TRIP | A National Transportation Research Nonprofit

www.tripnet.org

WISCONSIN TRANSPORTATION BY THE NUMBERS:

PROVIDING A MODERN, SUSTAINABLE TRANSPORTATION SYSTEM IN THE BADGER STATE

SEPTEMBER 2026

1101 Connecticut Ave. NW #450
Washington, DC 20036

Executive Summary

Mobility, accessibility and connectivity are critical factors in a state's quality of life and economic competitiveness. The growth and development of a state or region hinge on efficient and safe access to employment, customers, commerce, recreation, education and healthcare via multiple transportation modes. The quality of life and the pace of a state's economic growth are directly tied to the condition, efficiency, safety and resiliency of its transportation system.

An adequate and reliable source of transportation funding is critical to providing a transportation system to support commerce within Wisconsin and connect the state to markets around the globe, while providing safe, efficient mobility on a well-maintained transportation system.

TRIP's "Wisconsin Transportation by the Numbers" report examines the condition, use, safety, efficiency and funding needs of Wisconsin's surface transportation system. The report also looks at the challenges Wisconsin faces to accommodate future transportation growth, maintain the existing system, and sustain adequate state transportation investment despite the funding impacts of highway construction cost inflation, increasing vehicle fuel efficiency and the adoption of electric vehicles.

THE COSTS OF DETERIORATED ROADS, TRAFFIC CONGESTION AND CRASHES

Driving on Wisconsin roads that are deteriorated, congested and that lack some desirable safety features costs the state's drivers $9 billion each year. TRIP has calculated the cost to the average motorist in the state's largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel due to congestion, and the financial cost of traffic crashes, in which the lack of desirable roadway safety features was likely a contributing factor. The chart below shows the cost of deficient roads statewide and for the average driver in the state's largest urban areas.

Location	VOC	Safety	Congestion	TOTAL
Eau Claire	$673	$413	$450	$1,536
Green Bay-Appleton-Oshkosh	$1,012	$324	$535	$1,871
Kenosha	$1,001	$507	$919	$2,427
Madison	$1,041	$355	$1,106	$2,502
Milwaukee	$1,290	$580	$1,554	$3,424
Wausau	$629	$450	$688	$1,767
WISCONSIN STATEWIDE	**$3.7 Billion**	**$2.3 Billion**	**$3 Billion**	**$9 Billion**

WISCONSIN ROADS PROVIDE A ROUGH RIDE

Due to inadequate state and local funding, 42 percent of major locally and state-maintained roads and highways in Wisconsin are in poor or mediocre condition. Driving on rough roads costs the average Wisconsin driver $839 annually in additional vehicle operating costs – a total of $3.7 billion statewide. The chart below details pavement conditions on major roads in the state's largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Eau Claire	15%	37%	19%	30%
Green Bay-Appleton-Oshkosh	39%	26%	12%	24%
Kenosha	40%	20%	14%	27%
Madison	41%	22%	14%	23%
Milwaukee	58%	20%	9%	13%
Wausau	27%	17%	23%	33%
Wisconsin Statewide	**23%**	**19%**	**13%**	**45%**

From 2024 through 2029, the Wisconsin Department of Transportation (WisDOT) anticipates an average annual funding gap of $313 million between the amount of funding available for maintenance and preservation of state-maintained pavements and the amount needed to keep them in their current condition.

WISCONSIN BRIDGE CONDITIONS

Six percent of Wisconsin's bridges (920 of 14,428 bridges) 20 feet or longer are rated in poor condition. Bridges rated in poor condition have significant deterioration of the bridge deck, supports or other major components. Forty-eight percent of the state's bridges are rated in fair condition and the remaining 46 percent are in good condition. Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In Wisconsin, 27 percent of the state's bridges were built in 1969 or earlier. The chart below details bridge conditions statewide and in the state's largest urban areas.

	POOR		FAIR		GOOD		TOTAL
	Number	Share	Number	Share	Number	Share	BRIDGES
Eau Claire	22	9%	119	51%	94	40%	235
Green Bay-Appleton-Oshkosh	44	4%	471	45%	522	50%	1037
Kenosha	5	5%	34	31%	71	65%	110
Madison	42	7%	273	46%	278	47%	593
Milwaukee	43	5%	568	63%	286	32%	897
Wausau	40	8%	288	54%	203	38%	531
WISCONSIN STATEWIDE	**920**	**6%**	**6,918**	**48%**	**6,590**	**46%**	**14,428**

Eight percent of local bridges and culverts in Wisconsin between six and 20 feet are rated in poor condition, 41 percent are rated in fair condition and 51 percent are rated in good condition.

WISCONSIN ROADS ARE INCREASINGLY CONGESTED

In 2025, the state's transportation system carried 68.7 billion annual vehicle miles of travel (VMT), a 20 percent increase since 2000. Vehicle travel in Wisconsin dropped significantly during the initial phase of the COVID-19 pandemic, but by 2025, VMT in Wisconsin had rebounded to four percent higher than in 2019. Robust VMT growth continued in Wisconsin in 2026, with vehicle travel during the first six months of the year being three percent higher than during the first six months of 2025.

Congested roads choke commuting and commerce and cost Wisconsin drivers $3 billion each year in the form of lost time and wasted fuel. The chart below shows the annual number of hours lost to congestion, the cost of lost time and wasted fuel, and gallons of fuel lost to congestion for the average driver in the state's largest urban areas.

Urban Area	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Eau Claire	24	$450	5
Green Bay-Appleton-Oshkosh	30	$535	7
Kenosha	43	$919	12
Madison	53	$1,106	16
Milwaukee	58	$1,554	20
Wausau	34	$688	7

WISCONSIN TRAFFIC SAFETY AND FATALITIES

From 2020 to 2025, a total of 3,542 people were killed in traffic crashes in Wisconsin, an average of 590 fatalities each year. In 2025, Wisconsin had 0.80 traffic fatalities for every 100 million miles traveled, lower than the national average of 1.10. The number of traffic fatalities in Wisconsin rose in 2020 and 2021 before falling each year from 2022 to 2025.

