WAUSAU METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION

IMPROVEMENT

PROGRAM DRAFT

WAUSAU, WISCONSIN METROPOLITAN AREA

2027 – 2030

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

October 2026

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

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Wausau Metropolitan Planning Organization (MPO)
Transportation Improvement Program 2027-2030

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Introduction

Federal laws and regulations mandate that urbanized areas over 50,000 in population develop and maintain a continuing, cooperative, and comprehensive transportation planning process to qualify for federal highway and transit monies. The planning process in these urbanized areas is administered by a Metropolitan Planning Organization (MPO). MPOs are required to develop a Transportation Improvement Program (TIP) and long range transportation plan for the area.

The 1980 Census indicated that the Wausau urbanized area population was 52,990, surpassing the 50,000 threshold for urban transportation planning requirements. The Marathon County Planning Commission was designated as the agent for the Wausau Metropolitan Planning Organization in 1983. In 1996, the Marathon County Planning Commission was renamed as the Marathon County Metropolitan Planning Commission.

The Marathon County Metropolitan Planning Commission reviews and approves the planning activities of the MPO including the TIP and long range transportation plan. The Marathon County Metropolitan Planning Commission is composed of the chief elected officials of the communities within the Wausau urbanized area and representatives of the agencies having jurisdiction over urban roadways within the urbanized area. Currently, the Marathon County Metropolitan Planning Commission includes representatives from the Cities of Schofield, Mosinee, and Wausau; the Villages of Kronenwetter, Maine, Rothschild, and Weston; and the Towns of Stettin, Rib Mountain, Wausau, Weston, and Mosinee; the Wisconsin Department of Transportation (WisDOT) – North Central Region, and the Marathon County Infrastructure Committee.

The federal highway bill, Infrastructure Investment & Jobs Act (IIJA), approved in November 2021 continues the regulations and guidance for highway, highway safety, and transit authorizations. IIJA continues to give the MPO the responsibility to develop a TIP and long range transportation plan for the area. Map 1 shows the identified Planning Boundary and Urbanized Area Boundary for the Wausau MPO area developed and approved in 2024.

The TIP lists the programmed projects in the MPO metropolitan area. The TIP must list all projects in the metropolitan area to be federally funded under Title 23 U.S.C. and 49 U.S.C., and may include projects to be funded entirely with state or local funds. New TIP development provisions in Section 134(j) (1)(A) indicate that:

a) Projects must be consistent with the current Metropolitan Transportation Plan,
b) The TIP reflects investment priorities established in the plan,
c) Once implemented, the TIP is designed to make progress toward achieving identified performance targets.

The TIP must also be updated at least every two years, though the Wausau MPO has historically updated the TIP annually. The TIP must be consistent with the transportation plan for the area and include at a minimum:

1. Self-Certifications

2. A prioritized list of projects and project segments to be carried out within each four-year period after initial adoption of the TIP; and

3. A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any innovative financing techniques to finance needed projects and programs.

4. Performance Management: IIJA requires incorporation of Performance-Based Planning and Programming (PBPP) for use in the development of the Metropolitan Planning Organization's LRTP and Transportation Improvement Programs.

5. Documentation of public participation.

The TIP must be developed by the MPO in cooperation with the State, affected transit operators and local communities. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. The new Surface Transportation Block Grant Program (STBG) or the former Surface Transportation Program (STP/Urban) projects are prioritized by the Wausau MPO. *The Policy for Approval of Transportation Improvement Programs* assists the Marathon County Metropolitan Planning Commission in approving the projects to be programmed with STBG funds. WisDOT administers the other federal transportation programs in the state. The Marathon County Metropolitan Planning Commission locally approves the TIP and forwards it to state and federal agencies. The Secretary of WisDOT, acting for the Governor, also approves the TIP. The TIP is then made part of the State Transportation Improvement Program (STIP). The Wausau MPO provides citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, public and private providers of transportation, and other interested parties with an opportunity to comment on the draft TIP. The strategy to provide a public review and input process is described in the MPO's *Public Participation Plan for its Transportation Plans and Programs* and is available on the MPO Website, https://wausaumpo.org/.

