

Non-Local Funding for Transportation Infrastructure



City
of
Milwaukee
DEPARTMENT OF
PUBLIC WORKS

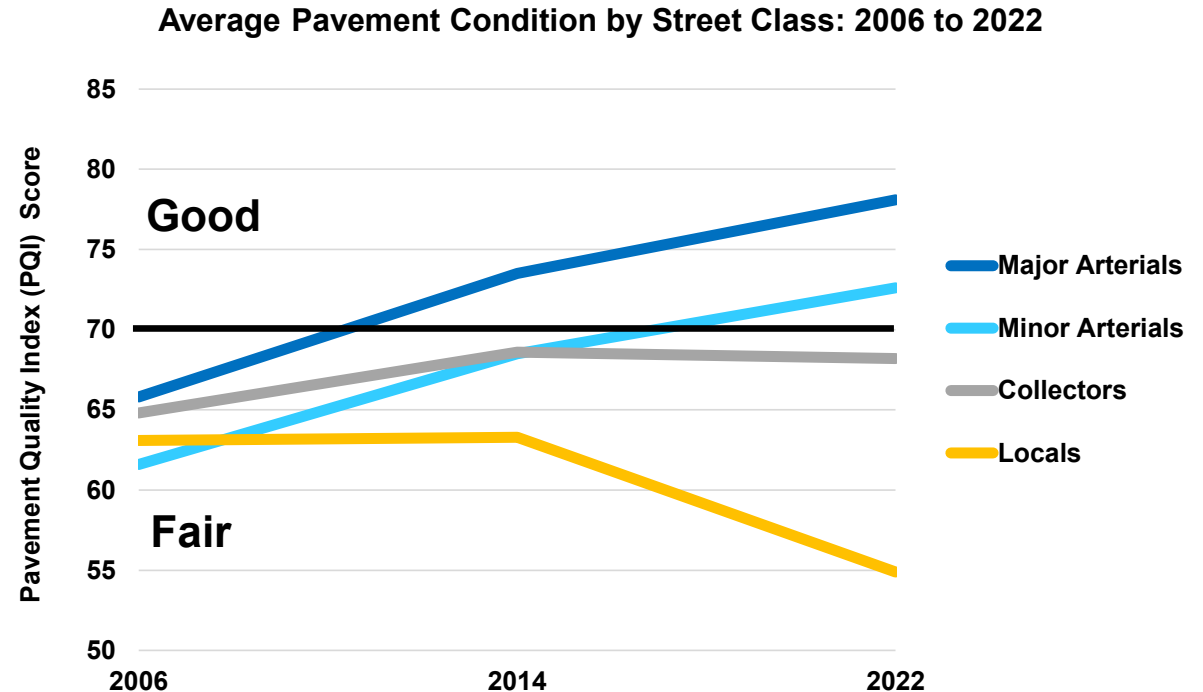
Public Works Committee: May 20, 2026 - Prepared By: Kevin Muhs, City Engineer

Conclusions from 2025 Paving Memo

As communicated in File No. 250198

Roadway Condition Differs by Functional Class

- Average condition of larger and busier streets has been improving
- Average condition of least busy streets continues to decline
- This difference in existing condition and the trends reflect limited funding opportunities for local streets



Conclusions from 2025 Paving Memo

As communicated in File No. 250198



Total Funding is Adequate to Maintain Pavement Condition

- Approximately \$60 million per year is needed to maintain pavement condition in the City, and when all funding sources—including Federal and State grants—are considered, slightly more than \$60 million is being spent annually on paving
- \$60 million/year is not enough to improve the average condition of City streets
- Federal and State grants disproportionately prioritize funding arterials

Funding Options Limited for Local Roads

- Essentially all federal transportation funding is limited to collectors or above, and most programs prioritize funding for arterials
- Most State funding goes to Connecting Highways, with a small program for local streets

Federal and State Assistance Programs

Local Streets and Collectors

- Local Road Improvement Program (State)
- Local Road Improvement Program-Supplemental (State)

Arterials and Non-Paving

- State Highway Rehabilitation (only applicable to Connecting Highways)
- Surface Transportation Block Grant Program (Federal formula)
- Highway Safety Improvement Program (Federal formula)
- Transportation Alternatives Program (Federal formula)
- Congestion Mitigation and Air Quality Program (Federal formula)
- Local Bridge Improvement Assistance (Federal formula w/ State additions)
- Federal discretionary funding (several different programs)

