498,947	$ 6,706,913
			Local (20%)	0.20		$ 700,000	$ 720,510	$ 740,612	$ 762,905	$ 787,318	$ 812,512	$ 838,512	$ 865,345	$ 893,036	$ 921,613	$ 951,104	$ 981,540	$ 1,012,949	$ 1,045,363	$ 1,078,815	$ 1,113,337	$ 1,148,964	$ 1,185,731	$ 1,223,674	$ 1,262,832	$ 1,303,242	$ 1,344,946	$ 1,387,984	$ 1,432,400	$ 1,478,236	$ 1,525,540	$ 1,574,357	$ 1,624,737	$ 1,676,728
			Total Project Cost			$ 3,500,000	$ 3,602,550	$ 3,703,061	$ 3,814,523	$ 3,936,588	$ 4,062,559	$ 4,192,561	$ 4,326,723	$ 4,465,178	$ 4,608,063	$ 4,755,522	$ 4,907,698	$ 5,064,745	$ 5,226,816	$ 5,394,075	$ 5,566,685	$ 5,744,819	$ 5,928,653	$ 6,118,370	$ 6,314,158	$ 6,516,211	$ 6,724,730	$ 6,939,921	$ 7,161,998	$ 7,391,182	$ 7,627,700	$ 7,871,787	$ 8,123,684	$ 8,383,642
			Fed Balance			$ (2,800,000)	$ (2,882,040)	$ (1,911,519)	$ (928,740)	$ 66,995	$ 1,081,474	$ 2,115,033	$ (1,383,908)	$ (311,155)	$ (2,075,989)	$ (962,624)	$ 171,594	$ (2,599,124)	$ (1,422,083)	$ (223,056)	$ (2,947,035)	$ (1,702,862)	$ (3,061,719)	$ (1,770,791)	$ (455,866)	$ (2,724,612)	$ (1,360,420)	$ (3,813,649)	$ (2,398,452)	$ (957,083)	$ 510,913	$ (4,096,161)	$ (2,573,517)	$ (1,022,838)
BT - phase 1 (plus intersection)	2041		BT - phase 1 (plus intersection)		$ 3,200,000	$ 3,200,000	$ 3,293,760	$ 3,385,656	$ 3,487,564	$ 3,599,166	$ 3,714,340	$ 3,833,198	$ 3,955,861	$ 4,082,448	$ 4,213,087	$ 4,347,905	$ 4,487,038	$ 4,630,624	$ 4,778,804	$ 4,931,725	$ 5,089,540	$ 5,252,406	$ 5,420,483	$ 5,593,938	$ 5,772,944	$ 5,957,678	$ 6,148,324	$ 6,345,071	$ 6,548,113	$ 6,757,652	$ 6,973,897	$ 7,197,062	$ 7,427,368	$ 7,665,044
			Fed $ (80%)	0.80		$ 2,560,000	$ 2,635,008	$ 2,708,525	$ 2,790,051	$ 2,879,333	$ 2,971,472	$ 3,066,559	$ 3,164,689	$ 3,265,959	$ 3,370,469	$ 3,478,324	$ 3,589,631	$ 3,704,499	$ 3,823,043	$ 3,945,380	$ 4,071,632	$ 4,201,925	$ 4,336,386	$ 4,475,151	$ 4,618,355	$ 4,766,143	$ 4,918,659	$ 5,076,056	$ 5,238,490	$ 5,406,122	$ 5,579,118	$ 5,757,650	$ 5,941,894	$ 6,132,035
			Local (20%)	0.20		$ 640,000	$ 658,752	$ 677,131	$ 697,513	$ 719,833	$ 742,868	$ 766,640	$ 791,172	$ 816,490	$ 842,617	$ 869,581	$ 897,408	$ 926,125	$ 955,761	$ 986,345	$ 1,017,908	$ 1,050,481	$ 1,084,097	$ 1,118,788	$ 1,154,589	$ 1,191,536	$ 1,229,665	$ 1,269,014	$ 1,309,623	$ 1,351,530	$ 1,394,779	$ 1,439,412	$ 1,485,474	$ 1,533,009
			Total Project Cost			$ 3,200,000	$ 3,293,760	$ 3,385,656	$ 3,487,564	$ 3,599,166	$ 3,714,340	$ 3,833,198	$ 3,955,861	$ 4,082,448	$ 4,213,087	$ 4,347,905	$ 4,487,038	$ 4,630,624	$ 4,778,804	$ 4,931,725	$ 5,089,540	$ 5,252,406	$ 5,420,483	$ 5,593,938	$ 5,772,944	$ 5,957,678	$ 6,148,324	$ 6,345,071	$ 6,548,113	$ 6,757,652	$ 6,973,897	$ 7,197,062	$ 7,427,368	$ 7,665,044
			Fed Balance			$ (2,560,000)	$ (2,635,008)	$ (1,657,595)	$ (667,173)	$ 336,933	$ 1,360,049	$ 2,402,523	$ (1,087,219)	$ (4,971)	$ (1,760,007)	$ (636,531)	$ 508,122	$ (2,251,828)	$ (1,063,672)	$ 146,824	$ (2,565,319)	$ (1,308,932)	$ (2,655,183)	$ (1,351,246)	$ (22,895)	$ (2,277,786)	$ (899,296)	$ (3,337,769)	$ (1,907,344)	$ (450,259)	$ 1,033,955	$ (3,556,382)	$ (2,016,465)	$ (447,960)
Park Avenue (Bayliss to White)	2043		Park Avenue (Bayliss to White)	0.90	$ 2,000,000	$ 2,000,000	$ 2,058,600	$ 2,116,035	$ 2,179,728	$ 2,249,479	$ 2,321,462	$ 2,395,749	$ 2,472,413	$ 2,551,530	$ 2,633,179	$ 2,717,441	$ 2,804,399	$ 2,894,140	$ 2,986,752	$ 3,082,328	$ 3,180,963	$ 3,282,754	$ 3,387,802	$ 3,496,211	$ 3,608,090	$ 3,723,549	$ 3,842,703	$ 3,965,669	$ 4,092,570	$ 4,223,533	$ 4,358,686	$ 4,498,164	$ 4,642,105	$ 4,790,652
			Fed $ (80%)	0.80		$ 1,600,000	$ 1,646,880	$ 1,692,828	$ 1,743,782	$ 1,799,583	$ 1,857,170	$ 1,916,599	$ 1,977,930	$ 2,041,224	$ 2,106,543	$ 2,173,953	$ 2,243,519	$ 2,315,312	$ 2,389,402	$ 2,465,863	$ 2,544,770	$ 2,626,203	$ 2,710,241	$ 2,796,969	$ 2,886,472	$ 2,978,839	$ 3,074,162	$ 3,172,535	$ 3,274,056	$ 3,378,826	$ 3,486,949	$ 3,598,531	$ 3,713,684	$ 3,832,522
			Local (20%)	0.20		$ 400,000	$ 411,720	$ 423,207	$ 435,946	$ 449,896	$ 464,292	$ 479,150	$ 494,483	$ 510,306	$ 526,636	$ 543,488	$ 560,880	$ 578,828	$ 597,350	$ 616,466	$ 636,193	$ 656,551	$ 677,560	$ 699,242	$ 721,618	$ 744,710	$ 768,541	$ 793,134	$ 818,514	$ 844,707	$ 871,737	$ 899,633	$ 928,421	$ 958,130
			Total Project Cost			$ 2,000,000	$ 2,058,600	$ 2,116,035	$ 2,179,728	$ 2,249,479	$ 2,321,462	$ 2,395,749	$ 2,472,413	$ 2,551,530	$ 2,633,179	$ 2,717,441	$ 2,804,399	$ 2,894,140	$ 2,986,752	$ 3,082,328	$ 3,180,963	$ 3,282,754	$ 3,387,802	$ 3,496,211	$ 3,608,090	$ 3,723,549	$ 3,842,703	$ 3,965,669	$ 4,092,570	$ 4,223,533	$ 4,358,686	$ 4,498,164	$ 4,642,105	$ 4,790,652
			Fed Balance			$ (1,600,000)	$ (1,646,880)	$ (641,898)	$ 379,096	$ 1,416,683	$ 2,474,351	$ 3,552,482	$ 99,539	$ 1,219,763	$ (496,081)	$ 667,841	$ 1,854,233	$ (862,640)	$ 369,969	$ 1,626,341	$ (1,038,457)	$ 266,790	$ (1,029,038)	$ 326,936	$ 1,708,988	$ (490,482)	$ 945,201	$ (1,434,248)	$ 57,090	$ 1,577,037	$ 3,126,125	$ (1,397,263)	$ 211,746	$ 1,851,553
BT - phase 2	2046		BT - phase 2	0.90	$ 2,500,000	$ 2,500,000	$ 2,573,250	$ 2,645,044	$ 2,724,659	$ 2,811,849	$ 2,901,828	$ 2,994,686	$ 3,090,516	$ 3,189,413	$ 3,291,474	$ 3,396,801	$ 3,505,499	$ 3,617,675	$ 3,733,440	$ 3,852,910	$ 3,976,203	$ 4,103,442	$ 4,234,752	$ 4,370,264	$ 4,510,113	$ 4,654,436	$ 4,803,378	$ 4,957,086	$ 5,115,713	$ 5,279,416	$ 5,448,357	$ 5,622,705	$ 5,802,631	$ 5,988,315
			Fed $ (80%)	0.80		$ 2,000,000	$ 2,058,600	$ 2,116,035	$ 2,179,728	$ 2,249,479	$ 2,321,462	$ 2,395,749	$ 2,472,413	$ 2,551,530	$ 2,633,179	$ 2,717,441	$ 2,804,399	$ 2,894,140	$ 2,986,752	$ 3,082,328	$ 3,180,963	$ 3,282,754	$ 3,387,802	$ 3,496,211	$ 3,608,090	$ 3,723,549	$ 3,842,703	$ 3,965,669	$ 4,092,570	$ 4,223,533	$ 4,358,686	$ 4,498,164	$ 4,642,105	$ 4,790,652
			Local (20%)	0.20		$ 500,000	$ 514,650	$ 529,009	$ 544,932	$ 562,370	$ 580,366	$ 598,937	$ 618,103	$ 637,883	$ 658,295	$ 679,360	$ 701,100	$ 723,535	$ 746,688	$ 770,582	$ 795,241	$ 820,688	$ 846,950	$ 874,053	$ 902,023	$ 930,887	$ 960,676	$ 991,417	$ 1,023,143	$ 1,055,883	$ 1,089,671	$ 1,124,541	$ 1,160,526	$ 1,197,663
			Total Project Cost			$ 2,500,000	$ 2,573,250	$ 2,645,044	$ 2,724,659	$ 2,811,849	$ 2,901,828	$ 2,994,686	$ 3,090,516	$ 3,189,413	$ 3,291,474	$ 3,396,801	$ 3,505,499	$ 3,617,675	$ 3,733,440	$ 3,852,910	$ 3,976,203	$ 4,103,442	$ 4,234,752	$ 4,370,264	$ 4,510,113	$ 4,654,436	$ 4,803,378	$ 4,957,086	$ 5,115,713	$ 5,279,416	$ 5,448,357	$ 5,622,705	$ 5,802,631	$ 5,988,315
			Fed Balance			$ (2,000,000)	$ (2,058,600)	$ (1,065,105)	$ (56,849)	$ 966,787	$ 2,010,059	$ 3,073,332	$ (394,943)	$ 709,457	$ (1,022,717)	$ 124,353	$ 1,293,353	$ (1,441,468)	$ (227,382)	$ 1,009,875	$ (1,674,649)	$ (389,761)	$ (1,706,598)	$ (372,306)	$ 987,370	$ (1,235,192)	$ 176,661	$ (2,227,382)	$ (761,424)	$ 732,330	$ 2,254,387	$ (2,296,896)	$ (716,675)	$ 893,423
Elmwood - phase 1	2048		Elmwood - phase 1		$ 2,500,000	$ 2,500,000	$ 2,573,250	$ 2,645,044	$ 2,724,659	$ 2,811,849	$ 2,901,828	$ 2,994,686	$ 3,090,516	$ 3,189,413	$ 3,291,474	$ 3,396,801	$ 3,505,499	$ 3,617,675	$ 3,733,440	$ 3,852,910	$ 3,976,203	$ 4,103,442	$ 4,234,752	$ 4,370,264	$ 4,510,113	$ 4,654,436	$ 4,803,378	$ 4,957,086	$ 5,115,713	$ 5,279,416	$ 5,448,357	$ 5,622,705	$ 5,802,631	$ 5,988,315
			Fed $ (80%)	0.80		$ 2,000,000	$ 2,058,600	$ 2,116,035	$ 2,179,728	$ 2,249,479	$ 2,321,462	$ 2,395,749	$ 2,472,413	$ 2,551,530	$ 2,633,179	$ 2,717,441	$ 2,804,399	$ 2,894,140	$ 2,986,752	$ 3,082,328	$ 3,180,963	$ 3,282,754	$ 3,387,802	$ 3,496,211	$ 3,608,090	$ 3,723,549	$ 3,842,703	$ 3,965,669	$ 4,092,570	$ 4,223,533	$ 4,358,686	$ 4,498,164	$ 4,642,105	$ 4,790,652
			Local (20%)	0.20		$ 500,000	$ 514,650	$ 529,009	$ 544,932	$ 562,370	$ 580,366	$ 598,937	$ 618,103	$ 637,883	$ 658,295	$ 679,360	$ 701,100	$ 723,535	$ 746,688	$ 770,582	$ 795,241	$ 820,688	$ 846,950	$ 874,053	$ 902,023	$ 930,887	$ 960,676	$ 991,417	$ 1,023,143	$ 1,055,883	$ 1,089,671	$ 1,124,541	$ 1,160,526	$ 1,197,663
			Total Project Cost			$ 2,500,000	$ 2,573,250	$ 2,645,044	$ 2,724,659	$ 2,811,849	$ 2,901,828	$ 2,994,686	$ 3,090,516	$ 3,189,413	$ 3,291,474	$ 3,396,801	$ 3,505,499	$ 3,617,675	$ 3,733,440	$ 3,852,910	$ 3,976,203	$ 4,103,442	$ 4,234,752	$ 4,370,264	$ 4,510,113	$ 4,654,436	$ 4,803,378	$ 4,957,086	$ 5,115,713	$ 5,279,416	$ 5,448,357	$ 5,622,705	$ 5,802,631	$ 5,988,315
			Fed Balance			$ (2,000,000)	$ (2,058,600)	$ (1,065,105)	$ (56,849)	$ 966,787	$ 2,010,059	$ 3,073,332	$ (394,943)	$ 709,457	$ (1,022,717)	$ 124,353	$ 1,293,353	$ (1,441,468)	$ (227,382)	$ 1,009,875	$ (1,674,649)	$ (389,761)	$ (1,706,598)	$ (372,306)	$ 987,370	$ (1,235,192)	$ 176,661	$ (2,227,382)	$ (761,424)	$ 732,330	$ 2,254,387	$ (2,296,896)	$ (716,675)	$ 893,423
Elmwood - phase 2	2052		Elmwood - phase 2		$ 3,500,000	$ 3,500,000	$ 3,602,550	$ 3,703,061	$ 3,814,523	$ 3,936,588	$ 4,062,559	$ 4,192,561	$ 4,326,723	$ 4,465,178	$ 4,608,063	$ 4,755,522	$ 4,907,698	$ 5,064,745	$ 5,226,816	$ 5,394,075	$ 5,566,685	$ 5,744,819	$ 5,928,653	$ 6,118,370	$ 6,314,158	$ 6,516,211	$ 6,724,730	$ 6,939,921	$ 7,161,998	$ 7,391,182	$ 7,627,700	$ 7,871,787	$ 8,123,684	$ 8,383,642
			Fed $ (80%)	0.80		$ 2,800,000	$ 2,882,040	$ 2,962,449	$ 3,051,619	$ 3,149,270	$ 3,250,047	$ 3,354,049	$ 3,461,378	$ 3,572,142	$ 3,686,451	$ 3,804,417	$ 3,926,159	$ 4,051,796	$ 4,181,453	$ 4,315,260	$ 4,453,348	$ 4,595,855	$ 4,742,922	$ 4,894,696	$ 5,051,326	$ 5,212,969	$ 5,379,784	$ 5,551,937	$ 5,729,599	$ 5,912,946	$ 6,102,160	$ 6,297,429	$ 6,498,947	$ 6,706,913
			Local (20%)	0.20		$ 700,000	$ 720,510	$ 740,612	$ 762,905	$ 787,318	$ 812,512	$ 838,512	$ 865,345	$ 893,036	$ 921,613	$ 951,104	$ 981,540	$ 1,012,949	$ 1,045,363	$ 1,078,815	$ 1,113,337	$ 1,148,964	$ 1,185,731	$ 1,223,674	$ 1,262,832	$ 1,303,242	$ 1,344,946	$ 1,387,984	$ 1,432,400	$ 1,478,236	$ 1,525,540	$ 1,574,357	$ 1,624,737	$ 1,676,728
			Total Project Cost			$ 3,500,000	$ 3,602,550	$ 3,703,061	$ 3,814,523	$ 3,936,588	$ 4,062,559	$ 4,192,561	$ 4,326,723	$ 4,465,178	$ 4,608,063	$ 4,755,522	$ 4,907,698	$ 5,064,745	$ 5,226,816	$ 5,394,075	$ 5,566,685	$ 5,744,819	$ 5,928,653	$ 6,118,370	$ 6,314,158	$ 6,516,211	$ 6,724,730	$ 6,939,921	$ 7,161,998	$ 7,391,182	$ 7,627,700	$ 7,871,787	$ 8,123,684	$ 8,383,642
			Fed Balance			$ (2,800,000)	$ (2,882,040)	$ (1,911,519)	$ (928,740)	$ 66,995	$ 1,081,474	$ 2,115,033	$ (1,383,908)	$ (311,155)	$ (2,075,989)	$ (962,624)	$ 171,594	$ (2,599,124)	$ (1,422,083)	$ (223,056)	$ (2,947,035)	$ (1,702,862)	$ (3,061,719)	$ (1,770,791)	$ (455,866)	$ (2,724,612)	$ (1,360,420)	$ (3,813,649)	$ (2,398,452)	$ (957,083)	$ 510,913	$ (4,096,161)	$ (2,573,517)	$ (1,022,838)