The Wausau Metropolitan Planning Organization completed an update to the long range transportation plan in January 2022 and is in the process of updating the plan by 2027, which is the guidance for the selection and prioritization of area transportation projects. A list of illustrative projects for potential future funding is included for information purposes in Appendix D.

Self-Certification

In accordance with 23 CFR 450.336(a) the Wausau MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

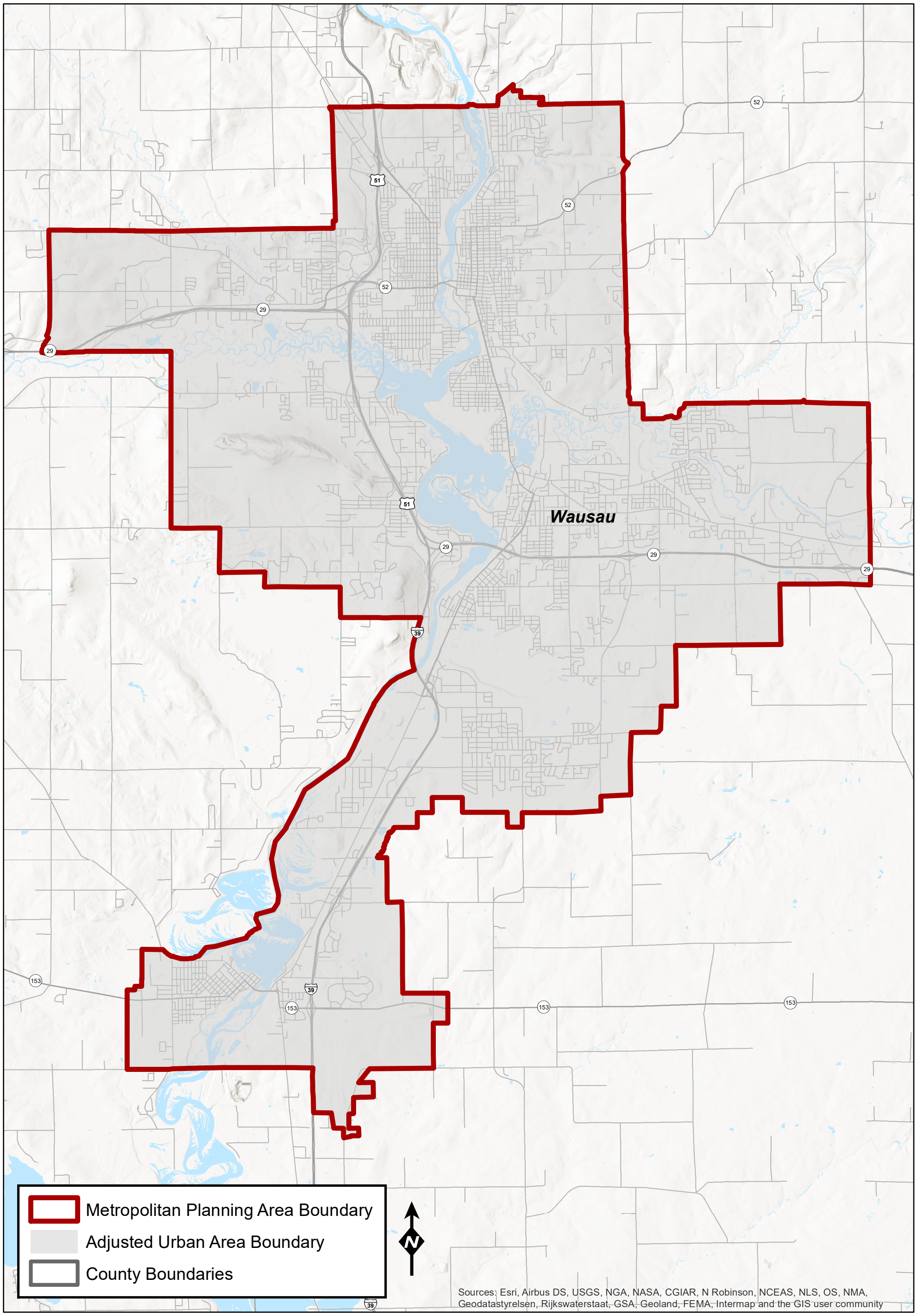
(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
(2) In nonattainment and maintenance areas, 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 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in 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 sex; and
(10)Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