Local Road Improvement Program

State funding program for street reconstructions



Local Road Improvement Program - Entitlement

- Up to 50% of the cost of a local road project
- \$38.6 million available through 2026-2027 State Budget
- \$10.7 million available to all cities and villages, distributed by a formula that includes population and mileage
- City of Milwaukee received \$1,005,864.80

Local Road Improvement Program – Discretionary & Supplemental

- \$138.7 million available through 2026-2027 State Budget
- \$33.7 million available to all cities and villages
- Prioritizes project awards by safety, traffic volume, improvement type, and land use/economic development
- City of Milwaukee received \$900,000 to reconstruct W. Keefe Ave from Teutonia to 8th

State Highway Rehabilitation Program

State (and Federal) funding program for Connecting Highways



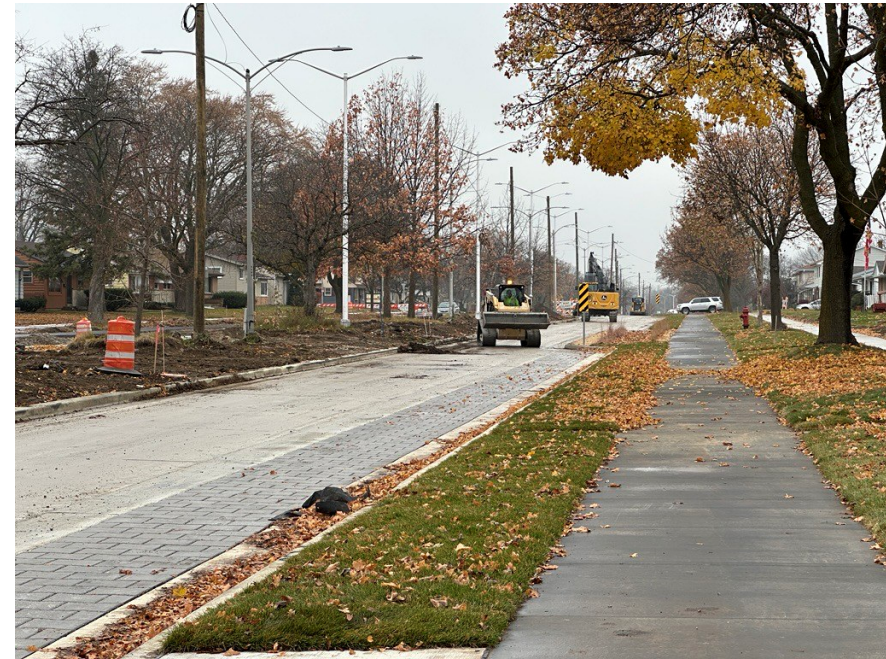
“3R” Projects

- WisDOT’s funding program for resurfacing, reconditioning, or replacing pavement on State Highways
- Within the City, applicable to smaller freeway projects, State Trunk Highways (pure State Jurisdiction) and State Connecting Highways (State “traffic” routed over City-owned rights of way)
- Projects are programmed by WisDOT; primarily driven by pavement condition and asset management process
- WisDOT is in the process of significant investments in Trunk and Connecting Highways in Milwaukee
- The current State budget (\$1.3 billion) includes:
 - W. National Ave (39th to 1st) – approximately \$40 million in State and Federal funds
 - W. Kearney Street and W. O’Connor Street - \$2.9 million in State and Federal Funds
 - S. 27th Street (Howard to Bottsford) - \$2.1 million in State and Federal funds

Surface Transportation Program

Federal funding for arterials and other transportation capital projects

- Federal funding routed through Metropolitan Planning Organizations (SEWRPC, in our area) and managed by the State
- Competitively awarded in two-to-three year groupings of funding, several years before construction
- Approximately \$30-35 million available annually in the Milwaukee urbanized area
- City of Milwaukee projects from the BIL include:
 - W. Vliet St Reconstruction (27th to 12th): 2022
 - W. Walnut St Reconstruction (20th to I-43): 2023
 - E./W. Locust St Resurfacing (7th to Holton): 2023
 - W. Hampton Ave Resurfacing (60th to 29th): 2023
 - E./W. Howard Ave Reconstruction (6th to Clement): 2024
 - W. Lisbon Ave Reconstruction (100th to Burleigh): 2025