WISCONSIN TRAFFIC FATALITY DATA									
	2015		2020	2021	2022	2023	2024	2025	2015-2025 Change	2020-2025 Change
Traffic Fatalities	566		612	620	596	583	575	556	-2%	-9%
Fatalities per 100M VMT	0.91		1.06	0.95	0.90	0.86	0.87	0.80	-12%	-25%

From 2020 to 2024, 11 percent of those killed in crashes involving motorized vehicles were pedestrians or bicyclists, a total of 287 pedestrian fatalities and 51 bicyclist fatalities over the five-year period. The chart below indicates the number of pedestrian, bicyclist and total traffic fatalities in Wisconsin from 2020 to 2024 and the overall share of pedestrian and bicyclist fatalities.

Year	Total Fatalities	Pedestrian Fatalities	Bicyclist Fatalities	Share Bike and Ped.
2020	612	50	12	10%
2021	620	48	9	9%
2022	604	72	14	14%
2023	583	59	8	11%
2024	595	58	8	11%
TOTAL	**3,014**	**287**	**51**	11%
AVERAGE	**603**	**57**	**10**	11%

The fatality rate per 100 million miles of travel on Wisconsin's rural, non-Interstate roads in 2024 was significantly higher than all other roads in the state (1.10 vs. 0.68).

Traffic crashes imposed $7 billion in economic costs in Wisconsin in 2024 and traffic crashes in which a lack of adequate roadway safety features, while not the primary factor, were likely a contributing factor, imposed $2.3 billion in economic costs. According to a 2023 National Highway Traffic Safety Administration (NHTSA) report, the tangible economic costs of traffic crashes include medical care, lost productivity, legal and court costs, insurance administrative costs, workplace costs, congestion impacts (travel delay, excess fuel consumption and pollution), emergency services, and property damage. NHTSA has also estimated the annual value of the lost quality-of-life cost of traffic crashes causing serious injury or death. The lost quality-of-life costs include the loss of remaining lifespan, extended or lifelong physical impairment, or physical pain. The following chart indicates the average number of traffic fatalities from 2020 to 2024 in Wisconsin's largest urban areas and the average cost of crashes to regional drivers.

Location	Average Fatalities 2020-2024	Crash Costs per Driver
Eau Claire	8	$413
Green Bay-Appleton-Oshkosh	36	$324
Kenosha	15	$507
Madison	37	$355
Milwaukee	96	$580
Wausau	11	$450

In early 2022, the U.S. Department of Transportation adopted a comprehensive National Roadway Safety Strategy, a roadmap for addressing the nation's roadway safety crisis based on a Safe System approach. The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and improved Post-Crash Care.

WisDOT has found that modernization of its highways has improved safety with recent improvements to the Zoo Interchange, the Marquette Interchange, portions of I-41 and portions of Interstates 39/90 resulting in a 29 percent, 48 percent, 34 percent and 27 percent reduction in crashes, respectively.

WISCONSIN TRANSPORTATION SYSTEM AND FUNDING

Wisconsin's roads, highways and bridges are funded by investments from local, state and federal governments. The Wisconsin Department of Transportation (WisDOT) maintains the state's most critical highways, including the state's Interstate Highway System, U.S. Highways and State Highways. The 11,749 miles of highways maintained by WisDOT carry 56 percent of annual vehicle travel in the state.

Revenue from the state's fuel tax and registration fees accounts for 77.6 percent of Wisconsin's transportation funds, while other transportation revenues such as driver's license fees and taxes on railroads and petroleum pipelines make up eight percent of transportation funding, and transfers from the state's general fund account for the remaining 14.5 percent of Wisconsin's transportation funds.

Revenue from Wisconsin's fuel tax has been unable to keep up with inflation since 2006, when the indexing of the state's motor fuel tax to account for inflation was removed. The amount of Wisconsin fuel tax revenue declined by one-third from 2006 to 2023 when adjusted for inflation, and reached the lowest since 1998. To address the reduced buying power of state fuel tax revenue, the Wisconsin legislature has transferred $3 billion in general fund revenue to transportation from 2015 through 2025.

State transportation funds are supplemented by the federal Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021. The IIJA provides $5.2 billion in federal funds for highway and bridge investments in Wisconsin over five years, representing a 29 percent increase in annual federal funding for roads and bridges in Wisconsin over the previous federal surface transportation program. Federal funds currently provide approximately half of the revenue used by WisDOT to fund highway and bridge improvements. The IIJA is set to expire on December 11, 2026.

The ability of revenue from the Wisconsin and the federal motor fuel tax -- and other sources of state and federal transportation funding -- to keep pace with Wisconsin's future transportation needs is likely to erode as a result of increasing vehicle fuel efficiency, the increasing use of electric vehicles and inflation in highway construction costs.

In Wisconsin, average fuel efficiency for passenger vehicles increased from 20.3 miles per gallon in 2006 to 25.4 miles per gallon in 2024. In the first quarter of 2025, hybrid vehicles, plug-in hybrid electric vehicles, and battery electric vehicles made up approximately 22 percent of total new light-duty vehicle sales in the U.S. The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.

Increasing inflation has also hampered Wisconsin's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway

Administration's national highway construction cost index, which measures labor and materials cost, increased by 48 percent from the beginning of 2022 through the end of 2025.

The reduced buying power of Wisconsin's state and federal transportation dollars threatens to delay many critically needed highway projects that would improve the safety, reliability and condition of Wisconsin's most critical highways. These projects include the reconstruction and modernization of the following Interstate segments in southeast Wisconsin: I-94 between the Zoo and Marquette interchanges, portions of I-94 west of Milwaukee, portions of the I-43 Marquette Connector, portions of the I-41 Tri-County, and portions of the I-894 Bypass. Elsewhere in Wisconsin major highway modernization projects are underway or needed on portions of I-41 in the Green Bay area, portions of I-39/90/94 between Madison and the Wisconsin Dells, and portions of U.S. Highway 51 in the Madison area.

TRANSPORTATION AND ECONOMIC DEVELOPMENT

Wisconsin's economy relies significantly on manufacturing, agriculture, mining and timber and forest industries, which depend heavily on a reliable and well-maintained transportation system. These transportation-dependent industries in Wisconsin account for 23 percent of employment in Wisconsin, significantly higher than the 14 percent of employment nationally.

Improving the reliability of Wisconsin highways can result in significant benefit to a region's economy. The $2 billion spent since 2015 on adding capacity to improve reliability on a 27-mile portion of Interstate 94 in the Milwaukee area has resulted in an $11 billion increase - 108 percent - in property value along this corridor compared to a 30 percent increase in property values in the rest of the region.