By: _____ Date: _____
MPO Policy Board, Chair

Wausau

Metropolitan Planning Area Boundary - August 30, 2024



0 0.5 1 2 3 4 Miles

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Infrastructure Investment & Jobs Act (IIJA) and the Fixing America's Surface Transportation (FAST) Act

Federal-aid highway and transit funding programs changed effective November 2021 as a result of the 2021 transportation reauthorization act *Infrastructure Investment & Jobs Act (IIJA).*

The following indicates how funding programmed in the TIP relates to the IIJA and FAST Act revenue programs.

Federal-aid Highway Programs: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Grade Crossing, Transportation Alternatives (TAP).

Federal-aid Transit Programs: Urbanized Area Formula Grants (5307), Enhanced Mobility of Senior's and Individuals with Disabilities (5310), Rural Area Formula Grants (5311), State of Good Repair Program (5337) (Formula), Bus and Bus Facilities Formula Program (5339), Fixed Guideway Capital Investment Grants (5309).

Development of Metropolitan Planning based on the FAST Act and IIJA

In the FAST Act and IIJA, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. In the statewide and non-metropolitan planning process, selection of projects in nonmetropolitan areas, except projects on the NHS or funded with money remaining from the discontinued Highway Bridge Program, must be made in cooperation with affected nonmetropolitan officials or any regional transportation planning organization.

Program Purpose

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Statutory and regulatory citation(s): FAST Act and IIJA §§1105, 1201; 23 USC 104, 134; 23 CFR Part 450

Funding features

The FAST Act and IIJA's approach to formula program funding is authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total

apportionment is calculated, an amount is set aside for the State's Metropolitan Planning program via a calculation based on the relative size of the State's FY 2009 Metropolitan Planning apportionment.

From the State's Metropolitan Planning apportionment, a proportionate share of funds for the State's Transportation Alternatives Program is to be set aside.

Federal share: Determined in accordance with 23 USC 120.

Continuing provisions

Significant continuing provisions include:

- The minimum population required for an MPO remains at more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.

- The Plan must be prepared and updated every 4 years (or more frequently if the MPO elects to do so) in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the Plan will be prepared and updated on a 5 year cycle (or more frequently if the MPO elects to do so).

- The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

- Public involvement remains a hallmark of the metropolitan planning process.

- The TIP is to be updated at least once every 4 years and approved by the MPO and Governor.

- A congestion management system is required in TMAs and the planning process in TMAs must be certified by the Secretary.

Performance report

The U.S. Secretary of Transportation is required to submit a report to Congress not later than 5 years after the date of enactment of the IIJA. The report is to evaluate:

- The overall effectiveness of performance-based planning as a tool for guiding transportation investments.

- The effectiveness of the performance-based planning process for each metropolitan planning organization.

- The extent to which MPOs have achieved, or are making substantial progress towards achieving, the performance targets, and whether MPOs are developing meaningful performance targets; and

- The technical capacity of MPOs that operate within a metropolitan planning area of less than 200,000, and their ability to carry out the planning requirements.

Key modifications

Modifications to the metropolitan planning process include the following:

Long Range Transportation Plan (Plan)

- The Plan will include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- The Plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- MPOs have the option of developing multiple scenarios for consideration during the development of the Plan.

Transportation Improvement Program (TIP)

- The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

Performance-Based Planning and Programming – (PERFORMANCE MEASURES)

The federal transportation bills IIJA and the FAST Act require incorporation of Performance-Base Planning and Programming (PBPP) in the development of the Metropolitan Planning Organization's (MPO) Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

TIP Project Effects on Performance Measures –

A total of 69 projects are programmed in this TIP. Six (9%) of the projects are transit capital and/or operations projects; three (4.5%) is a HSIP project; three (4.5%) are Transportation Alternative projects, which could be considered safety projects as it will provide safe options for bicycle and pedestrian travel; Sixteen (23%) are National Highway Performance Program (NHPP) projects; Five (7%) are Surface Transportation Block Grant (STBG) projects; and twenty-seven (40%) projects that are being funded in whole by local funds.