Illinois Portion of the SLATS MPA

				SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031	SFY 2032	SFY 2033	SFY 2034	SFY 2035	SFY 2036	SFY 2037	SFY 2038	SFY 2039	SFY 2040	SFY 2041	SFY 2042	SFY 2043	SFY 2044	SFY 2045	SFY 2046	SFY 2047	SFY 2048	SFY 2049	SFY 2050	SFY 2051	SFY 2052	SFY 2053	SFY 2054	SFY 2055
		Annual Contribution	2.00%	$ 316,866	$ 323,203	$ 329,667	$ 336,261	$ 472,093	$ 349,846	$ 356,843	$ 363,979	$ 371,259	$ (156,766)	$ 386,258	$ 393,983	$ 401,863	$ 409,900	$ 419,695	$ 426,460	$ 434,989	$ 443,689	$ 551,251	$ 461,614	$ 470,846	$ 480,263	$ 489,868	$ 499,666	$ 189,111	$ 519,852	$ 530,249	$ 540,854	$ 551,671
				$ 709,379	$ 1,032,582	$ 1,362,250	$ 1,698,510	$ 472,093	$ 821,938	$ 1,178,781	$ 1,542,760	$ 1,914,019	$ (156,766)	$ 229,492	$ 623,475	$ 1,025,338	$ 1,435,238	$ 419,695	$ 846,155	$ 1,281,144	$ 1,724,833	$ 551,251	$ 1,012,865	$ 1,483,711	$ 1,963,974	$ 2,453,842	$ 2,953,508	$ 189,111	$ 708,963	$ 1,239,212	$ 1,780,067	$ 2,331,738
				SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031	SFY 2032	SFY 2033	SFY 2034	SFY 2035	SFY 2036	SFY 2037	SFY 2038	SFY 2039	SFY 2040	SFY 2041	SFY 2042	SFY 2043	SFY 2044	SFY 2045	SFY 2046	SFY 2047	SFY 2048	SFY 2049	SFY 2050	SFY 2051	SFY 2052	SFY 2053	SFY 2054	SFY 2055
Projects	Distance	2026 Cost			2.93%	2.79%	3.01%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%	3.20%
Willowbrook Phase 1	0.30	$ 1,800,000		$ 1,800,000	$ 1,852,740	$ 1,904,431	$ 1,961,755	$ 2,024,531	$ 2,089,316	$ 2,156,174	$ 2,225,172	$ 2,296,377	$ 2,369,861	$ 2,445,697	$ 2,523,959	$ 2,604,726	$ 2,688,077	$ 2,774,095	$ 2,862,867	$ 2,954,478	$ 3,049,022	$ 3,146,590	$ 3,247,281	$ 3,351,194	$ 3,458,432	$ 3,569,102	$ 3,683,313	$ 3,801,179	$ 3,922,817	$ 4,048,347	$ 4,177,894	$ 4,311,587
Fed $ (80%)	0.80			$ 1,440,000	$ 1,482,192	$ 1,523,545	$ 1,569,404	$ 1,619,625	$ 1,671,453	$ 1,724,939	$ 1,780,137	$ 1,837,102	$ 1,895,889	$ 1,956,557	$ 2,019,167	$ 2,083,781	$ 2,150,462	$ 2,219,276	$ 2,290,293	$ 2,363,583	$ 2,439,217	$ 2,517,272	$ 2,597,825	$ 2,680,955	$ 2,766,746	$ 2,855,282	$ 2,946,651	$ 3,040,944	$ 3,138,254	$ 3,238,678	$ 3,342,316	$ 3,449,270
Local (20%)	0.20			$ 360,000	$ 370,548	$ 380,886	$ 392,351	$ 404,906	$ 417,863	$ 431,235	$ 445,034	$ 459,275	$ 473,972	$ 489,139	$ 504,792	$ 520,945	$ 537,615	$ 554,819	$ 572,573	$ 590,896	$ 609,804	$ 629,318	$ 649,456	$ 670,239	$ 691,686	$ 713,820	$ 736,663	$ 760,236	$ 784,563	$ 809,669	$ 835,579	$ 862,317
Total Project Cost				$ 1,800,000	$ 1,852,740	$ 1,904,431	$ 1,961,755	$ 2,024,531	$ 2,089,316	$ 2,156,174	$ 2,225,172	$ 2,296,377	$ 2,369,861	$ 2,445,697	$ 2,523,959	$ 2,604,726	$ 2,688,077	$ 2,774,095	$ 2,862,867	$ 2,954,478	$ 3,049,022	$ 3,146,590	$ 3,247,281	$ 3,351,194	$ 3,458,432	$ 3,569,102	$ 3,683,313	$ 3,801,179	$ 3,922,817	$ 4,048,347	$ 4,177,894	$ 4,311,587
Fed Balance				$ (730,621)	$ (449,610)	$ (161,295)	$ 129,107	$ (1,147,532)	$ (849,515)	$ (546,158)	$ (237,377)	$ 76,918	$ (2,052,655)	$ (1,727,065)	$ (1,395,692)	$ (1,058,443)	$ (715,224)	$ (1,799,581)	$ (1,444,138)	$ (1,082,439)	$ (714,384)	$ (1,966,021)	$ (1,584,960)	$ (1,197,244)	$ (802,772)	$ (401,439)	$ 6,857	$ (2,851,833)	$ (2,429,291)	$ (1,999,465)	$ (1,562,249)	$ (1,117,532)
Willowbrook Phase 2	0.40	$ 2,400,000		$ 2,400,000	$ 2,470,320	$ 2,539,242	$ 2,615,673	$ 2,699,375	$ 2,785,755	$ 2,874,899	$ 2,966,896	$ 3,061,836	$ 3,159,815	$ 3,260,929	$ 3,365,279	$ 3,472,968	$ 3,584,103	$ 3,698,794	$ 3,817,155	$ 3,939,304	$ 4,065,362	$ 4,195,454	$ 4,329,708	$ 4,468,259	$ 4,611,243	$ 4,758,803	$ 4,911,085	$ 5,068,239	$ 5,230,423	$ 5,397,796	$ 5,570,526	$ 5,748,783
Fed $ (80%)	0.80			$ 1,920,000	$ 1,976,256	$ 2,031,394	$ 2,092,538	$ 2,159,500	$ 2,228,604	$ 2,299,919	$ 2,373,516	$ 2,449,469	$ 2,527,852	$ 2,608,743	$ 2,692,223	$ 2,778,374	$ 2,867,282	$ 2,959,035	$ 3,053,724	$ 3,151,443	$ 3,252,290	$ 3,356,363	$ 3,463,767	$ 3,574,607	$ 3,688,994	$ 3,807,042	$ 3,928,868	$ 4,054,591	$ 4,184,338	$ 4,318,237	$ 4,456,421	$ 4,599,026
Local (20%)	0.20			$ 480,000	$ 494,064	$ 507,848	$ 523,135	$ 539,875	$ 557,151	$ 574,980	$ 593,379	$ 612,367	$ 631,963	$ 652,186	$ 673,056	$ 694,594	$ 716,821	$ 739,759	$ 763,431	$ 787,861	$ 813,072	$ 839,091	$ 865,942	$ 893,652	$ 922,249	$ 951,761	$ 982,217	$ 1,013,648	$ 1,046,085	$ 1,079,559	$ 1,114,105	$ 1,149,757
Total Project Cost				$ 2,400,000	$ 2,470,320	$ 2,539,242	$ 2,615,673	$ 2,699,375	$ 2,785,755	$ 2,874,899	$ 2,966,896	$ 3,061,836	$ 3,159,815	$ 3,260,929	$ 3,365,279	$ 3,472,968	$ 3,584,103	$ 3,698,794	$ 3,817,155	$ 3,939,304	$ 4,065,362	$ 4,195,454	$ 4,329,708	$ 4,468,259	$ 4,611,243	$ 4,758,803	$ 4,911,085	$ 5,068,239	$ 5,230,423	$ 5,397,796	$ 5,570,526	$ 5,748,783
Fed Balance				$ (1,210,621)	$ (943,674)	$ (669,144)	$ (394,028)	$ (1,687,407)	$ (1,406,666)	$ (1,121,138)	$ (830,756)	$ (535,450)	$ (2,684,618)	$ (2,379,251)	$ (2,068,748)	$ (1,753,036)	$ (1,432,044)	$ (2,539,340)	$ (2,207,569)	$ (1,870,299)	$ (1,527,457)	$ (2,805,112)	$ (2,450,902)	$ (2,090,896)	$ (1,725,020)	$ (1,353,200)	$ (975,360)	$ (3,865,481)	$ (3,475,375)	$ (3,079,025)	$ (2,676,354)	$ (2,267,288)
Park Avenue / Gardner	0.40	$ 1,200,000		$ 1,200,000	$ 1,235,160	$ 1,269,621	$ 1,307,837	$ 1,349,687	$ 1,392,877	$ 1,437,449	$ 1,483,448	$ 1,530,918	$ 1,579,907	$ 1,630,465	$ 1,682,639	$ 1,736,484	$ 1,792,051	$ 1,849,397	$ 1,908,578	$ 1,969,652	$ 2,032,681	$ 2,097,727	$ 2,164,854	$ 2,234,129	$ 2,305,622	$ 2,379,401	$ 2,455,542	$ 2,534,120	$ 2,615,211	$ 2,698,898	$ 2,785,263	$ 2,874,391
Fed $ (80%)	0.80			$ 960,000	$ 988,128	$ 1,015,697	$ 1,046,269	$ 1,079,750	$ 1,114,302	$ 1,149,960	$ 1,186,758	$ 1,224,734	$ 1,263,926	$ 1,304,372	$ 1,346,112	$ 1,389,187	$ 1,433,641	$ 1,479,518	$ 1,526,862	$ 1,575,722	$ 1,626,145	$ 1,678,181	$ 1,731,883	$ 1,787,304	$ 1,844,497	$ 1,903,521	$ 1,964,434	$ 2,027,296	$ 2,092,169	$ 2,159,119	$ 2,228,210	$ 2,299,513
Local (20%)	0.20			$ 240,000	$ 247,032	$ 253,924	$ 261,567	$ 269,937	$ 278,575	$ 287,490	$ 296,690	$ 306,184	$ 315,981	$ 326,093	$ 336,528	$ 347,297	$ 358,410	$ 369,879	$ 381,716	$ 393,930	$ 406,536	$ 419,545	$ 432,971	$ 446,826	$ 461,124	$ 475,880	$ 491,108	$ 506,824	$ 523,042	$ 539,780	$ 557,053	$ 574,878