In 2024, Wisconsin's freight system moved 578 billion tons of freight, valued at $561 billion. From 2024 to 2050, freight moved annually in Wisconsin's by trucks is expected to increase 53 percent by weight and 80 percent by value (in inflation-adjusted dollars).

According to a report by the American Road & Transportation Builders Association, the design, construction and maintenance of transportation infrastructure in Wisconsin supports approximately 64,000 full-time jobs across all sectors of the state economy. These workers earn $2.8 billion annually.

Approximately 1.4 million full-time jobs in Wisconsin in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network.

Sources of information for this report include AAA, the AAA Foundation for Traffic Safety, the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Texas Transportation Institute (TTI), The Transportation Research Board (TRB), the U.S. Census Bureau, the U.S. Department of Transportation, and the Wisconsin Department of Transportation (WisDOT). Cover photo credit: StateTrunkTour .com.

INTRODUCTION

Wisconsin's roads and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, tourist destinations, natural resources and recreation. Modernizing Wisconsin's transportation system is critical to quality of life and economic competitiveness in the Badger State. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect Wisconsin's economic competitiveness and quality of life.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, Wisconsin will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to Wisconsin's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short-term and stimulating long-term economic growth because of enhanced mobility and access.

This report examines the condition, use and safety of Wisconsin's roads, highways and bridges, and the state's future mobility needs. Sources of information for this report include AAA, the AAA Foundation for Traffic Safety, the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Federal Highway Administration (FHWA), the Texas Transportation Institute (TTI), the American Road & Transportation Builders Association (ARTBA), the National Highway Traffic Safety Administration (NHTSA), the Wisconsin Department of Transportation (WisDOT), the Transportation Research Board (TRB), and the U.S. Department of Transportation.

In addition to statewide data, the TRIP report includes regional data for the Eau Claire, Green Bay-Appleton-Oshkosh, Kenosha, Madison, Milwaukee and Wausau areas. An urban area is defined as a region's municipalities and surrounding suburbs for pavement condition and congestion data; bridge and traffic fatality data include a region's major counties.[1]

POPULATION, TRAVEL AND ECONOMIC TRENDS IN WISCONSIN

Wisconsin motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it is critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Wisconsin's population grew to approximately 6 million residents in 2025 – an increase of 11 percent since 2000.[2] Wisconsin had approximately 4.4 million licensed drivers in 2024.[3]

From 2000 to 2025, annual vehicle miles of travel (VMT) in Wisconsin increased by 20 percent, to approximately 69 billion miles traveled annually.[4] Vehicle travel in Wisconsin dropped significantly during the early phase of the COVID-19 pandemic, but by 2025, VMT in Wisconsin had rebounded to four percent above pre-pandemic levels in 2019.[5] In the first six months of 2026, VMT was three percent higher than during the first six months of 2025.[6]

From 2000 to 2025, Wisconsin's gross domestic product (GDP), a measure of the state's economic output, increased by 45 percent, when adjusted for inflation.[7] U.S. GDP increased 69 percent during the same period.[8]

Wisconsin's economy relies significantly on manufacturing, agriculture, mining and timber and forest industries, which rely heavily on a reliable and well-maintained transportation system.[9] These

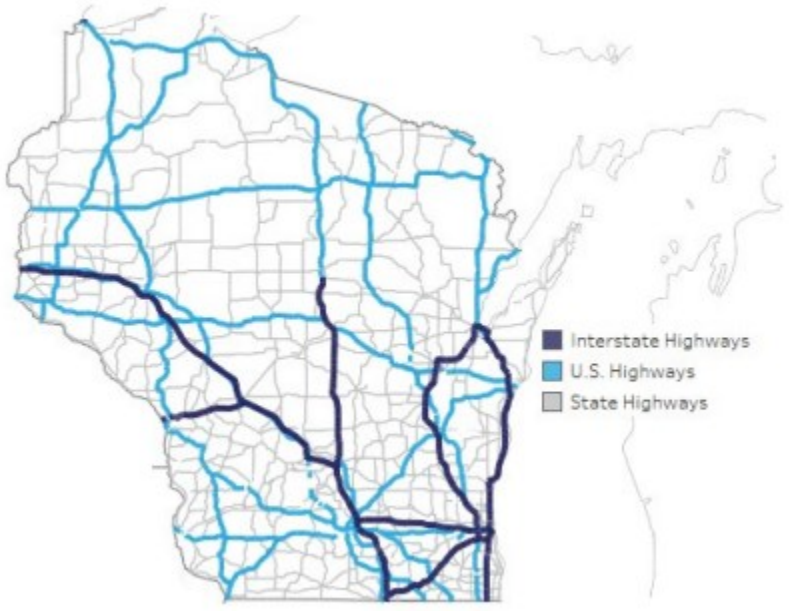
transportation-dependent industries in Wisconsin account for 23 percent of employment in Wisconsin, significantly higher than the 14 percent of employment nationally.[10]

WISCONSIN TRANSPORTATION SYSTEM AND FUNDING

Wisconsin's roads, highways and bridges are funded by investments from local, state and federal governments. A lack of sufficient funding at all levels, coupled with the impact of rising inflation, will make it difficult to adequately maintain and improve the state's existing transportation system.

The Wisconsin Department of Transportation (WisDOT) maintains the state's most critical highways, including the state's Interstate Highway System, U.S. Highways and State Highways. The 11,749 miles of highways maintained by WisDOT carry 56 percent of annual vehicle travel in the state.[11]

Chart 1. WisDOT-Maintained Highways.

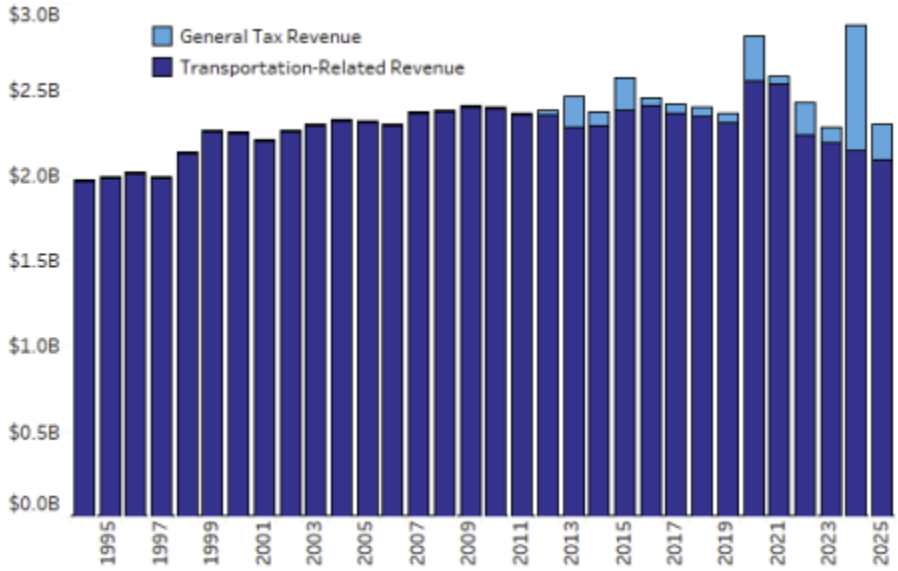


Source: Wisconsin Department of Transportation.