The list of TIP projects has been identified by their potential to impact one or more of the federal performance measures. These include the transit operations projects and capital, infrastructure projects that also include rail, bridge, and trail. System performance and safety, freight projects, and new construction. Some projects may impact measures within more than one category and thus are counted more than once. Only a few of the TIP projects occur on non-NHS roads or involve transit operations that will not directly impact the federal measures.

About three quarters of the projects are designed to improve infrastructure on the roadways, plus at least 3 projects (4%) to improve bridges; 2 (3%) rail safety projects; and 5 (7%) can impact the state of good repair for transit.

The Wausau Metropolitan Planning Organization has participated in performance-based planning and programming and will continue doing so under the pertinent rules, goals, and performance measure targets described here. The Wausau MPO webpage includes the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) that discusses the performance measures and can be accessed here: https://wausaumpo.org/

The broad national performance measure goals (23 USC 150) are listed here:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- System Reliability - To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

These goals can be accessed at: https://www.fhwa.dot.gov/tpm/about/goals.cfm

From these goals, the specific national performance measures, as established under IIJA/FAST Act (49 USC 625 and 23 CFR 490) are as follows:

- PM1 – Safety
  - Number of fatalities
  - Fatalities per 100 million vehicle miles traveled
  - Number of serious injuries
  - Serious injuries per 100 million vehicle miles traveled
  - Number of non-motorized fatalities and non-motorized serious injuries
- PM2 – Infrastructure
  - Percentage of pavements of the Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
  - Percentage of NHS bridges classified as in Good condition
  - Percentage of NHS bridges classified as in Poor condition
- PM3 – System Performance on NHS
  - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable

- Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable

- PM3 – Freight Movement
  - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- Transit
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
  - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
  - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
  - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

In the Wausau Metropolitan Area, the Transit goals are being tracked by the transit provider and are identified on page 12. The CMAQ goals do not apply in the Wausau area because the Wausau area is an attainment area for air pollution, based on the Wisconsin Department of Natural Resources (WisDNR).

Long Range Transportation Plan Performance Indicators

The Wausau MPO included a set of transportation related performance indicators in its 2022 Long Range Transportation Plan (LRTP). The full list of those indicators is included below. The MPO began tracking those indicators annually over the last few years. This data shows trends and changes and, with continued tracking, will help illustrate the condition of the transportation system in this area. To access the Long Range Transportation Plan, go to: https://wausaumpo.org/

Long Range Transportation Plan – Performance Indicators

1. Safety
   a. Streets and Highways
      i. Total crashes
      ii. Total fatal crashes
      iii. Total severe injury crashes

2. Accessibility and Mobility of People and Freight
   a. Streets and Highways
      i. Level of Service (LOS)
      ii. System mileage
      iii. Functionally Classified Mileage
   b. Transit
      i. Wausau Metro Ride (fixed route), and ADA paratransit service (urban),
      ii. North Central Health Care Demand Response Service (county wide)
         1. Passenger trips
         2. Passenger miles
         3. Passengers per revenue mile
         4. Passengers per revenue hour
         5. Revenue hours of service
         6. Revenue miles of service

iii. Percent Urbanized Area Served by Transit

c. Integration and Connectivity of the Transportation System, Across and Between Modes for People and Freight

i. Streets and Highways

ii. Designated Park & ride capacity and use

iii. Airport Passenger Volume (enplanements)

3. Efficient Management and Operations

a. Streets and Highways

i. Deficient directional miles, based on Level of Service (LOS) determinations for base 2010 model network

ii. Hours of congested travel

b. Transit

i. Passengers/revenue hour of operation, passengers/revenue mile of operation, passenger miles traveled, number of passenger trips

4. System Preservation

a. Streets and Highways

i. Pavement condition – number of miles and percent of total miles in each category

ii. Bridge Structure Condition – Sufficiency Rating

5. Regional Trends

a. Population

b. Households

Several of the Indicators are directly connected to the national performance measures. The MPO already tracks crashes, pavement condition, and bridge condition. The MPO has begun tracking the other indicators as part of the national performance measure requirements. As WisDOT updates the targets, the MPO will Amend this TIP to recognize and endorse those targets within the 180-day required timeframe.

