

AMENDMENT
TO THE
2025-2028
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)
FOR THE
MARATHON COUNTY METROPOLITAN PLANNING
COMMISSION/WAUSAU AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)

September 9, 2025

MARATHON COUNTY METROPOLITAN PLANNING

COMMISSION RESOLUTION #5-25

**RESOLUTION ADOPTING THE AMENDMENT TO THE
2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE WAUSAU METROPOLITAN AREA**

WHEREAS, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

BE IT FURTHER RESOLVED that the Marathon County Metropolitan Planning Commission approves the *Bridge Deck Polymer Overlay Project in the Village of Rib Mountain on USH 51/STH 29 East Interchange*, and attaches the *2025-2028 TIP Amendment Tables 1 and 2 Spreadsheets* as part of this amendment to the 2025-2028 Transportation Improvement Program for the Wausau Metropolitan Area; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 9th day of September 2025

A handwritten signature in black ink, appearing to be 'Randy Fifrick'. The signature is stylized with a large 'R' and 'F'.

Randy Fifrick, Commission Chairman

A handwritten signature in black ink, appearing to be 'Laurie Miskimins'. The signature is written in a cursive style.

Laurie Miskimins, MPO Director, Marathon
County Metro Planning Commission Secretary

2025 - 2028 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 9/09/2025

Red text indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2025				2026				2027				2028				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL													

Highway Section - Project Changes

77	Village of Rib Mountain	Bridge Deck Polymer Overlay USH 51/STH 29 East Interchange STH 29 WB ramp over USH 51 (B-37-337); STH 29 EB ramp over STH 29 WB to USH 51 SB ramp (B-38-338); STH 29 EB ramp over USH 51 (B-37-339) 373-25-038	PE ROW CONST TOTAL		\$103,880		\$103,880											Let Date: 12/12/2028 State Project ID: 1053-04-38/68 P Total improvement cost: \$1,163,880. This total includes current and future project phases which may be outside of the four-year TIP cycle and is for illustrative purposes only.
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TABLE 2

Assessment of Available Funding for the 2025-2028 Transportation Improvement Program - Amendment September 9 2025

Funding Source		Programmed Expenditures				Funding Source		Estimated Available Funding			
Agency	Program	2025	2026	2027	2028	Program	2025	2026	2027	2028	
Federal Highway	NHPP	\$23,632,389	\$14,283,400	\$0	\$13,927,389	NHPP	\$23,632,389	\$14,283,400	\$0	\$13,927,389	
Administration	STBG	\$0	\$1,212,247	\$2,634,977	\$4,711,534	STBG	\$0	\$1,212,247	\$2,634,977	\$4,711,534	
	BR	\$0	\$2,025,208	\$0	\$0	BR	\$0	\$2,025,208	\$0	\$0	
	IM	\$0	\$0	\$0	\$0	IM	\$0	\$0	\$0	\$0	
	TAP	\$2,326,717	\$847,937	\$0	\$0	TAP	\$2,326,717	\$847,937	\$0	\$0	
	CRP	\$0	\$0	\$0	\$0	CRP	\$0	\$0	\$0	\$0	
	HSIP	\$351,703	\$180,000	\$832,590	\$0	HSIP	\$351,703	\$180,000	\$832,590	\$0	
	WEVI	\$885,428	\$0	\$0	\$0	WEVI	\$885,428	\$0	\$0	\$0	
	OCR	\$178,265	\$0	\$0	\$0	OCR	\$178,265	\$0	\$0	\$0	
Totals		\$27,374,502	\$18,548,792	\$3,467,567	\$18,638,923	Totals	\$27,374,502	\$18,548,792	\$3,467,567	\$18,638,923	
Totals	Program Expenditures Inflated by 2.93% Annually	\$27,374,502	\$19,092,272	\$3,670,766	\$20,277,284	Estimated Available Funding Inflated by 2.00% Annually	\$27,374,502	\$18,871,541	\$3,588,238	\$19,611,875	

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329	Section 5307 -- Wausau Urbanized Area	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329
	Section 5310	\$603,435	\$0	\$0	\$0	Section 5310	\$603,435	\$0	\$0	\$0
	Section 5339	\$3,570,424	\$2,834,955	\$0	\$0	Section 5339	\$3,570,424	\$2,834,955	\$0	\$0
	Section 5307 - Other	\$2,064,530	\$111,875	\$114,112	\$124,142	Section 5307 - Other	\$2,064,530	\$111,875	\$114,112	\$124,142
Totals		\$7,656,940	\$4,407,937	\$1,604,441	\$1,745,471	Totals	\$7,656,940	\$4,407,937	\$1,604,441	\$1,745,471
Totals	Program Expenditures Inflated by 2.93% Annually	\$7,656,940	\$4,537,090	\$1,698,461	\$1,898,898	Estimated Available Funding Inflated by 2.00% Annually	\$7,656,940	\$4,484,635	\$1,660,276	\$1,836,585

The four-year totals indicate that estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2025-2028 TIP. There are a few instances where programmed funding appears to exceed estimated available funding when comparing amounts from year to year. In general, this can be attributed to differences in applied inflation rates between revenue and expenditures. There are also instances where projects have been selected and programmed in the previous TIP, but have not yet been completed and remain in the TIP but do not require additional funding (such as transit capital projects). For NHPP funding, this could be attributed to larger projects, such as freeway reconstruction projects, programmed by WisDOT in the four years of the TIP that can be authorized using Advance Construction allowance from FHWA or funded through alternate funding sources not indicated within this fiscal constraint report. Additionally, the years in the TIP represent calendar years but the State fiscal year runs from July 1 of a year to June 30 of the following year. Depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year.