Revenue from the state's fuel tax and registration fees accounts for 77.6 percent of the Wisconsin's transportation funds, while other transportation revenues such as driver's license fees and taxes on railroads and petroleum pipelines make up eight percent of transportation funding, and transfers from the state's General Fund account for the remaining 14.5 percent of Wisconsin's transportation funds. [12]

Revenue from Wisconsin's fuel tax has been unable to keep up with inflation since 2006, when the indexing of the state's motor fuel tax to account for inflation was removed. The amount of Wisconsin fuel tax revenue declined by one-third from 2006 to 2023 when adjusted for inflation, and reached the lowest since 1998.[13] To address the reduced buying power of state fuel tax revenue, state elected officials transferred $3 billion in General Fund revenue to transportation from 2015 through 2025.[14]

Chart 2. Total Wisconsin Transportation Revenue 1995 to 2025.



Source: Wisconsin Department of Transportation.

State transportation revenue in Wisconsin has been augmented by the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 2021, which provides $5.2 billion in federal funds to the state for highway and bridge investments in Wisconsin over five years, representing a 29 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program.[15] The IIJA is set to expire on December 11, 2026.

Most federal funds for highway and transit improvements in Wisconsin are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel.

The amount of Wisconsin fuel tax revenue declined by one-third from 2006 to 2023 when adjusted for inflation, and reached the lowest since 1998.[1] To address the reduced buying power of state fuel tax revenue, state elected officials transferred $3 billion in general fund revenue to transportation from 2015 through 2025.

Revenue from state and federal motor fuel taxes – a critical source of state transportation funding -- is likely to erode as a result of increasing vehicle fuel efficiency, the increasing use of electric vehicles and the impact of highway construction inflation. In Wisconsin, average fuel efficiency for passenger vehicles increased from 20.3 miles per gallon in 2006 to 25.4 miles per gallon in 2024.[16] In the first quarter of 2025, hybrid vehicles, plug-in hybrid electric vehicles, and battery electric vehicles made up approximately 22 percent of total new light-duty vehicle sales in the U.S.[17] The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.[18]

Increasing inflation has also hampered Wisconsin's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 52 percent from the beginning of 2022 through the end of 2025.[19]

Chart 3. FHWA's national highway construction cost index.

Source: Federal Highway Administration.

The reduced buying power of Wisconsin's state and federal transportation dollars threatens to delay many critically needed highway projects that would improve the safety, reliability and condition of Wisconsin's most critical highways. These projects include the reconstruction and modernization of the following Interstate segments in southeast Wisconsin: I-94 between the Zoo and Marquette interchanges, portions of I-94 west of Milwaukee, portions of the I-43 Marquette Connector, portions of the I-41 Tri-County, and portions of the I-894 Bypass. Elsewhere in Wisconsin major highway modernization projects are underway or needed on portions of I-41 in the Green Bay area, portions of I-39/90/94 between Madison and the Wisconsin Dells, and portions of U.S. Highway 51 in the Madison area.[20]

CONDITION OF WISCONSIN ROADS

The life cycle of Wisconsin's roads is greatly affected by the state and local governments' ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by WisDOT on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by The Federal Highway Administration (FHWA) to ensure the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, 42 percent of Wisconsin's major roads are in poor or mediocre condition. Twenty-three percent of Wisconsin's major locally and state-maintained roads are in poor condition and 19 percent are in mediocre condition.[21] Thirteen percent of Wisconsin's major roads are in fair condition and the remaining 45 percent are in good condition.[22]

Forty-seven percent of Wisconsin's major locally and state-maintained **urban** roads and highways have pavements rated in poor condition and 23 percent are in mediocre condition.[23] Thirteen percent are in fair condition and the remaining 17 percent Wisconsin's major urban roads are rated in good condition.[24]

Fourteen percent of Wisconsin's major locally and state-maintained **rural** roads and highways have pavements rated in poor condition and 17 percent are in mediocre condition.[25] Twelve percent are in fair condition and the remaining 56 percent of Wisconsin's rural roads are rated in good condition.[26]

The chart below details pavement conditions on locally and state-maintained major urban roads in the state's largest urban areas and statewide.[27]

Chart 4. Pavement conditions on major urban roads in Wisconsin's largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Eau Claire	15%	37%	19%	30%
Green Bay-Appleton-Oshkosh	39%	26%	12%	24%
Kenosha	40%	20%	14%	27%
Madison	41%	22%	14%	23%
Milwaukee	58%	20%	9%	13%
Wausau	27%	17%	23%	33%
Wisconsin Statewide	**23%**	**19%**	**13%**	**45%**

Source: TRIP analysis of Federal Highway Administration data.

WisDOT's recent and projected funding levels from 2024 through 2029 are inadequate to keep state-maintained pavements in their current condition. The chart below details the gap between the amount of funding available for preservation and maintenance on state-maintained pavements and the amount needed to maintain pavements in their current condition for each year from 2024 through 2029. WisDOT anticipates an average annual shortfall of $313 million over six years for pavement preservation and maintenance on state-maintained roads.[28]

Chart 5. Annual WisDOT Gap Between Needed and Available Funds for State-Maintained Pavement Maintenance and Preservation.