<u>Safety Performance Measure Targets (PM1) –</u>

With this TIP document, the Wausau Metropolitan Planning Organization resolves to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2026 Safety Performance Measure target(s) are as follows:

- Number of fatalities – 587.0,
- Rate of fatalities – 0.911 per 100 million vehicle miles traveled,
- Number of serious injuries – 3,163.0,
- Rate of serious injuries – 4.902 per 100 million vehicle miles traveled, and
- Number of non-motorized fatalities and non-motorized serious injuries – 392.4

The MPO's projects related to safety can be seen below in several TIP projects. Additionally, the MPO's Surface Transportation Block Grant-Urban (STBG-U) selection process uses criteria that include safety performance and improvements, including for multimodal enhancement. Future decisions within the TIP development process will be made with these targets in consideration.

<u>Pavement and Bridge Condition Performance Measure Targets (PM2)</u>

With this document being approved, the Wausau Metropolitan Planning Organization resolved to plan and program projects so that they contribute toward the accomplishment of the WisDOT's Pavement and Bridge Condition performance measures on the National Highway System (NHS).

The following comments about the calculations for the pavement condition performance measure is provided by WisDOT:
The FHWA pavement rating metrics of "good", "fair", and "poor" allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans. The WisDOT is using simplified measures for broad national comparisons. Details of the target calculation can be obtained from WisDOT.

The PM2 measures can be seen in Exhibits A and B:

Exhibit A		
WisDOT NHS Pavement Condition Targets		
	2-year Target	4-year Target
Measure	(2023)	(2025)
Interstate - Percentage of pavement in "Good" condition	>60.0%	> 60%
Interstate - Percentage of pavement in "Poor" condition	<4%	< 4%
Non - Interstate - Percentage of pavement in "Good" condition	> 30%	> 30%
Non - Interstate - Percentage of pavement in "Poor" condition	< 10 %	< 10%
Exhibit B		
WisDOT NHS Bridge Condition Targets		
	2-year Target	4-year Target
Measure	(2023)	(2025)
Percentage of NHS bridges by deck area in "Good" condition	> 49%	> 48%
Percentage of NHS bridges by deck area in "Poor" condition	< 3%	< 3%

The MPO's Surface Transportation Block Grant-Urban (STBG-U) selection process uses criteria that include: safety performance, roadway improvements as well as multimodal enhancements. Future decisions within the TIP development process will be made with these targets in consideration.

Freight Movement and Congestion Mitigation and Air Quality Performance Measure Targets (PM3)

With this document being approved, the Wausau Metropolitan Planning Organization resolved to plan and program projects so that they contribute toward the accomplishment of the WisDOT's Freight Movement and Congestion Mitigation and Air Quality performance measures on the National Highway System (NHS). With the Wausau MPO being in an air quality non-attainment area, it is not necessary to consider performance measures for air quality and only the Freight and Travel Reliability performance measures will be determined.

The WisDOT is also using simplified measures for broad national comparisons for these targets as well. Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Intestate System and Congestion Mitigation and Air Quality Improvement Program. The most current targets for the six performance measures are identified in Exhibit C.

Comments for FHWA on the PM3 Rule Calculations

WisDOT is supplying the data as required, but the department cautions its use. While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the "normal" or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with "normal" travel times that are significantly higher than free-flow travel times, and states with "normal" travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

Travel Reliability Metric: $Level\ of\ Travel\ Time\ Reliability\ (LOTTR) = \frac{80th\ percentile\ travel\ time}{50th\ percentile\ travel\ time}$

Freight Reliability Metric: $Truck\ Travel\ Time\ Reliability\ (TTTR) = \frac{95th\ percentile\ travel\ time}{50th\ percentile\ travel\ time}$

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

The PM3 measures can be seen in Exhibit C:

Exhibit C			
WisDOT NHS Travel and Freight Reliability Targets			
Measure	Baseline	2-year Target (2023)	4-year Target (2025)
Travel Reliability			
Percent of person-miles traveled that are reliable on the Interstate	96.4%	92.5%	93%
Percent of person-miles traveled that are reliable on Non-Interstate	93.90%	91%	89.5%
Freight Reliability			
Truck Travel Time Reliability Index on the Interstate	1.2	1.3	1.3

Transit State of Good Repair and Transit Asset Management (TAM)

The U.S. Department of Transportation requires the establishment of state of good repair and transit asset management (TAM) performance targets by public transit providers that receive federal funds.