Total Project Cost				$ 1,200,000	$ 1,235,160	$ 1,269,621	$ 1,307,837	$ 1,349,687	$ 1,392,877	$ 1,437,449	$ 1,483,448	$ 1,530,918	$ 1,579,907	$ 1,630,465	$ 1,682,639	$ 1,736,484	$ 1,792,051	$ 1,849,397	$ 1,908,578	$ 1,969,652	$ 2,032,681	$ 2,097,727	$ 2,164,854	$ 2,234,129	$ 2,305,622	$ 2,379,401	$ 2,455,542	$ 2,534,120	$ 2,615,211	$ 2,698,898	$ 2,785,263	$ 2,874,391
Fed Balance				$ (250,621)	$ 44,454	$ 346,553	$ 652,241	$ (607,657)	$ (292,364)	$ 28,821	$ 356,002	$ 689,285	$ (1,420,692)	$ (1,074,879)	$ (722,636)	$ (363,849)	$ 1,597	$ (1,059,823)	$ (680,707)	$ (294,578)	$ 98,688	$ (1,126,931)	$ (719,019)	$ (303,593)	$ 119,477	$ 550,321	$ 989,074	$ (1,838,185)	$ (1,383,206)	$ (919,906)	$ (448,144)	$ 32,225
Manchester / Gardner	0.40	$ 1,200,000		$ 1,200,000	$ 1,235,160	$ 1,269,621	$ 1,307,837	$ 1,349,687	$ 1,392,877	$ 1,437,449	$ 1,483,448	$ 1,530,918	$ 1,579,907	$ 1,630,465	$ 1,682,639	$ 1,736,484	$ 1,792,051	$ 1,849,397	$ 1,908,578	$ 1,969,652	$ 2,032,681	$ 2,097,727	$ 2,164,854	$ 2,234,129	$ 2,305,622	$ 2,379,401	$ 2,455,542	$ 2,534,120	$ 2,615,211	$ 2,698,898	$ 2,785,263	$ 2,874,391
Fed $ (80%)	0.80			$ 960,000	$ 988,128	$ 1,015,697	$ 1,046,269	$ 1,079,750	$ 1,114,302	$ 1,149,960	$ 1,186,758	$ 1,224,734	$ 1,263,926	$ 1,304,372	$ 1,346,112	$ 1,389,187	$ 1,433,641	$ 1,479,518	$ 1,526,862	$ 1,575,722	$ 1,626,145	$ 1,678,181	$ 1,731,883	$ 1,787,304	$ 1,844,497	$ 1,903,521	$ 1,964,434	$ 2,027,296	$ 2,092,169	$ 2,159,119	$ 2,228,210	$ 2,299,513
Local (20%)	0.20			$ 240,000	$ 247,032	$ 253,924	$ 261,567	$ 269,937	$ 278,575	$ 287,490	$ 296,690	$ 306,184	$ 315,981	$ 326,093	$ 336,528	$ 347,297	$ 358,410	$ 369,879	$ 381,716	$ 393,930	$ 406,536	$ 419,545	$ 432,971	$ 446,826	$ 461,124	$ 475,880	$ 491,108	$ 506,824	$ 523,042	$ 539,780	$ 557,053	$ 574,878
Total Project Cost				$ 1,200,000	$ 1,235,160	$ 1,269,621	$ 1,307,837	$ 1,349,687	$ 1,392,877	$ 1,437,449	$ 1,483,448	$ 1,530,918	$ 1,579,907	$ 1,630,465	$ 1,682,639	$ 1,736,484	$ 1,792,051	$ 1,849,397	$ 1,908,578	$ 1,969,652	$ 2,032,681	$ 2,097,727	$ 2,164,854	$ 2,234,129	$ 2,305,622	$ 2,379,401	$ 2,455,542	$ 2,534,120	$ 2,615,211	$ 2,698,898	$ 2,785,263	$ 2,874,391
Fed Balance				$ (250,621)	$ 44,454	$ 346,553	$ 652,241	$ (607,657)	$ (292,364)	$ 28,821	$ 356,002	$ 689,285	$ (1,420,692)	$ (1,074,879)	$ (722,636)	$ (363,849)	$ 1,597	$ (1,059,823)	$ (680,707)	$ (294,578)	$ 98,688	$ (1,126,931)	$ (719,019)	$ (303,593)	$ 119,477	$ 550,321	$ 989,074	$ (1,838,185)	$ (1,383,206)	$ (919,906)	$ (448,144)	$ 32,225
IL 251 Prairie Hill Road	0.40	$ 2,000,000		$ 2,000,000	$ 2,058,600	$ 2,116,035	$ 2,179,728	$ 2,249,479	$ 2,321,462	$ 2,395,749	$ 2,472,413	$ 2,551,530	$ 2,633,179	$ 2,717,441	$ 2,804,399	$ 2,894,140	$ 2,986,752	$ 3,082,328	$ 3,180,963	$ 3,282,754	$ 3,387,802	$ 3,496,211	$ 3,608,090	$ 3,723,549	$ 3,842,703	$ 3,965,669	$ 4,092,570	$ 4,223,533	$ 4,358,686	$ 4,498,164	$ 4,642,105	$ 4,790,652
Fed $ (80%)	0.80			$ 1,600,000	$ 1,646,880	$ 1,692,828	$ 1,743,782	$ 1,799,583	$ 1,857,170	$ 1,916,599	$ 1,977,930	$ 2,041,224	$ 2,106,543	$ 2,173,953	$ 2,243,519	$ 2,315,312	$ 2,389,402	$ 2,465,863	$ 2,544,770	$ 2,626,203	$ 2,710,241	$ 2,796,969	$ 2,886,472	$ 2,978,839	$ 3,074,162	$ 3,172,535	$ 3,274,056	$ 3,378,826	$ 3,486,949	$ 3,598,531	$ 3,713,684	$ 3,832,522
Local (20%)	0.20			$ 400,000	$ 411,720	$ 423,207	$ 435,946	$ 449,896	$ 464,292	$ 479,150	$ 494,483	$ 510,306	$ 526,636	$ 543,488	$ 560,880	$ 578,828	$ 597,350	$ 616,466	$ 636,193	$ 656,551	$ 677,560	$ 699,242	$ 721,618	$ 744,710	$ 768,541	$ 793,134	$ 818,514	$ 844,707	$ 871,737	$ 899,633	$ 928,421	$ 958,130
Total Project Cost				$ 2,000,000	$ 2,058,600	$ 2,116,035	$ 2,179,728	$ 2,249,479	$ 2,321,462	$ 2,395,749	$ 2,472,413	$ 2,551,530	$ 2,633,179	$ 2,717,441	$ 2,804,399	$ 2,894,140	$ 2,986,752	$ 3,082,328	$ 3,180,963	$ 3,282,754	$ 3,387,802	$ 3,496,211	$ 3,608,090	$ 3,723,549	$ 3,842,703	$ 3,965,669	$ 4,092,570	$ 4,223,533	$ 4,358,686	$ 4,498,164	$ 4,642,105	$ 4,790,652
Fed Balance				$ (890,621)	$ (614,298)	$ (330,578)	$ (45,272)	$ (1,327,491)	$ (1,035,232)	$ (737,818)	$ (435,170)	$ (127,205)	$ (2,263,309)	$ (1,944,460)	$ (1,620,044)	$ (1,289,974)	$ (954,164)	$ (2,046,168)	$ (1,698,615)	$ (1,345,059)	$ (985,408)	$ (2,245,718)	$ (1,873,607)	$ (1,495,128)	$ (1,110,188)	$ (718,693)	$ (320,548)	$ (3,189,715)	$ (2,777,986)	$ (2,359,319)	$ (1,933,617)	$ (1,500,784)
Willowbrook Prairie Hill Road	0.40	$ 1,000,000		$ 1,000,000	$ 1,029,300	$ 1,058,017	$ 1,089,864	$ 1,124,739	$ 1,160,731	$ 1,197,874	$ 1,236,206	$ 1,275,765	$ 1,316,590	$ 1,358,720	$ 1,402,199	$ 1,447,070	$ 1,493,376	$ 1,541,164	$ 1,590,481	$ 1,641,377	$ 1,693,901	$ 1,748,106	$ 1,804,045	$ 1,861,775	$ 1,921,351	$ 1,982,835	$ 2,046,285	$ 2,111,766	$ 2,179,343	$ 2,249,082	$ 2,321,052	$ 2,395,326
Fed $ (80%)	0.80			$ 800,000	$ 823,440	$ 846,414	$ 871,891	$ 899,792	$ 928,585	$ 958,300	$ 988,965	$ 1,020,612	$ 1,053,272	$ 1,086,976	$ 1,121,760	$ 1,157,656	$ 1,194,701	$ 1,232,931	$ 1,272,385	$ 1,313,101	$ 1,355,121	$ 1,398,485	$ 1,443,236	$ 1,489,420	$ 1,537,081	$ 1,586,268	$ 1,637,028	$ 1,689,413	$ 1,743,474	$ 1,799,265	$ 1,856,842	$ 1,916,261
Local (20%)	0.20			$ 200,000	$ 205,860	$ 211,603	$ 217,973	$ 224,948	$ 232,146	$ 239,575	$ 247,241	$ 255,153	$ 263,318	$ 271,744	$ 280,440	$ 289,414	$ 298,675	$ 308,233	$ 318,096	$ 328,275	$ 338,780	$ 349,621	$ 360,809	$ 372,355	$ 384,270	$ 396,567	$ 409,257	$ 422,353	$ 435,869	$ 449,816	$ 464,210	$ 479,065
Total Project Cost				$ 1,000,000	$ 1,029,300	$ 1,058,017	$ 1,089,864	$ 1,124,739	$ 1,160,731	$ 1,197,874	$ 1,236,206	$ 1,275,765	$ 1,316,590	$ 1,358,720	$ 1,402,199	$ 1,447,070	$ 1,493,376	$ 1,541,164	$ 1,590,481	$ 1,641,377	$ 1,693,901	$ 1,748,106	$ 1,804,045	$ 1,861,775	$ 1,921,351	$ 1,982,835	$ 2,046,285	$ 2,111,766	$ 2,179,343	$ 2,249,082	$ 2,321,052	$ 2,395,326
Fed Balance				$ (90,621)	$ 209,142	$ 515,836	$ 826,619	$ (427,699)	$ (106,647)	$ 220,481	$ 553,795	$ 893,407	$ (1,210,037)	$ (857,484)	$ (498,284)	$ (132,318)	$ 240,537	$ (813,236)	$ (426,230)	$ (31,957)	$ 369,712	$ (847,234)	$ (430,371)	$ (5,709)	$ 426,893	$ 867,575	$ 1,316,480	$ (1,500,302)	$ (1,034,511)	$ (560,053)	$ (76,775)	$ 415,477