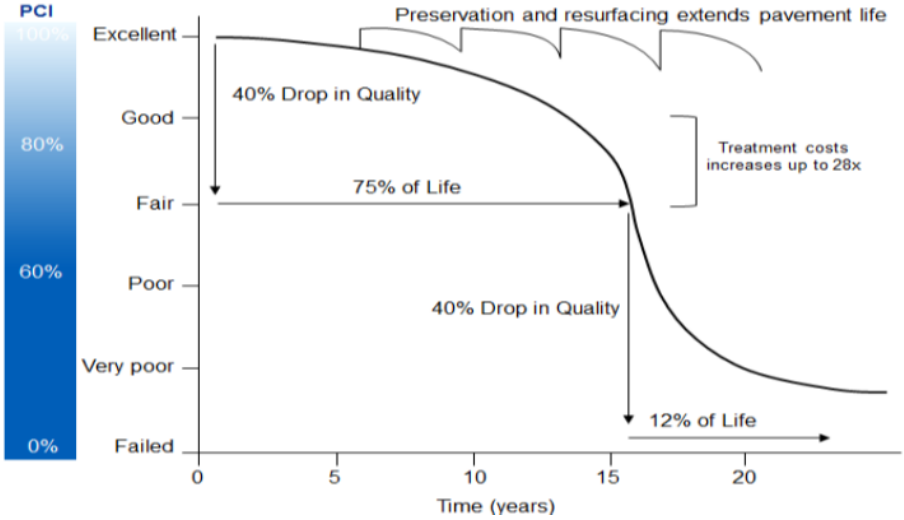
Year	Funding Gap
2024	$364 Million
2025	$365 Million
2026	$337 Million
2027	$233 Million
2028	$259 Million
2029	$319 Million
Annual Average	**$313 Million**

Source: Wisconsin Department of Transportation.

Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they

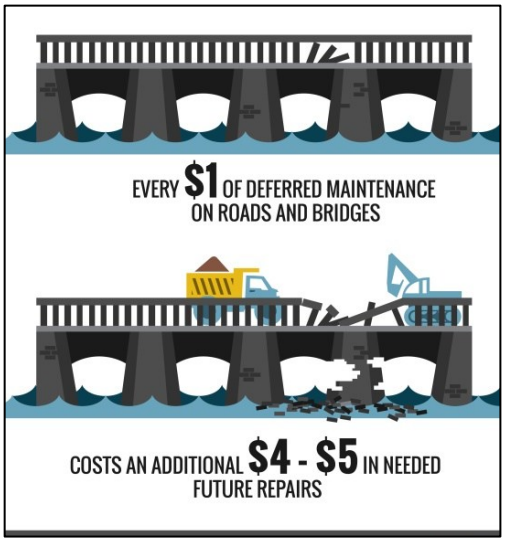
require major repairs because reconstructing roads costs approximately four times more than resurfacing them.[29] As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 6. Pavement Condition Cycle Time with Treatment and Cost.



Source: North Carolina Department of Transportation (2016). [2016 Maintenance Operations and Performance Analysis Report.]

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerate later in the service life of a transportation facility and require more costly repairs. A report on maintaining pavements found that every $1 of deferred maintenance on roads and bridges costs an additional $4 to $5 in needed future repairs.[30]



THE COST TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by Wisconsin motorists as a result of deteriorated road conditions is $3.7 billion annually, an average of $839 per driver statewide.[31] The chart below shows additional VOC per motorist in the state's largest urban areas.

Chart 7. Vehicle operating costs per motorist as a result of driving on deteriorated roads.

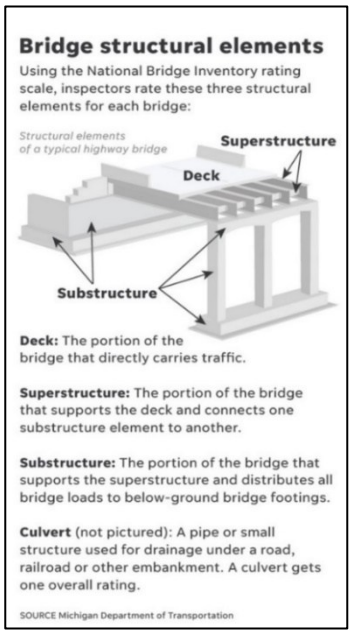
Location	VOC
Eau Claire	$673
Green Bay-Appleton-Oshkosh	$1,012
Kenosha	$1,001
Madison	$1,041
Milwaukee	$1,290
Wausau	$629
WISCONSIN STATEWIDE	**$3.7 Billion**

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that measured the impact of various factors, including road conditions, on vehicle operating costs.[32] The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP's additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on AAA's driving cost estimates and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.[33] Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored into TRIP's vehicle operating cost methodology.

BRIDGE CONDITIONS IN WISCONSIN



Wisconsin's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Six percent (920 of 14,428) of Wisconsin's locally and state-maintained bridges are rated in poor condition – the seventh highest share in the nation.[34] This includes all bridges that are 20 feet or more in length. A bridge is deemed structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

Bridges that are in poor condition may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

Forty-eight percent of Wisconsin's locally and state-maintained bridges have been rated in fair condition.[35] A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure. The remaining 46 percent of the state's bridges are rated in good condition.[36]

The chart below details the condition of bridges statewide and in Wisconsin's largest urban areas.

Chart 8. Bridge conditions statewide and in Wisconsin's largest urban areas.

	POOR		FAIR		GOOD		TOTAL
	Number	Share	Number	Share	Number	Share	BRIDGES
Eau Claire	22	9%	119	51%	94	40%	235
Green Bay-Appleton-Oshkosh	44	4%	471	45%	522	50%	1037
Kenosha	5	5%	34	31%	71	65%	110
Madison	42	7%	273	46%	278	47%	593
Milwaukee	43	5%	568	63%	286	32%	897
Wausau	40	8%	288	54%	203	38%	531
WISCONSIN STATEWIDE	**920**	**6%**	**6,918**	**48%**	**6,590**	**46%**	**14,428**

Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2025).

Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In Wisconsin, 27 percent of the state's bridges were built in 1969 or earlier.[37]

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

WisDOT has recently surveyed local governments to determine the condition of 17,560 locally and state-maintained bridges and culverts between six and 20 feet. An initial inspection on 5,174 local

bridges and culverts between six and 20 feet found that eight percent are in poor condition, 41 percent are in fair condition and 51 percent are rated in good condition.[38]

TRAFFIC CONGESTION IN WISCONSIN

Increasing levels of traffic congestion cause significant delays in Wisconsin, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a business when considering expansion or where to locate a new facility.

Based on TTI methodology, TRIP estimates the value of lost time and wasted fuel in Wisconsin is approximately $3 billion a year. The chart below shows the number of hours lost to congestion annually for each driver in the state's largest urban areas, the per-driver cost of lost time and wasted fuel due to congestion, and the gallons of fuel lost annually.

