



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Kristina Boardman
wisconsindot.gov
Telephone: (608) 266-1114
Email: sec.exec@dot.wi.gov

September 18, 2026

Linda Swann
Acting Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Road, Suite 8000
Madison, WI 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, IL 60606

Dear Ms. Swann and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Marathon County Metropolitan Planning Commission's amendment to the 2025-2028 Transportation Improvement Program (TIP) for the Wausau urbanized area. The amendment was approved and adopted by the Marathon County Planning Commission on September 8, 2026. We will reflect by reference the 2025-2028 federal aid projects covered by this approval in our 2025-2028 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and Resolution Number 6-26 for the Marathon County Planning Commission are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the Metropolitan Planning Organization (MPO), local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO, 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7), and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristina Boardman", is written over a horizontal line.

Kristina Boardman
Secretary

cc: Laurie Miskimins, Wausau MPO
Jason Nordberg, FHWA
Jill Newhouse, FHWA
Mark Kane, FTA
Stephanie Jaecks, WisDOT North Central Region
Charles Wade, WisDOT Bureau of Planning and Economic Development
Colleen Hoesly, WisDOT Bureau of Planning and Economic Development

MARATHON COUNTY METROPOLITAN PLANNING

COMMISSION RESOLUTION #6-26

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 *changes to the pavement replacement projects (373-24-015 and 373-24-016) on USH 51 Lakeview Drive to Kent Street and US Business 51 Eau Claire River Bridge to Lakeview Drive, and attaches the 2025-2028 TIP Amendment Table 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 8th day of September 2026



Duane Gau, Commission Chairman



Laurie Miskimins, MPO Commission Secretary

2025 - 2028 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 9/08/2026

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	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	

Highway Section - Project Changes

76	State of Wisconsin City of Wausau	Pavement Replacement USH 51 (Grand Ave) Lakeview Dr. to Kent St 373-24-015	PE ROW CONST TOTAL																ID #6999-02-10/20/80/82 Let Date: 11/14/2028 Total Impromement Cost: \$4,313,600. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
77	State of Wisconsin City of Schofield	Pavement Replacement US Bus 51 Eau Claire River Bridge to Lakeview Dr 373-24-016	PE ROW CONST TOTAL																ID #6999-18-13/23/83/86 Let Date: 11/14/2028 Total Impromement Cost: \$6,928,274. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.

TABLE 2
Assessment of Available Funding for the 2025-2028 Transportation Improvement Program
 Amendment September 8 2026

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2025	2026	2027	2028	2025	2026	2027	2028
Federal Highway	NHPP	\$23,632,389	\$14,513,800	\$36,000	\$22,408,359	\$23,632,389	\$14,513,800	\$36,000	\$22,408,359
Administration	STBG	\$0	\$1,212,247	\$2,634,977	\$12,885,168	\$0	\$1,212,247	\$2,634,977	\$12,885,168
	BR	\$0	\$2,025,208	\$0	\$0	\$0	\$2,025,208	\$0	\$0
	IM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TAP	\$2,326,717	\$847,937	\$0	\$0	\$2,326,717	\$847,937	\$0	\$0
	CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	HSIP	\$180,000	\$180,000	\$180,000	\$0	\$180,000	\$180,000	\$180,000	\$0
	WEVI	\$885,428	\$0	\$0	\$0	\$885,428	\$0	\$0	\$0
	OCR	\$178,265	\$0	\$0	\$0	\$178,265	\$0	\$0	\$0
Totals		\$27,202,799	\$18,779,192	\$2,850,977	\$35,293,527	\$27,202,799	\$18,779,192	\$2,850,977	\$35,293,527
Totals	Inflated by 2.93% Annually	\$27,202,799	\$19,329,422	\$3,018,044	\$38,395,828	\$27,202,799	\$19,329,422	\$3,018,044	\$38,395,828

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329
	Section 5310	\$603,435	\$511,568	\$0	\$0	\$603,435	\$511,568	\$0	\$0
	Section 5339	\$3,570,424	\$2,834,955	\$0	\$0	\$3,570,424	\$2,834,955	\$0	\$0
	Section 5307 - Other	\$109,681	\$325,395	\$114,112	\$124,142	\$109,681	\$325,395	\$114,112	\$124,142
Totals		\$5,702,091	\$5,133,025	\$1,604,441	\$1,745,471	\$5,702,091	\$5,133,025	\$1,604,441	\$1,745,471
Totals	Inflated by 2.93% Annually	\$5,702,091	\$5,283,423	\$1,698,461	\$1,898,898	\$5,702,091	\$5,283,423	\$1,698,461	\$1,898,898

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.