Operations and Maintenance Investments

Federal transportation planning regulations require metropolitan transportation plans to consider the long-term costs associated with operating, maintaining, preserving, and managing the transportation system. Consistent with the requirements of 23 CFR 450.324 and 23 CFR 450.326, the SLATS fiscal constraint analysis includes system-level estimates of operations and maintenance (O&M) expenditures needed to support the transportation system throughout the planning horizon.

Operations and maintenance expenditures encompass a broad range of activities necessary to preserve the existing transportation network and protect prior transportation investments. These activities include roadway maintenance and rehabilitation, pavement preservation, bridge maintenance, winter operations, signing and pavement marking, drainage system maintenance, traffic operations, and other routine transportation system management functions. In addition to local agency efforts, state investments by WisDOT and IDOT continue to support the operation, maintenance, preservation, and management of transportation facilities within the SLATS planning area.

SLATS obtains O&M estimates from member jurisdictions through the annual Transportation Improvement Program (TIP) development process. These estimates are based on local budgets, Capital Improvement Programs (CIPs), and other agency planning documents and represent anticipated expenditures necessary to operate and maintain transportation infrastructure and services. Because local priorities, maintenance needs, weather conditions, and budgetary considerations may change over time, O&M expenditures are evaluated at a system level rather than by individual facility.

Table 4 summarizes baseline O&M expenditures for the period 2027 through 2030. The estimates reflect anticipated expenditures by the City of Beloit, City of South Beloit, Village of Rockton, Town of Beloit, Town of Turtle, and Rockton Township. Collectively, these agencies are expected to invest approximately $24.7 million in transportation operations and maintenance during this four-year period, averaging approximately $6.2 million annually.

TABLE 4. OPERATIONS AND MAINTENANCE EXPENDITURES (2027-2030)

Agency	2027	2028	2029	2030	Average
City of Beloit	$1,900,000	$1,950,000	$2,000,000	$2,050,000	$1,975,000
City of South Beloit	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Village of Rockton	$1,865,000	$1,885,000	$1,905,000	$1,925,000	$1,895,000
Town of Beloit	$400,000	$400,000	$400,000	$400,000	$400,000
Town of Turtle	$360,000	$200,000	$500,000	$200,000	$315,000
Rockton Township	$100,000	$100,000	$100,000	$100,000	$100,000
TOTAL	$6,125,000	$6,035,000	$6,405,000	$6,175,000	$6,185,000

Source: SLATS member agency O&M estimates from the TIP, inflated using LRTP financial planning assumptions.

To estimate future O&M needs beyond 2030, the expenditure estimates shown in Table 4 were used as the baseline for forecasting purposes. Beginning in 2031, projected expenditures were escalated using a 3.2 percent annual inflation factor consistent with WisDOT financial forecasting guidance. As shown in Table 5, projected O&M expenditures total approximately $238.5 million between 2031 and 2055. Combined with the 2027-2030 expenditures, total transportation operations and maintenance costs are projected to reach approximately $263.3 million over the 2027-2055 planning horizon.

TABLE 5. PROJECTED OPERATIONS AND MAINTENANCE EXPENDITURES (2031-2055)

Agency	2027-2030	2031-2035	2036-2040	2041-2045	2046-2050	2051-2055	Total
City of Beloit	$7,900,000	$11,277,005	$13,200,557	$15,452,215	$18,087,944	$21,173,259	$87,090,979
City of South Beloit	$6,000,000	$8,251,467	$9,658,944	$11,306,498	$13,235,081	$15,492,628	$63,944,619
Village of Rockton	$7,580,000	$10,589,382	$12,395,645	$14,510,006	$16,985,021	$19,882,206	$81,942,261
Town of Beloit	$1,600,000	$2,200,391	$2,575,718	$3,015,066	$3,529,355	$4,131,368	$17,051,898
Town of Turtle	$1,260,000	$1,100,196	$1,287,859	$1,507,533	$1,764,678	$2,065,684	$8,985,949
Rockton Township	$400,000	$550,098	$643,930	$753,767	$882,339	$1,032,842	$4,262,975
TOTAL	$24,740,000	$33,968,538	$39,762,652	$46,545,085	$54,484,418	$63,777,986	$263,278,680

Source: Projections using WisDOT 3.2% annual inflation factor.

While actual expenditures will vary from year to year based on labor and material costs, equipment replacement needs, fuel prices, infrastructure conditions, weather events, and local budget priorities, transportation agencies throughout the region are expected to continue investing in maintenance, preservation, and asset management activities. The projected expenditures represent a significant component of the region's overall transportation investment strategy and were incorporated into the fiscal constraint analysis. Based on current funding trends and reasonably anticipated revenue sources, sufficient resources are expected to be available to support ongoing system operations and maintenance while also advancing the fiscally constrained transportation improvements identified in the 2055 LRTP. Continued monitoring of construction and material cost escalation will remain important as agencies implement future transportation investments and update financial assumptions.

Fiscal Constraint Findings

Federal transportation planning regulations require metropolitan transportation plans to demonstrate that anticipated revenues are sufficient to support implementation of planned transportation improvements as well as the continued operation and maintenance of the transportation system.

For purposes of the 2055 LRTP, projected revenues reasonably expected to be available during the planning horizon were compared against the estimated costs of implementing the fiscally constrained roadway and freight improvements, anticipated transportation operations and maintenance expenditures, and other transportation investments identified in the financial plan. Revenue estimates were developed using the methodology described in this appendix and reflect funding sources reasonably expected to be available during the planning horizon.

The revenue projections and expenditure estimates described in this appendix were used to evaluate the financial feasibility of the recommended transportation program included in the 2055 LRTP. Capital improvement costs were estimated using YOE assumptions, while operations and maintenance expenditures were estimated using system-level budget forecasts and inflation assumptions appropriate for long-range planning.

Based on the revenue assumptions, project cost estimates, and operations and maintenance expenditures presented herein, the transportation investments identified in the 2055 LRTP can reasonably be implemented and maintained within revenues expected to be available through 2055. Accordingly, the 2055 LRTP satisfies federal fiscal constraint requirements.

Project implementation schedules represent planning-level assumptions and may change over time as project development advances, additional funding opportunities emerge, agency priorities evolve, and regional transportation needs change. Future LRTP updates, TIP programming actions, and agency capital

improvement programs will continue to evaluate costs, revenues, and implementation schedules to ensure the plan remains fiscally constrained throughout the planning horizon.

