

Surface Transportation Urban Program (STP-Urban, STP-U)

Statute: Federal Aid: state and local funds: [§84.03](#)

Admin. Rule: N/A

Program objective:

The objective of the STP-Urban Program is to improve transportation on Wisconsin's federal-aid-eligible roads and streets in urban areas.

Program definition:

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Infrastructure Investment and Jobs Act (IIJA).

Program eligibility:

Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within urban and urbanized areas are eligible for funding on roads functionally classified as urban "collector" or higher. Local improvement projects on connecting highways are not eligible for STP-Urban funds.

Program description:

Areas with populations of more than 200,000 (Appleton, Madison, Milwaukee, and Green Bay) receive designated annual funding. Annual allocations are made to each of the 12 urbanized areas with populations of 50,000 to 200,000. Annual allocations are also made to two groups of urban areas (5,000-20,000 and 20-50,000 population) based on population. Wisconsin uses a statewide formula ranking process to distribute funds to communities in urban areas based on eligible centerline mileage. The total number of urban areas in the state is determined by the 2020 Census data.

Program history:

Federal-aid highway programs that directed funding to local governments before enactment of ISTEA had well-established formulas that allocated funding based on population and mileage criteria. ISTEA eliminated these programs beginning in fiscal year 1992 and replaced them with programs that can be used to fund a broader mix of projects. Flexible funding for federal-aid highways, safety projects and bridges under SAFETEA-LU is continued under MAP-21, the FAST Act and the IIJA.

Application cycle:

To continue statewide program stability efforts, the Wisconsin Department of Transportation (WisDOT) will manage a full five-year (five state fiscal years) program of projects. This provides the department and local sponsors the ability to review and adjust the already scheduled first three state fiscal years of the programs (2027, 2028, and 2029) as needed and add another two state fiscal years of approved projects to the schedule (2030 and 2031).

WisDOT Regional contact information can be found on the corresponding WisDOT web page.