Chart 9. Annual hours lost to congestion and congestion costs per driver.

Urban Area	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Eau Claire	24	$450	5
Green Bay-Appleton-Oshkosh	30	$535	7
Kenosha	43	$919	12
Madison	53	$1,106	16
Milwaukee	58	$1,554	20
Wausau	34	$688	7

Source: TRIP analysis based on TTI Urban Mobility Report.

TRAFFIC SAFETY IN WISCONSIN

A total of 3,542 people were killed in Wisconsin traffic crashes from 2020 to 2025, an average of 590 fatalities per year.[39] Wisconsin's overall traffic fatality rate of 0.80 fatalities per 100 million vehicle miles of travel in 2025 is lower than the national average of 1.10.[40] The number of traffic fatalities in Wisconsin rose in 2020 and 2021 before falling in each year from 2022 to 2025.

Chart 10. Traffic Fatalities and Fatality Rate per 100M VMT in Wisconsin in 2015 and 2020-2025.

WISCONSIN TRAFFIC FATALITY DATA									
	2015		2020	2021	2022	2023	2024	2025	2015-2025 Change	2020-2025 Change
Traffic Fatalities	566		612	620	596	583	575	556	-2%	-9%
Fatalities per 100M VMT	0.91		1.06	0.95	0.90	0.86	0.87	0.80	-12%	-25%

Source: National Highway Traffic Safety Administration.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

Traffic crashes in Wisconsin imposed $7 billion in economic costs in 2025.[41] TRIP estimates that roadway features, while not the primary cause of a crash, were likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in $2.3 billion in economic costs in Wisconsin in 2024.[42] According to a 2023 National Highway Traffic Safety Administration (NHTSA) report, the tangible economic costs of traffic crashes include medical care, lost productivity, legal and court costs, insurance administrative costs, workplace costs, congestion impacts (travel delay, excess fuel consumption and pollution), emergency services, and property damage. NHTSA has also estimated the annual value of the lost quality-of-life cost of traffic crashes causing serious injury or death. The lost quality-of-life costs include the loss of remaining lifespan, extended or lifelong physical impairment, or physical pain. The chart below shows the average number of people killed in traffic crashes in the state's largest urban areas between 2020 and 2024 and the cost of traffic crashes per driver.

Chart 11. Average fatalities between 2020 and 2024 and the annual cost of crashes per driver.

Location	Average Fatalities 2020-2024	Crash Costs per Driver
Eau Claire	8	$413
Green Bay-Appleton-Oshkosh	36	$324
Kenosha	15	$507
Madison	37	$355
Milwaukee	96	$580
Wausau	11	$450

Source: TRIP analysis of NHTSA data.

From 2020 to 2024, 11 percent of those killed in crashes involving motorized vehicles were pedestrians or bicyclists, a total of 287 pedestrians and 51 bicyclist fatalities over the five-year period.[43] The chart below indicates the number of pedestrian, bicyclist and total traffic fatalities in Wisconsin from 2020 to 2024 and the overall share of pedestrian and bicyclist fatalities.

Chart 12. Wisconsin bicyclist and pedestrian fatalities 2020-2024.

Year	Total Fatalities	Pedestrian Fatalities	Bicyclist Fatalities	Share Bike and Ped.
2020	612	50	12	10%
2021	620	48	9	9%
2022	604	72	14	14%
2023	583	59	8	11%
2024	595	58	8	11%
TOTAL	**3,014**	**287**	**51**	11%
AVERAGE	**603**	**57**	**10**	11%

Source: National Highway Traffic Safety Administration.

The fatality rate per 100 million miles of travel on Wisconsin's rural, non-Interstate roads in 2024 was significantly higher than all other roads in the state (1.10 vs. 0.68).[44]

The significant increase in traffic fatalities since the onset of the pandemic appears largely related to increased risks being taken by drivers. In an October 2021 report, the National Highway Traffic Safety Administration found that "after the declaration of the public health emergency in March 2020, driving patterns and behaviors in the United States changed significantly. Of the drivers who remained on the roads, some engaged in riskier behavior, including speeding, failure to wear seat belts, and driving under the influence of alcohol or drugs."[45]

In early 2022 the U.S. Department of Transportation adopted a comprehensive National Roadway Safety Strategy, a roadmap for addressing the nation's roadway safety crisis based on a Safe System approach that acknowledges the following: humans make mistakes and are physically vulnerable; traffic deaths and serious injuries are unacceptable; traffic deaths and serious injuries need to be reduced by the provision of a redundant transportation system that reduces or minimizes crashes and ensures that, if crashes do occur, they do not result in serious injury or death.[46]

Chart 13. The Safe System Approach.

Source: Federal Highway Administration.

The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives:

- Safer People: Encourage safe, responsible behavior by people who use our roads, and create conditions that prioritize their ability to reach their destination unharmed.
- Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.

- Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Improving safety on the nation's roadways will require that additional steps are taken to make further progress in achieving the Safe System's objectives. NHTSA, which provides states with roadway safety grants, requires states to submit annually a state highway safety plan. The state plans outline numerous steps states are taking to improve traffic safety. Elements of these state roadway safety plans aimed at addressing the Safe System objectives include:

- Safer People: education on speeding, impaired or disadvantaged driving; education on safe pedestrian and bicycling behavior; education on driving safely around large commercial vehicles; enforcement of commercial driver license and vehicle weight requirements; extension of safety belt laws and their enforcement to include all passenger vehicle occupants; enhancing enforcement action of speeding, impaired, aggressive and distracted driving, particularly at high-risk locations; increase penalties, particularly for repeat offender drivers; and increased enforcement at work zones.
- Safer Roads: converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; improved signalization and lighting at intersections; adding or improving median barriers; improved roadway lighting; adding centerline or shoulder rumble strips; improving pedestrian and bicycle facilities, including sidewalks and bike lanes and providing pedestrian crossing islands; improved work zone safety measures; wider lanes and paved shoulders; upgrading roads from two lanes to four lanes; providing or improving lane markings; updating rail crossings; eliminating vertical pavement drop-offs; and providing large truck parking spaces.
- Safer Vehicles: Support the development, testing and deployment of connected and autonomous vehicle technology such as collision avoidance, lane departure avoidance systems and turning detection systems.
- Safer Speeds: Where appropriate, provide roadway features to encourage safer speeds, including traffic roundabouts and curb extensions; improved signage and dynamic speed signing at high-risk locations; education on the consequences of speeding; and increased speeding enforcement, particularly at high-risk locations.
- Post-Crash Care: Reduce crash response time including the use of emergency vehicle preemption technology; improve emergency response to multi-vehicle or hazardous material crashes; and increase access to level one or two trauma centers for seriously-injured crash victims.