Public Transportation

Public transportation services within the SLATS MPA are provided by Beloit Transit System (BTS) and Stateline Mass Transit District (SMTD). BTS operates fixed-route transit service within the Wisconsin portion of the MPA, while SMTD provides demand-response transit service primarily within the Illinois portion of the MPA. Together, these providers form the foundation of the region's public transportation network, supporting mobility, accessibility, and connectivity for residents and visitors within the Stateline area.

Financial data used in this fiscal constraint analysis was obtained from BTS and SMTD. Consistent with federal metropolitan transportation planning requirements, the analysis evaluates whether anticipated revenues are reasonably expected to be sufficient to support the continued operation, maintenance, and preservation of the region's transit system through the 2055 planning horizon.

The fiscal constraint analysis assumes that existing BTS and SMTD services will generally continue throughout the planning period without major service expansions beyond those currently anticipated. This assumption provides a cost-neutral baseline for evaluating the long-term financial sustainability of transit operations and is based on the annual operating revenues available to each provider, including federal, state, local, and farebox funding sources. Consistent with federal fiscal constraint requirements, projected operating expenditures are assumed to remain aligned with reasonably anticipated revenues throughout the planning horizon.

While the fiscal constraint analysis is based on maintaining current service levels, the 2055 LRTP identifies potential opportunities to enhance public transportation within the region. These include service improvements under consideration by the transit providers, such as BTS exploring microtransit service concepts and other strategies intended to improve mobility, accessibility, and enhanced regional connectivity. Potential mid- to long-term strategies are outlined in the SLATS Transit Development Plan. However, such improvements are not assumed as part of the fiscally constrained operating forecast. Implementation of microtransit service, service expansions, increased service frequencies, expanded service hours, or other transit enhancements would require the identification and commitment of additional operating and, where applicable, capital funding beyond the revenues assumed in this analysis. As a result, these improvements are considered illustrative until sufficient funding sources are identified and secured.

Operating Costs

Operating costs were projected using planning-level assumptions based on current budgets, historical trends, and modest inflationary growth. A modest annual growth factor was applied because transit revenues and expenditures can fluctuate from year to year as a result of changes in federal and state funding levels, local funding commitments, fare revenues, operating conditions, and economic factors. The use of a consistent growth rate provides a reasonable planning-level approach for evaluating long-term financial needs while smoothing short-term changes in annual revenues and expenses.

Additionally, future costs may increase due to factors such as rising labor costs, fuel prices, vehicle maintenance needs, insurance expenses, contracted service costs, or other operating requirements. If expenditures exceed available revenues, BTS and/or SMTD would need to pursue strategies to maintain fiscal balance. Such strategies could include securing additional funding sources, improving operational efficiencies, reducing operating costs, modifying service levels or service hours, adjusting service areas, delaying non-essential expenditures, or implementing other cost-management measures. As a result, the long-range projections assume that transit services will continue to operate within reasonably anticipated financial resources, reflecting a cost-neutral approach that maintains existing service levels throughout the planning horizon.

Capital replacement and asset preservation needs are similarly assumed to be funded through a combination of federal, state, and local funding programs consistent with current transit funding practices. These investments are necessary to maintain vehicles, equipment, facilities, and other transit assets in a state of good repair and support the continued provision of public transportation services throughout the planning horizon. Both BTS and SMTD coordinate with SLATS on vehicle replacement planning and programming through the ongoing TIP development and update process. Replacement vehicles are identified and prioritized as part of each agency's capital programming efforts to help maintain reliable service and support long-term asset management objectives. Additional information regarding the transit fleet, facilities, and asset inventory is provided in Appendix G - Transportation System Report.

BTS Operating Budget

Table 6 summarizes the BTS operating budget for 2026, which includes total operating expenses of approximately $2.5 million. Table 7 presents the projected 2027 operating budget, which remains largely consistent with the 2026 budget and reflects stable service levels and operating assumptions.

TABLE 6. BTS OPERATING BUDGET (2026)

Funding Source	Operating Funds Expended	Percent of Total
Fare Revenues	$98,500	4.0%
Local Funds	$750,000	30.3%
State Funds	$508,630	20.6%
Federal Assistance	$914,967	37.0%
Other Funds	$202,690	8.2%
Total Operating Funds Expended	$2,474,787	100.0%

Source: BTS

TABLE 7. BTS OPERATING BUDGET (2027 PROJECTED)

Funding Source	Operating Funds Expended	Percent of Total
Fare Revenues	$95,690	3.8%
Local Funds	$750,000	30.1%
State Funds	$508,630	20.4%
Federal Assistance	$914,967	36.7%
Other Funds	$222,480	8.9%
Total Operating Funds Expended	$2,491,767	100.0%

Source: BTS

Since the COVID-19 pandemic, BTS has experienced a notable shift in its funding structure. During and immediately following the pandemic, the agency received substantial federal assistance through CARES Act and other emergency relief programs, which temporarily increased the federal share of operating revenues. As those one-time funding sources have been exhausted, BTS has returned to a more traditional funding structure that relies on a combination of recurring federal formula funds, state assistance, local funding contributions, passenger fares, and other operating revenues. Based on the 2027 budget, federal funding accounts for approximately 37 percent of total operating revenues, while local funding sources account for approximately 30 percent. The current funding mix is considered more representative of the revenues reasonably expected to be available throughout the LRTP planning horizon and therefore provides an appropriate basis for long-range financial projections.

Table 8 presents projected BTS operating revenues and expenditures through the 2055 LRTP horizon year. The projections are based on the 2026 operating budget shown in Table 6 and assume a modest annual growth rate of 1.0 percent. This growth rate reflects expected long-term increases in both operating costs and revenues while recognizing that annual transit funding levels may fluctuate based on federal and state funding programs, local funding commitments, fare revenues, economic conditions, and other factors. The use of a consistent growth rate provides a reasonable planning-level methodology for evaluating long-term financial needs while smoothing short-term variations in annual revenues and expenditures.

Table 9 summarizes the average annual operating revenues and expenditures by five-year period through 2055. Assuming no major service expansions and maintaining current service levels, BTS is projected to require approximately $86 million in operating funding between 2026 and 2055. These projections are intended to demonstrate the long-term financial resources needed to operate and maintain existing transit services and support the fiscal constraint assumptions of the 2055 LRTP. Any future service enhancements, including potential microtransit initiatives or service expansions identified elsewhere in the LRTP, would require additional operating revenues beyond those assumed in this fiscally constrained analysis.

TABLE 8. BTS PROJECTED OPERATING REVENUES AND EXPENDITURES (2026-2055)

	Beloit Transit System					
Year	Federal	State	Local	Fares	Other	Total
2026	$ 914,967	$ 508,630	$ 750,000	$ 98,500	$ 202,690	$ 2,474,787
2027	$ 924,117	$ 513,716	$ 757,500	$ 99,485	$ 204,717	$ 2,499,535
2028	$ 933,358	$ 518,853	$ 765,075	$ 100,480	$ 206,764	$ 2,524,530
2029	$ 942,691	$ 524,042	$ 772,726	$ 101,485	$ 208,832	$ 2,549,776
2030	$ 952,118	$ 529,282	$ 780,453	$ 102,499	$ 210,920	$ 2,575,273
2031	$ 961,640	$ 534,575	$ 788,258	$ 103,524	$ 213,029	$ 2,601,026
2032	$ 971,256	$ 539,921	$ 796,140	$ 104,560	$ 215,160	$ 2,627,036
2033	$ 980,968	$ 545,320	$ 804,102	$ 105,605	$ 217,311	$ 2,653,307
2034	$ 990,778	$ 550,773	$ 812,143	$ 106,661	$ 219,484	$ 2,679,840
2035	$ 1,000,686	$ 556,281	$ 820,264	$ 107,728	$ 221,679	$ 2,706,638
2036	$ 1,010,693	$ 561,844	$ 828,467	$ 108,805	$ 223,896	$ 2,733,704
2037	$ 1,020,800	$ 567,462	$ 836,751	$ 109,893	$ 226,135	$ 2,761,042
2038	$ 1,031,008	$ 573,137	$ 845,119	$ 110,992	$ 228,396	$ 2,788,652
2039	$ 1,041,318	$ 578,868	$ 853,570	$ 112,102	$ 230,680	$ 2,816,538
2040	$ 1,051,731	$ 584,657	$ 862,106	$ 113,223	$ 232,987	$ 2,844,704
2041	$ 1,062,248	$ 590,504	$ 870,727	$ 114,355	$ 235,317	$ 2,873,151
2042	$ 1,072,871	$ 596,409	$ 879,434	$ 115,499	$ 237,670	$ 2,901,882
2043	$ 1,083,599	$ 602,373	$ 888,228	$ 116,654	$ 240,047	$ 2,930,901
2044	$ 1,094,435	$ 608,396	$ 897,111	$ 117,821	$ 242,447	$ 2,960,210
2045	$ 1,105,380	$ 614,480	$ 906,082	$ 118,999	$ 244,872	$ 2,989,812
2046	$ 1,116,434	$ 620,625	$ 915,143	$ 120,189	$ 247,320	$ 3,019,710
2047	$ 1,127,598	$ 626,832	$ 924,294	$ 121,391	$ 249,794	$ 3,049,908
2048	$ 1,138,874	$ 633,100	$ 933,537	$ 122,605	$ 252,291	$ 3,080,407
2049	$ 1,150,263	$ 639,431	$ 942,872	$ 123,831	$ 254,814	$ 3,111,211
2050	$ 1,161,765	$ 645,825	$ 952,301	$ 125,069	$ 257,363	$ 3,142,323
2051	$ 1,173,383	$ 652,283	$ 961,824	$ 126,320	$ 259,936	$ 3,173,746
2052	$ 1,185,117	$ 658,806	$ 971,442	$ 127,583	$ 262,536	$ 3,205,483
2053	$ 1,196,968	$ 665,394	$ 981,157	$ 128,859	$ 265,161	$ 3,237,538
2054	$ 1,208,938	$ 672,048	$ 990,968	$ 130,147	$ 267,812	$ 3,269,914
2055	$ 1,221,027	$ 678,769	$ 1,000,878	$ 131,449	$ 270,491	$ 3,302,613
Total (2026 - 2055)	$ 31,827,028	$ 17,692,639	$ 26,088,669	$ 3,426,312	$ 7,050,550	$ 86,085,197

Source: Projections based on BTS data.

TABLE 9. BTS PROJECTED OPERATING REVENUES AND EXPENDITURES (FIVE-YEAR ANNUAL AVERAGE)

	Beloit Transit System					
Year	Federal	State	Local	Fares	Other	Total
2026 - 2030	$ 933,450	$ 518,905	$ 765,151	$ 100,490	$ 206,785	$ 2,524,780
2031 - 2035	$ 981,066	$ 545,374	$ 804,181	$ 105,616	$ 217,333	$ 2,653,569
2036 - 2040	$ 1,031,110	$ 573,194	$ 845,202	$ 111,003	$ 228,419	$ 2,788,928
2041 - 2045	$ 1,083,707	$ 602,432	$ 888,316	$ 116,666	$ 240,070	$ 2,931,191
2046 - 2050	$ 1,138,987	$ 633,163	$ 933,629	$ 122,617	$ 252,316	$ 3,080,712
2051 - 2055	$ 1,197,086	$ 665,460	$ 981,254	$ 128,871	$ 265,187	$ 3,237,859

Source: Projections based on BTS data.

Stateline Mass Transit District Operating Budget

SMTD provides demand-response transit service in South Beloit, Rockton, Rockton Township, Roscoe, and Roscoe Township in northern Illinois. SMTD contracts with RMTD to provide transit operations, administrative support, and grant management services. Operating revenues are derived primarily from a combination of federal, state, and local funding sources, supplemented by passenger fares and other miscellaneous revenues.