Highway Safety Improvement Program

Federal funding for targeted safety projects

- Federal funding managed by the State
- Competitively awarded every six months, several years before construction
- Approximately \$40 million available annually across Wisconsin
- Targeted at locations with deadly and life-changing injury crashes
- Typically used to fund intersection enhancements; occasionally used for corridor road diets as well
- Sample City of Milwaukee projects from the BIL include:
 - Curb extensions, new traffic signals, and ADA-compliant curb ramps at intersections on S. 16th St, N. 35th St, N. 51st St, N. 60th St, N. MLK Jr. Dr, W. Morgan Ave, W. Silver Spring Dr, W Villard Ave, etc.
 - Mini-roundabouts on N. 51st St and N. Holton St
 - Road diets on N. MLK, Jr. Dr, N. 27th St, N. 35th St, W. Burleigh St, S. 35th St and S. 13th St



Transportation Alternatives Program

Federal funding for pedestrian and bike projects

- Federal funding routed through SEWRPC and managed by the State
- Competitively awarded in two-to-three year groupings of funding, several years before construction
- Approximately \$4-6 million available annually in the Milwaukee urbanized area
- Example City of Milwaukee projects from the BIL include:
 - Construction of safety and bikeway projects on W. Oklahoma Ave, W. Hopkins St, W. Lisbon Ave, S. 2nd St, etc.
 - Citywide Mobility Plan (414 in Motion)
 - Expansion of BublR Bikeshare (BublR 2.0)
 - Safe Routes to School education at MPS schools (Wisconsin Bike Fed effort)
 - The Harbor District Riverwalk between Greenfield Ave and Kinnickinnic Ave
 - 20th Street Trail, Beerline Trail Extension, South Powerline Trail Extension
 - Street Lighting improvements for pedestrians on the High-Injury Network



Congestion Mitigation and Air Quality Program

Federal funding for projects that mitigate congestion and improve air quality



- Federal funding managed by the State, with collaboration from SEWRPC
- Competitively awarded in two-to-three year groupings of funding, a few years before implementation
- Approximately \$10-11 million available annually, targeted at projects in lakefront and Milwaukee metro counties
- Example City of Milwaukee projects from the BIL include:
 - Construction bikeway projects on W. Lisbon Ave and E./W. Center St
 - Expansion of Bublr Bikeshare (Bublr 2.0)
 - Safe Routes to Transit projects on W. Burleigh St and S. 16th St
 - Traffic signal optimization and upgrade projects
 - Purchase of CNG packers
 - Purchase of EV fleet vehicles for Parking

Local Bridge Improvement Assistance

State and Federal funding for local bridge projects

- Managed by WisDOT
- Competitively awarded in two-to-three year groupings of funding, several years before construction
- Approximately \$80 million available annually statewide
- Example City of Milwaukee projects from the BIL include:
 - Major rehabilitation of Holton Street over Milwaukee River
 - Major rehabilitation of Cherry Street over Milwaukee River
 - Major rehabilitation of 16th Street over Menomonee River
 - Rehabilitation of Water Street over Milwaukee River
 - Rehabilitation of S. 9th Place over UP RR



Federal Discretionary Grant Programs

Nationally-competitive Federal funding awarded by USDOT



TIGER/RAISE/BUILD

- Surface transportation projects with significant local or regional impact
- Extensive application process
- Limited to \$25 million in Federal assistance per application
- \$14.3 million grant to reconstruct/enhance W. Villard Ave. between Sherman and 20th (2023)

Safe Streets and Roads for All (SS4A)

- Grants to prevent roadway fatalities and serious injuries
- Limited to \$25 million in Federal assistance per application
- \$4.4 million for Accessible Intersections for All (2022)
- \$4.0 million to pilot communications and intervention strategies (2023)
- \$25 million to reconstruct W. Center St. from Sherman to Teutonia (2024)
- \$8 million for safety improvements to N. Martin Luther King, Jr. Dr. and W. Forest Home Ave. (2025)