Improving safety on Wisconsin's roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features. The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; the signalization of intersections; adding or improving median barriers; improved lighting; adding centerline or shoulder rumble strips; providing appropriate pedestrian and bicycle facilities, including sidewalks and bicycle lanes; providing wider lanes, wider and paved shoulders; upgrading roads from two lanes to four lanes; providing better road and lane markings; and updating rail crossings.

The Wisconsin Department of Transportation has found that modernization of its highways has improved safety with recent improvements to the Zoo Interchange, the Marquette Interchange,

portions of I-41 and portions of Interstates 39/90 resulting in a 29 percent, 48 percent, 34 percent and 27 percent reduction in crashes, respectively.[47]

The U.S. has a $146 billion backlog in needed roadway safety improvements, according to a 2017 report from the AAA Foundation for Traffic Safety. The report found implementing these cost-effective and needed roadway safety improvements on U.S. roadways would save approximately 63,700 lives and reduce the number of serious injuries as a result of traffic crashes by approximately 350,000 over 20 years.

TRANSPORTATION AND ECONOMIC GROWTH

Today's culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in Wisconsin. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

The ability of the nation's freight transportation system to efficiently and safely accommodate the growing demand for freight movement could be hampered by inadequate transportation capacity, a lack of adequate safety features on some transportation facilities, institutional barriers to enhancing the nation's freight facilities, a lack of adequate funding for needed improvements to the freight network and a shortage of drivers.

The need to improve the U.S. freight network is occurring at a time when the nation's freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle.

In 2024, Wisconsin's freight system moved 578 billion tons of freight, valued at $561 billion.[48] From 2024 to 2050, freight moved annually in Wisconsin by trucks is expected to increase 53 percent by weight and 80 percent by value (inflation-adjusted dollars).[49] This anticipated growth in freight transport in Wisconsin, and the rest of the U.S., is a result of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

Investments in transportation improvements in Wisconsin play a critical role in the state's economy. A report by the American Road & Transportation Builders Association found that the design, construction and maintenance of transportation infrastructure supports the equivalent of approximately 64,000 full-time jobs across all sectors of the state economy, earning these workers

approximately $2.8 billion annually.[50] These jobs include approximately 32,000 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 32,000 full-time jobs in Wisconsin.[51] Transportation construction in Wisconsin contributes an estimated $506 million annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[52]

Approximately 1.4 million full-time jobs in Wisconsin in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn $54.8 billion in wages and contribute an estimated $10 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[53]

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.[54]

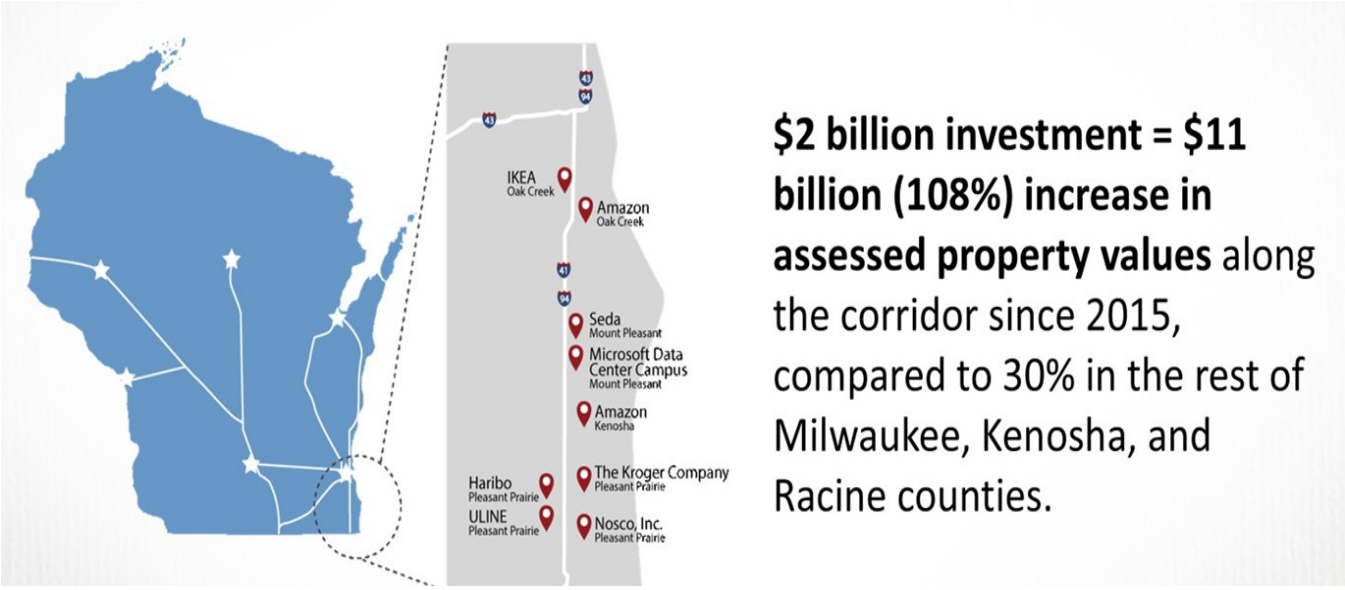
Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Highway access has a significant impact on the competitiveness of a region's economy. Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system.

Transportation projects that improve access for the public and businesses by improving the reliability of highways can have a significant positive impact on economic growth.

The $2 billion spent since 2015 in adding capacity to improve reliability on a 27-mile portion of Interstate 94 in the Milwaukee area has resulted in an $11 billion increase - 108 percent – in property value along this corridor compared to a 30 percent increase in property values in the rest of the region.

Chart 14. Economic Impact of Improved Reliability on 1-94 Corridor in Milwaukee Area.