Table 10 presents projected SMTD operating revenues and expenditures through the 2055 LRTP horizon year. The projections were developed using SMTD financial and budget information from 2023 through 2025 and are intended to represent the agency's current operating and funding environment. A modest annual growth rate of 1.0 percent was applied to project future revenues and expenditures. This approach accounts for anticipated inflationary increases while recognizing that transit funding levels, operating costs, ridership, and local funding contributions may fluctuate from year to year. The use of a consistent growth rate provides a reasonable planning-level methodology for evaluating long-term financial needs and fiscal sustainability.

Table 11 summarizes the average annual operating revenues and expenditures by five-year period through 2055. Assuming no major service expansions and maintaining current service levels, SMTD is projected to require approximately $64 million in operating funding between 2026 and 2055. The projections reflect the financial resources needed to continue providing demand-response transit services within the Illinois portion of the SLATS MPA and support the fiscal constraint assumptions of the 2055 LRTP.

As with BTS, these projections are based on maintaining existing service levels and do not assume significant service expansions beyond those currently anticipated. Any future transit enhancements, expanded service areas, increased service hours, additional vehicles, or other service improvements would require the identification of additional operating and capital funding beyond the revenues assumed in this fiscally constrained analysis.

TABLE 10. SMTD PROJECTED OPERATING REVENUES AND EXPENDITURES (2026-2055)

	Stateline Mass Transit District					
Year	Federal	State	Local	Fares	Other	Total
2026	$ 590,128	$ 1,097,747	$ 81,000	$ 53,769	$ 25,796	$ 1,848,439
2027	$ 596,029	$ 1,108,724	$ 81,810	$ 54,307	$ 26,053	$ 1,866,924
2028	$ 601,990	$ 1,119,811	$ 82,628	$ 54,850	$ 26,314	$ 1,885,593
2029	$ 608,009	$ 1,131,009	$ 83,454	$ 55,398	$ 26,577	$ 1,904,449
2030	$ 614,090	$ 1,142,320	$ 84,289	$ 55,952	$ 26,843	$ 1,923,493
2031	$ 620,230	$ 1,153,743	$ 85,132	$ 56,512	$ 27,111	$ 1,942,728
2032	$ 626,433	$ 1,165,280	$ 85,983	$ 57,077	$ 27,382	$ 1,962,156
2033	$ 632,697	$ 1,176,933	$ 86,843	$ 57,648	$ 27,656	$ 1,981,777
2034	$ 639,024	$ 1,188,702	$ 87,711	$ 58,224	$ 27,933	$ 2,001,595
2035	$ 645,414	$ 1,200,589	$ 88,589	$ 58,807	$ 28,212	$ 2,021,611
2036	$ 651,868	$ 1,212,595	$ 89,474	$ 59,395	$ 28,494	$ 2,041,827
2037	$ 658,387	$ 1,224,721	$ 90,369	$ 59,989	$ 28,779	$ 2,062,245
2038	$ 664,971	$ 1,236,968	$ 91,273	$ 60,588	$ 29,067	$ 2,082,868
2039	$ 671,621	$ 1,249,338	$ 92,186	$ 61,194	$ 29,358	$ 2,103,696
2040	$ 678,337	$ 1,261,831	$ 93,107	$ 61,806	$ 29,651	$ 2,124,733
2041	$ 685,120	$ 1,274,450	$ 94,038	$ 62,424	$ 29,948	$ 2,145,981
2042	$ 691,971	$ 1,287,194	$ 94,979	$ 63,049	$ 30,247	$ 2,167,440
2043	$ 698,891	$ 1,300,066	$ 95,929	$ 63,679	$ 30,550	$ 2,189,115
2044	$ 705,880	$ 1,313,067	$ 96,888	$ 64,316	$ 30,855	$ 2,211,006
2045	$ 712,939	$ 1,326,198	$ 97,857	$ 64,959	$ 31,164	$ 2,233,116
2046	$ 720,068	$ 1,339,460	$ 98,835	$ 65,609	$ 31,475	$ 2,255,447
2047	$ 727,269	$ 1,352,854	$ 99,824	$ 66,265	$ 31,790	$ 2,278,002
2048	$ 734,542	$ 1,366,383	$ 100,822	$ 66,927	$ 32,108	$ 2,300,782
2049	$ 741,887	$ 1,380,046	$ 101,830	$ 67,597	$ 32,429	$ 2,323,790
2050	$ 749,306	$ 1,393,847	$ 102,849	$ 68,273	$ 32,753	$ 2,347,027
2051	$ 756,799	$ 1,407,785	$ 103,877	$ 68,955	$ 33,081	$ 2,370,498
2052	$ 764,367	$ 1,421,863	$ 104,916	$ 69,645	$ 33,412	$ 2,394,203
2053	$ 772,011	$ 1,436,082	$ 105,965	$ 70,341	$ 33,746	$ 2,418,145
2054	$ 779,731	$ 1,450,443	$ 107,025	$ 71,045	$ 34,083	$ 2,442,326
2055	$ 787,528	$ 1,464,947	$ 108,095	$ 71,755	$ 34,424	$ 2,466,749
Total (2026 - 2055)	$ 20,527,538	$ 38,184,998	$ 2,817,576	$ 1,870,355	$ 897,294	$ 64,297,761

Source: Projections based on SMTD data.

TABLE 11. SMTD PROJECTED OPERATING REVENUES AND EXPENDITURES (FIVE-YEAR ANNUAL AVERAGE)

	Stateline Mass Transit District					
Year	Federal	State	Local	Fares	Other	Total
2026 - 2030	$ 602,049	$ 1,119,922	$ 82,636	$ 54,855	$ 26,317	$ 1,885,780
2031 - 2035	$ 632,760	$ 1,177,050	$ 86,852	$ 57,654	$ 27,659	$ 1,981,973
2036 - 2040	$ 665,037	$ 1,237,091	$ 91,282	$ 60,594	$ 29,070	$ 2,083,074
2041 - 2045	$ 698,960	$ 1,300,195	$ 95,938	$ 63,685	$ 30,553	$ 2,189,332
2046 - 2050	$ 734,614	$ 1,366,518	$ 100,832	$ 66,934	$ 32,111	$ 2,301,010
2051 - 2055	$ 772,087	$ 1,436,224	$ 105,975	$ 70,348	$ 33,749	$ 2,418,384

Source: Projections based on SMTD data.

Capital Improvements - Projected Fleet Replacement

Capital expenditures associated with fleet replacement represent a significant component of the long-term transit financial analysis. Consistent with FTA guidance, transit vehicles are periodically replaced to maintain safe, reliable, and efficient transit service. Generally, heavy-duty transit buses have a minimum useful life benchmark of approximately 12 years or 500,000 miles, although actual replacement timing may vary based on vehicle condition, maintenance history, funding availability, and operational requirements.

Using the existing fleet inventory and historic replacement patterns, a planning-level vehicle replacement program was developed for the 2055 LRTP. The analysis assumes that fleet replacement needs will generally follow a 12-year replacement cycle; however, actual replacement timing may vary based on vehicle condition, service demands, available funding, and changes in fleet management practices.

Projected vehicle replacement costs were developed using the bus replacement costs identified in the SLATS 2027-2030 TIP. These costs were used as the baseline for future estimates and inflated annually by 3.2 percent, consistent with the financial forecasting assumptions used throughout this appendix. Average replacement vehicle costs were then calculated for each five-year planning period to account for the effects of inflation through the 2055 planning horizon. To establish a reasonable range of anticipated capital needs, the analysis evaluated both low and high replacement scenarios based on historic replacement activity and fleet inventories. For BTS, replacement needs were estimated at approximately 8 to 12 vehicle replacements during each five-year planning period, while SMTD was assumed to replace approximately 3 to 6 vehicles during each five-year planning period.

Table 12 summarizes the estimated average replacement vehicle costs by planning period. These costs provide the basis for developing planning-level fleet replacement expenditures throughout the LRTP horizon.

TABLE 12. PROJECTED VEHICLE REPLACEMENT CAPITAL COST ESTIMATES

Agency	2027-2030	2031-2035	2036-2040	2041-2045	2046-2050	2051-2055
BTS	$650,000	$715,127	$837,108	$979,897	$1,147,040	$1,342,694
SMTD	$200,000	$220,039	$257,572	$301,507	$352,936	$413,137

Source: Based on the vehicle costs included in the 2027-2030 TIP

Using the replacement assumptions and vehicle cost estimates described above, projected fleet replacement expenditures were developed for both transit providers. As shown in Table 13, BTS is anticipated to incur the majority of future fleet replacement costs due to its larger fleet size and corresponding replacement needs, while SMTD is expected to require fewer vehicle replacements over the planning horizon. Collectively, the projected capital expenditures represent the anticipated investment necessary to maintain transit assets in a state of good repair and support continuation of existing transit service levels through 2055.

The projected fleet replacement costs were incorporated into the fiscal constraint analysis and provide a planning-level estimate of future transit capital needs. Actual vehicle replacement schedules, fleet composition, and procurement costs will continue to be evaluated and refined through each agency's asset

management, capital programming, and TIP development processes. Additionally, future transit service expansions discussed in the 2055 LRTP could result in additional fleet replacement or expansion needs beyond those reflected in the fiscally constrained analysis. In total, BTS is estimated to need approximately $60 million through 2055, and SMTD is estimated to need approximately $9.2 million.

TABLE 13. PROJECTED VEHICLE REPLACEMENT SCHEDULE AND CAPITAL COST ESTIMATES

Agency	2031-2035		2036-2040		2041-2045		2046-2050		2051-2055		Total	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
BTS	$5,721,017	$8,581,525	$6,696,868	$10,045,302	$7,839,172	$11,758,758	$9,176,323	$13,764,485	$10,741,556	$16,112,333	$40,174,936	$60,262,403
SMTD	$660,117	$1,320,235	$772,716	$1,545,431	$904,520	$1,809,040	$1,058,807	$2,117,613	$1,239,410	$2,478,821	$4,635,569	$9,271,139
TOTAL	**$6,381,134**	**$9,901,760**	**$7,469,583**	**$11,590,733**	**$8,743,692**	**$13,567,798**	**$10,235,130**	**$15,882,098**	**$11,980,966**	**$18,591,154**	**$44,810,505**	**$69,533,542**

Source: Based on vehicle replacement costs contained in the 2027-2030 TIP; inflated using a 3.2% annual inflation factor; and estimated replacement ranges of 8-12 vehicles per five-year period for BTS and 3-6 vehicles per five-year period for SMTD.

Potential Funding Sources

Various federal, state, and local sources of funding are available for transportation infrastructure projects in the form of formula funds, grants, loans, and other special financing mechanisms. Historically, federal funding has provided considerable subsidy (often 80 percent or more) for infrastructure investment. State and local spending on infrastructure is typically more narrowly focused and – due to lower overall capital capacity and balanced budget requirements – smaller in scope. However, as of the development of the 2055 LRTP, the federal funding environment is increasingly dynamic, with changes in priorities, investment levels, and funding reliability. The typical sources of funding – existing and potential – for projects in the SLATS MPA are discussed in this section. The funding source, estimated amounts, and eligibility criteria are described.