Source: HNTB

IMPROVING TRANSPORTATION SAFETY, RESILIENCY AND EFFICIENCY

Recognizing that extreme weather, sea level change, and changes in environmental conditions may threaten the condition and longevity of the nation's transportation infrastructure, transportation agencies have begun to assess vulnerabilities and consider the resilience of their transportation assets during the transportation planning process. Transportation agencies across the country have begun to incorporate resilience in asset management plans, addressing resilience in project development and design and optimizing operations and maintenance practices.[55]

Based on the importance of maximizing the level and safety of mobility provided by its transportation system, transportation agencies are adopting Transportation Systems Management and Operations (TSMO) practices and incorporating improved resiliency into their transportation network. While a TSMO program does not eliminate the need for capacity expansions along some routes, it helps enhance the mobility of an existing corridor as much as possible.

A TSMO program adopts an integrated set of strategies to improve traffic flow and safety on a portion of a roadway, including work zone management, traffic incident management, freight management, traveler information, traffic signal coordination, ramp management, transit management and improved bicycle and pedestrian crossings.[56] The benefits of TSMO can include reduced traffic congestion, reduced fuel consumption and reduced emissions.

CONCLUSION

As Wisconsin works to enhance its thriving, growing and dynamic state, it will be critical that it is able to address the most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

Wisconsin will need to continue to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems would provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access. Despite federal funding provided by the IIJA and Wisconsin state funding, numerous projects to improve the condition and expand the capacity of the state's roads, highways, bridges and transit systems will not proceed without a boost in funding.

If Wisconsin is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

# # #

ENDNOTES

[1] Bridge condition data and safety data for each urban area includes the counties noted: Eau Claire: Eau Claire County; Green Bay-Appleton-Oshkosh: Brown, Outagamie and Winnebago Counties, Kenosha: Kenosha County; Madison: Dane County; Milwaukee: Milwaukee County; Wausau: Marathon County.
[2] U.S. Census Bureau Quick Facts (2024).
[3]Highway Statistics (2023). Federal Highway Administration. DL-1C.
[4] U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2000 and Federal Highway Administration – Traffic Volume Trends. https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm.
[5] Federal Highway Administration – Traffic Volume Trends. https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm
[6] **Ibid**.
[7] TRIP analysis of Bureau of Economic Analysis data (2023). https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1
[8] Ibid.
[9] Wisconsin Policy Forum (2024). Road Map: Assessing and Funding Wisconsin's Transportation Needs. P. 4. https://wispolicyforum.org/research/road-map-assessing-and-funding-wisconsins-transportation-needs/
[10] The State of Wisconsin Transportation (2025). The Wisconsin Transportation Builders Association.
[11] Wisconsin Policy Forum (2024). Road Map: Assessing and Funding Wisconsin's Transportation Needs. P. 4. https://wispolicyforum.org/research/road-map-assessing-and-funding-wisconsins-transportation-needs/
[12] Ibid. P. 8.
[13] Ibid. P. 9. Additional analysis provided by TRIP.
[14] Wisconsin Department of Transportation (2025). Response to TRIP survey.
[15] Federal Highway Administration (2024). Bipartisan Infrastructure Law. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm
[16] Wisconsin Legislative Fiscal Bureau Paper (2025).
[17] U.S. Energy Information Administration. Today in Energy. *Hybrid vehicle sales continue to rise as electric and plug-in vehicle shares remain flat.* May 30, 2025. https://www.eia.gov/todayinenergy/detail.php?id=65384
[18] KPMG. (2019). Evaluating Sustainable Transportation Funding Options.
[19] Federal Highway Administration (2025). National Highway Construction Cost Index. https://www.fhwa.dot.gov/policy/otps/nhcci/
[20] The State of Wisconsin Transportation (2025). The Wisconsin Transportation Builders Association.
[21] Federal Highway Administration data for 2024 (Preliminary). The following scale is used to evaluate pavement conditions:

	IRI	PSR
Poor	**170+**	**0-2.5**
Mediocre	**120-170**	**2.6-3.0**
Fair	**95-119**	**3.1-3.4**
Good	**0-94**	**3.5+**

[22] Ibid.
[23] Ibid.
[24] Ibid.
[25] Ibid.
[26] Ibid.
[27] Ibid.
[28] Wisconsin Department of Transportation (2026). Response to TRIP survey.
[29] Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
[30] Pavement Maintenance, by David P. Orr, PE Senior Engineer, Cornell Local Roads Program, March 2006.
[31] TRIP calculation.
[32] Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.
[33] Your Driving Costs. American Automobile Association. 2023.
[34] Federal Highway Administration National Bridge Inventory. 2026. https://www.fhwa.dot.gov/bridge/nbi/no10/county25e.cfm#wi

[35] Ibid.
[36] Ibid
[37] TRIP analysis of Federal Highway Administration National Bridge Inventory data (2026).
[38] Wisconsin Department of Transportation (2025). Local-Owned Structures Between 6ft and 20ft – Program Summary. https://wisconsindot.gov/dtsdManuals/strct/inspection/Local-Owned%20Structures%20Between%206ft%20and%2020ft%20-%20Program%20Summary%20%282025-05-16%29.pdf
[39] Federal Highway Administration National Highway Traffic Safety Administration, 2019-2023. 2024 data is preliminary.
[40] TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2023).
[41] TRIP. *Addressing America's Traffic Safety Crisis.* July 2025. https://tripnet.org/reports/addressing-americas-traffic-safety-crisis-july-2025/
[42] Ibid.
[43] TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2026).
[44] TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2026).
[45] Continuation of Research on Traffic Safety During the COVID-19 Public Health Emergency: January-June 2021. U.S. Department of Transportation National Highway Traffic Safety Administration.
[46] U.S. Department of Transportation National Roadway Safety Strategy, 2022. https://www.transportation.gov/NRSS
[47] Wisconsin Department of Transportation (2026).
[48] TRIP analysis of Federal Highway Administration Freight Analysis Framework data, U.S. Department of Transportation. Freight Analysis Framework (FAF) (ornl.gov).
[49] Ibid.
[50] American Road & Transportation Builders Association (2015). The 2015 U.S. Transportation Construction Industry Profile. https://www.transportationcreatesjobs.org/pdf/Economic_Profile.pdf
[51] Ibid.
[52] Ibid
[53] Ibid.
[54] IHS Markit (2021). Economic Impacts of Transportation Infrastructure. ARTBA_EIA_IIJA_Report_Sept2021.pdf
[55] Federal Highway Administration (2019). Resilience. https://www.fhwa.dot.gov/environment/sustainability/resilience/
[56] Federal Highway Administration (2019). What is TSMO? https://ops.fhwa.dot.gov/tsmo/index.htm#q1