FUNDING SOURCES

Formula Funds | programs apportion amounts to recipients based on formulas that consider population, miles of roadway, and other metrics

Grants | programs award funding typically through a competitive application and review process

Loans | programs award funding to projects through an application and review process, and the recipient is expected to repay the funding later

Special Funding Mechanisms | other potential vehicles for funding infrastructure projects that may not be currently or fully utilized

Federal Sources

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The law authorizes $1.2 trillion for transportation and infrastructure spending with $550 billion over fiscal years 2022 through 2026 in "new" Federal investments and programs. Funding from the IIJA is expansive in its reach, addressing roads, bridges, mass transit, energy and power infrastructure, access to broadband internet, water infrastructure and resilience.[1]

Federal funding for transportation is derived in part from highway excise taxes (i.e., taxes paid when purchases are made on a specific good) on motor fuel and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. Excise taxes on gasoline and other motor fuels account for more than 85 percent of all receipts to the Federal Highway Trust Fund (HTF).[2] Tax revenues are deposited into either the Highway Account or the Mass Transit Account of the Federal HTF and then distributed to the states. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then distribute funds from the Highway and the Mass Transit Accounts, respectively, to each state through a system of formula grants and discretionary allocations. The IIJA extended the imposition of highway-user taxes through September 30, 2026, with generally no change to the tax rates as imposed under the Moving Ahead for

[1] USDOT Federal Highway Administration, Bipartisan Infrastructure Law, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

[2] Congressional Research Service Report R47573, Funding and Financing Highways and Public Transportation Under the Infrastructure Investment and Jobs Act (IIJA), https://crsreports.congress.gov

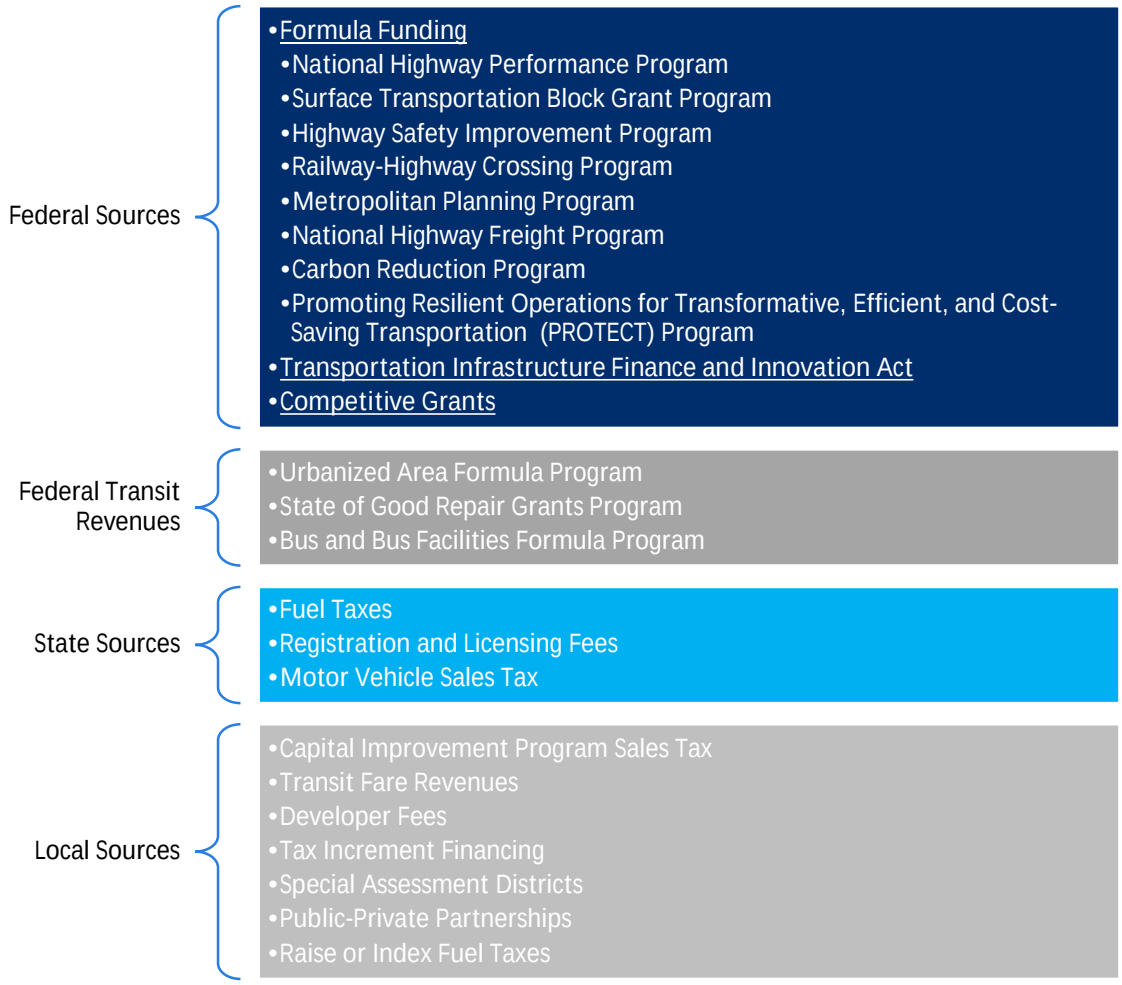
Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST).

According to estimates from the Congressional Budget Office (CBO), outlays have consistently exceeded the revenues to the trust fund. To address the shortfall in the fund's accounts, lawmakers have enacted legislation that since 2008 has transferred $275 billion—mostly from the Treasury's General Fund—to the Highway Trust Fund. That total includes $118 billion that lawmakers transferred from the General Fund through the IIJA—$90 billion to the Highway account and $28 billion to the Mass Transit account.

The following sections list and describe the federal, state, and local existing and potential funding sources for SLATS infrastructure projects. These are summarized in Figure 1.

The IIJA will provide formulaic and discretionary infrastructure funding through the end of fiscal year 2026. In addition to reauthorizing previous transportation funding levels under the FAST Act, IIJA added approximately $285 billion in new transportation funding comprised of approximately $100 billion in formulaic funding and more than $180 billion in new discretionary funding. Under the IIJA, nearly every existing discretionary transportation-focused program saw its funding allocation augmented significantly, and dozens of new programs were created. In addition, the Inflation Reduction Act (IRA) was signed into law in August 2022. The IRA builds on the historic investments planned under the IIJA.

FIGURE 2. FUNDING SOURCES AND PROGRAMS



There is significant uncertainty associated with the federal grants landscape. While only a few changes have occurred so far, the Trump Administration has recommended the consolidation of federal funding

programs. The administration's "skinny budget" recommended increases in funding to Infrastructure for Rebuilding America (INFRA) Grant Program, Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, and Port Infrastructure Development Program (PIDP). However, programs such as the Bridge Investment Program (BIP) and the Better Utilizing Investments to Leverage Development (BUILD) Grant Program existed pre-IIJA under multiple Administrations, Republican and Democrat, and are expected to continue albeit with updated priorities and (likely pre-IIJA) funding levels.

Federal policy changes can shift transportation funding priorities. Recently, several grants previously awarded for safety improvements, pedestrian trails, and bicycle infrastructure had their expected funding rescinded. Current and anticipated programs emphasize roadway capacity and vehicle mobility instead of active transportation, climate, and clean-energy initiatives, which were higher priorities under the previous administration. Public transit funding is also expected to decline; however, select Federal Transit Administration (FTA) programs will remain available, and projects with strong workforce access or economic outcomes are likely to be more competitive in the current environment. A decrease in overall discretionary funding is likely, with some of those funds being redirected towards specific programs. Separately, some discretionary funds could move towards formula programs, allowing the states to more directly control their spending, in line with Republican administration priorities.

For the purposes of this LRTP and the evaluation of potential funding opportunities, the project team has assumed general continuity of the major federal transportation funding and grant programs currently available under existing law. However, federal transportation programs are expected to evolve as part of future surface transportation reauthorization legislation and ongoing administrative actions. Program eligibility requirements, evaluation criteria, and funding priorities may continue to be revised to reflect changing federal policy objectives. As a result, while many existing programs are expected to remain available in some form, future funding levels and program structures may differ from those referenced in the following sections.

Formula Funds

Under the IIJA, nine core programs are funded within the Federal-Aid Highway Program and apportioned among the states by formula. Division J of the IIJA[3] provided supplemental appropriations from the General Fund for four other formula highway programs that are outside the scope of the core highway program apportionment process.[4]

Core programs within the Federal-Aid Highway Program include:

- National Highway Performance Program (NHPP): The NHPP provides support for the condition and performance of the National Highway System (NHS), the construction of new facilities on the NHS, investments that achieve performance targets established by state asset management plans, and

[3] Congressional Research Service Report R47992, The Highway Funding Formula: History and Current Status Under the Infrastructure Investment and Jobs Act, https://crsreports.congress.gov/product/pdf/R/R47922/2

[4] These four non-core programs are the Bridge Formula Program, the National Electric Vehicle Infrastructure(NEVI) Formula Program, the Appalachian Development Highway System Program, and the Ferry Boat Program (FBP). Of these, the Bridge Formula Program and the NEVI programs are applicable to the MPO.

resilience of the NHS to withstand sea level rise, extreme weather events, flooding, wildfires, and other natural disasters. Funds are apportioned based on formulas to each state, and states divide the funds among apportioned programs. Eligible activities include reconstruction, resurfacing, restoration, rehabilitation, and preservation of bridges on non-NHS highways; projects that reduce the risk of failure of NHS infrastructure; and subsidies for projects under the Transportation Infrastructure Finance and Innovation Act (TIFIA); undergrounding of public utility infrastructure; resiliency improvements on the NHS; and activities to protect NHS segments from cybersecurity threats.[5]

- Surface Transportation Block Grant Program: The program provides flexible spending to states based on apportionment formulas for state and local transportation needs. Eligible projects include the construction of highways, bridges, tunnels, transit capital projects, operational improvements, safety infrastructure projects, parking facilities, recreational trails, bicycle and pedestrian projects, planning and design of roadways and interstates, surface transportation planning, travel demand management strategies, congestion pricing, electric vehicle charging and vehicle-to-grid infrastructure, intelligent transportation systems, protective features and natural infrastructure, and numerous others as found in 23 U.S.C. 133(b)(22).[6]
- Highway Safety Improvement Program (HSIP): The HSIP aims to reduce traffic fatalities and injuries on all public roads through a data-driven approach that focuses on performance. Funds are apportioned as a lump sum to the states to divide among programs. Eligible activities include safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve hazardous road locations or features. Eligible projects may include vehicle-to-infrastructure communications equipment, pedestrian hybrid beacons, roadway improvements (including medians) to separate pedestrians and motor vehicles, and other physical projects.[7]
- Railway-Highway Crossings Program: The program provides funds for safety improvements that reduce fatalities, injuries, and crashes at public railway-highway grade crossings. Funding is apportioned based on formulas and considers the number of public crossings by state. Eligible activities include hazard elimination projects, the installation of protective devices, the relocation of highways to eliminate grade crossings, and projects that eliminate hazards posed by idling trains on crossings.[8]
- Metropolitan Planning Program: The program establishes a cooperative, continuous, and comprehensive framework for metropolitan transportation investment decisions. Funds are apportioned by state. MPOs are required to compile metropolitan transportation plans, transportation improvement programs, and long-range transportation plans. MPOs should make plans that improve transportation system resiliency and reliability, reduce or mitigate stormwater impacts of surface transportation, and enhance travel and tourism.[9]
- National Highway Freight Program: The program aims to improve the efficient movement of freight on the National Highway Freight Network (NHFN). A lump sum is apportioned by state and then divided among programs at the local level. Eligible activities include projects and programs that contribute to the efficient movement of freight as identified in the state's freight plan. Examples may include ramp

[5] National Highway Performance Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm
[6] Surface Transportation Block Grant Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm
[7] Highway Safety Improvement Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm
[8] Railway-Highway Crossings Program- Policy and Guidance, https://highways.dot.gov/safety/hsip/xings/policy-and-guidance
[9] Metropolitan Planning, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

metering, truck-only lanes, adding or widening shoulders, adding road capacity to address highway freight bottlenecks, separation of passenger vehicles and commercial vehicles, modernization of a lock or dam, reduction of on-road mobile source emissions, and other projects.[10]

- Carbon Reduction Program: The program provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. A lump sum is apportioned by state and then divided among programs at the local level. Eligible projects must support the reduction of transportation emissions and can include deployment of intelligent transportation systems, development of a carbon reduction strategy, and deployment of alternative fuel vehicles, among several other projects.[11]
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program: The program aims to increase the resiliency of surface transportation to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. A lump sum is apportioned by state and then divided among apportioned programs. Eligible activities are divided into four main categories: planning, resilience improvements, community resilience and evaluation route activities, and at-risk coastal infrastructure activities.[12]

Applicable non-core programs within the Federal-Aid Highway Program include:

- Bridge Program: The IIJA established the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges.[13] After set-asides of 3% for tribal transportation facility bridges and 0.5% for administration, funds are distributed to states, the District of Columbia, and Puerto Rico by a formula based on two factors related to bridge condition: the cost of replacing bridges classified in poor condition in the state in proportion to replacing all bridges classified in poor condition (75% of the apportionment); and the cost of rehabilitating bridges classified in fair condition in the state in proportion to rehabilitating all bridges classified in fair condition (25%). BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.
- National Electric Vehicle Infrastructure Formula Program (NEVI): The program provides funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. After funding set-asides, including 10% for grants to state and local governments that require additional assistance for EV charging infrastructure, the program apportions funding to states by a formula based on a state's share of the combined amount distributed in federal-aid highway apportionments. NEVI Formula funding is limited to projects that are directly related to the charging of a vehicle and only for EV charging infrastructure that is open to the public or to authorized commercial motor vehicle operators from more than one company.[14]

[10] National Highway Freight Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm
[11] Carbon Reduction Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm
[12] Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm
[13] Bridge Formula Program (BFP), https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm
[14] National Electric Vehicle Infrastructure Formula Program, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The program provides federal credit assistance to eligible highway, transit, intercity rail, and some freight rail, intermodal facilities, and port modification projects. Under TIFIA, states, localities, public authorities, and some private entities can take advantage of three types of financial assistance: secured loans, loan guarantees, and lines of credit. Eligible projects include infrastructure related to highway, transit, passenger rail, certain freight facilities, certain port projects, rural areas, transit-oriented development projects, and State Infrastructure Bank rural projects. The IIJA expanded the list of eligible projects to include airports, the public infrastructure component of a transit-oriented development, and the acquisition of plant and animal habitats to mitigate the effects of transportation projects on endangered species.

Specific requirements must be met including project costs, loan amounts, and project types. TIFIA has a rolling application process, where applicants must submit letters of interest demonstrating creditworthiness and readiness to proceed. After an invitation is received from the TIFIA Joint Program Office, a formal application is required. TIFIA has a total of $75 billion in lending capacity under the IIJA.[15]

Competitive Grants

The IIJA expanded upon and created several new competitive discretionary programs. The programs listed below is not an exhaustive list but are relevant to planning, design, and construction projects for the MPO. Most federal competitive grant programs have a matching funds requirement that requires the applicant to provide a certain percentage of the overall project budget. Match requirements vary by program. Several programs require a minimum 20% non-federal match, but this can change if the project is located in a rural area or historically disadvantaged community.

Better Utilizing Investments to Leverage Development (BUILD) Grant Program: Previously TIGER and RAISE, this program invests in surface transportation projects that will have a significant local or regional impact and supports projects that are consistent with the USDOT's strategic goals of improving safety, economic strength and global competitiveness, mobility and community connectivity, quality of life, and environmental sustainability.

Bus & Bus Facilities Competitive Grants: This program makes federal resources available to states and FTA direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Charging and Fueling Infrastructure Program: This program provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.

Consolidated Rail Infrastructure and Safety Improvements (CRISI): This program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Corridor Identification and Development (Corridor ID or CID) Program: A comprehensive effort to fund and guide planning and project development work toward building new and enhancing existing intercity passenger rail services across the country. The CID Program focuses on identifying key transportation routes or corridors that require development or improvement to facilitate economic growth, improve mobility, and

[15] A Guidebook to the Bipartisan Infrastructure Law for State, Local, Tribal, and Territorial Governments, and Other Partners, 0727aa5a-308f-4ef0-addf-140fd43acfb5_BUILDING-A-BETTER-AMERICA-V2.pdf (prismic.io)

enhance overall quality of life for residents and businesses.[16] Planning funds only, the CID program does not fund capital project activities. FRA has already reviewed and selected 69 corridors in the initial round of the CID Program; no plans have been announced to consider additional corridors.

Federal-State Partnership for Intercity Passenger Rail (FSP): This program provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service, if an eligible applicant is involved.

Infrastructure for Rebuilding America (INFRA): INFRA provides competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Low or No Emission Grant Program: The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

Neighborhood Access and Equity Grant (NAE): The NAE Program provides technical assistance and grant funding to improve walkability, safety, and affordable transportation access through context-sensitive strategies for improving community connectivity; to mitigate or remediate negative impacts on the human or natural environment; and assist economically disadvantaged or underserved communities with planning and capacity building activities.

Railroad Crossing Elimination (RCE) Program: This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Reconnecting Communities Pilot Program (RCP): The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities like highways or rail lines that create barriers to community connectivity, including to mobility, access, or economic development. The program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.

Recreational Trails Program: This program provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The IIJA reauthorized the Recreational Trails Program (RTP) as a set-aside from the Transportation Alternatives Set-Aside. Each state administers its own program.

Safe Streets and Roads for All (SS4A): The SS4A program supports the USDOT's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach. Funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

Public Works and Economic Adjustment Assistance Programs: These grant programs, administered through the Economic Development Authority (EDA), provide investments that support construction, non-

[16] U.S. Department of Transportation Federal Railroad Administration. CORRIDOR IDENTIFICATION & DEVELOPMENT PROGRAM. November 20, 2025. https://storymaps.arcgis.com/stories/e1f1bd55cfad489a859cc8905d0dad16

construction, technical assistance, and revolving loan fund projects on a competitive basis. Projects must demonstrate economic distress; based on the *EDA Measuring Distress-County Tool*,[17].

Transit Revenues

Federal funding for transit is available through from the Federal Transit Administration through the Urbanized Area Formula Program, the State of Good Repair Grant Program, and the Bus and Bus Facilities Formula Program.

Urbanized Area Formula Program (49 U.S.C. 5307): Federal funds are made available for urbanized areas and to Governors for transit capital and operating assistance and for transportation-related planning. The term "urbanized area" refers to an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Bureau of the Census. Recipients must be eligible public bodies.

A wide variety of activities are eligible for funding assistance: planning, engineering design and evaluation of transit projects, capital investments in buses and bus-related activities (including vehicle replacement, bus overhaul and rebuilding, security equipment, and construction of maintenance and passenger facilities), and capital investments in new and existing fixed-guideway systems (including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware/software). Also, all preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital expenses.

Funds are allocated according to legislative formulas. For areas with a population between 50,000 and 200,000, the formula is based on population and population density. For areas of more 200,000, the formula combines bus revenue vehicle miles, bus passenger miles, fixed-guideway revenue vehicle and route miles, population, and population density factors. A 20 percent non-federal match is required.

State of Good Repair Grants Program (49 U.S.C. 5337): The State of Good Repair grants are capital assistance funds for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems. Funds are eligible to be spent on rolling stock, track, line equipment and structures, signals and communication, power equipment, security systems, passenger stations, maintenance facilities and equipment, and operational support equipment. Funds are apportioned by statutory formulas and a 20 percent non-federal match is required.

Bus and Bus Facilities Formula Program (49 U.S.C. 5339): The Bus and Bus Facilities Formula program provides capital assistance for new and replacement buses and related equipment and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. Funds are allocated on a discretionary basis and through competitive grants, and a minimum 20 percent non-federal match is required.

State Sources

[17] StatsAmerica, Measuring Distress County Tool, https://www.statsamerica.org/distress/dist.aspx

For the states of Wisconsin and Illinois, there are three revenue sources that fund transportation: fuel tax, registration and licensing fees, and motor vehicle sales tax.

State Fuel Taxes: Wisconsin and Illinois fuel tax rate is 30.9 and 48.3 cents per gallon of motor fuel, including gasoline, diesel, kerosene, gasohol, ethanol, and biodiesel. A share of the fuel tax collections is redistributed to local governments, with allocations generally based on population, roadway mileage, and other state-specific formula factors.

State Registration and Licensing Fees: Almost from their inception, motor vehicle license fees were designated as a highway user charge levied to partially defray the costs of constructing and maintaining the roads which benefited those who paid the fees. Wisconsin and Illinois assess vehicle registration and licensing fees based on vehicle type and classification. In both states, passenger vehicles generally pay a standard registration fee, while commercial vehicles, trucks, trailers, and other specialized vehicle classes are subject to fee schedules based on vehicle weight, classification, or other operating characteristics.[18,19]

Motor Vehicle Sales Taxes: In Wisconsin, vehicle purchases are generally subject to a 5 percent state sales tax, with additional county taxes and, in some jurisdictions, local taxes. Unlike fuel taxes and registration fees, motor vehicle sales tax revenues are deposited into the state's General Fund rather than the Transportation Fund. In Illinois, motor vehicle purchases are subject to sales or use taxes, including taxes on dealer sales and private-party transactions, with rates varying based on the transaction type and applicable local taxes; the state baseline is 6.25 percent.

Local Sources

Most cities and counties in Wisconsin and Illinois also receive funding for road construction and maintenance through local sources such as property taxes and sales taxes. Local transit receives funding through fare revenues in addition to federal funds passed through from the FTA.

Other potential sources of funding have been implemented and used successfully in other locations. Local or state regulations would need to permit some revenue sources, which could include:

- *Developer Fees* are charges expensed to new development within pre-defined geographic areas and can be collected based on metrics such as value, square footage, frontage length, and others. The revenues could be dedicated to specific uses including transportation or utilities. Impact fees and mobility fees are types of developer fees with the one-time fees helping to pay for local transportation improvements that serve the new development.
- *Tax Increment Financing (TIF)* is a value capture tool used to encourage redevelopment in designated areas. Transportation investments are paid for with the incremental property tax revenues of new development.
- *Special Assessment Districts* are created to impose a fee on properties within the assessment area to fund improvements in that area.
- *Public-Private Partnership (PPP or P3)* is an organizational structure or agreement between public and private entities. P3s can provide a source of funding to pay the return on investment to the private sector.

[18] Wisconsin Department of Transportation, Fee Schedule, https://wisconsindot.gov/Pages/dmv/vehicles/title-plates/fee-chart.aspx.
[19] Illinois Secretary of State, Vehicle Services Fees (vehicle registration and licensing fees). https://www.ilsos.gov/departments/vehicles/basicfees.html

The benefits of the arrangement include better allocation of risk, faster implementation, and lower costs through private sector innovation.

- *Raise or Index Fuel Taxes* refers to raising or indexing local fuel taxes. Raising or indexing local fuel taxes would require an act of the state legislature or another referendum. Indexing fuel taxes is important because it allows revenues to be adjusted as costs for materials and services rise with inflation. This measure is highly appliable to the high inflation environment experienced within recent years, by maintaining the purchasing power of tax collections, providing additional funds for transportation, and reducing borrowing to fund transportation improvements.