Wausau Area Transit System (Metro Ride) is the recipient of the following public transportation programs in the Wausau Metro area: a Section 5307 Transit Formula Grant and a Section 5339 Bus and Bus Facilities Grant

Metro Ride has submitted a letter to WisDOT agreeing to be a part of and support the WisDOT TAM statewide group plan. Metro Ride will provide WisDOT with information pertaining to its fleet and the fleet's condition. Metro Ride also appointed an accountable executive, the Transit Director of Metro Ride, to execute the WisDOT TAM plan. Metro Ride will plan and develop programs that will adhere to the goals established and assist WisDOT in achieving the performance targets developed in the WisDOT TAM plan.

The Wausau MPO has submitted a letter to WisDOT agreeing that in its Long Range Transportation Planning process they will plan and program projects that contribute to meeting the goals and TAM performance targets established by WisDOT TAM statewide group plan that is endorsed by Metro Ride.

In September 2025, WisDOT determined the performance measure targets for the TAM plan statewide group for 2026. These measures are as follows:

Vehicles –

WisDOT evaluated the inventory of its sub-recipient vehicle capital items and used FTA's Useful Life Age Benchmark (ULB) set in FTA 5010.1D, page IV-7 to determine if the vehicles were beyond their useful life. WisDOT and its sub-recipients have set the TAM performance targets below.

Revenue Vehicles- Percent of revenue vehicles that have meet or exceeded their useful life benchmarks

Performance Measure	Useful Life (years)	2026 Target %
Articulated Bus	n/a	n/a
Automobile	4	80.6
Over-the-Road Bus	n/a	n/a
Bus	12	18.5
Cutaway	7	40.0
Double Decker Bus	n/a	n/a
Minivan	4	56.1
Other	n/a	n/a
School Bus	12	66.7
SUV	n/a	0.0
Van	4	35.5

Equipment –

Service Vehicles Percent of Non-revenue vehicles that have meet or exceeded the useful life benchmarks

Performance Measure	Useful Life (years)	2026 Target %
Automobiles	4	80.6
Trucks or other Rubber Tired Vehicles	10	29.3
Steel Wheeled Vehicles	n/a	n/a

Facility –

Acceptable percentage of facilities that are rated below a '3' on the TERM scale. Most transit facilities in WisDOT's sponsored TAM Plan are relatively new and in excellent condition. None of the facilities are beyond their useful life of 40 years or below adequate condition (rated below a 3 on the condition scale). WisDOT and its sub-recipients set the TAM performance target to allow up to 10 percent of the facilities to be rated below a "3 – Adequate" on the condition scale. See below.

Facilities Targets -
WisDOT evaluated the condition of the facilities in its sponsored TAM plan FTA's Transit Economic Requirements Model (TERM) as a guide. This scale has the following values:

5 – Excellent
4 – Good
3 – Adequate
2 – marginal
1 – Poor

Performance Measure	2023 Target %
Passenger/Parking Facilities	10
Administrative/ Maintenance Facilities	10

Public Transportation Agency Safety Plan (PTASP) Performance Measures

In February 2023, the Marathon County Metropolitan Planning Commission (Wausau MPO) amended the 2023-2026 Transportation Improvement Program (TIP) to include the following text referencing the Public Transportation Agency Safety Plan (PTASP) Performance Measures.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act grants the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, MAP-21 requires certain recipients of FTA Chapter 53 funding to develop and implement a Public Transportation Agency Safety Plan (PTASP).

In addition to greater safety oversight responsibilities, the IIJA grants expanded regulatory authority and puts FTA in a position to provide guidance to transit agencies that strengthens the use of safety data to support management decisions, improves the commitment of transit leadership to safety, and fosters a culture of safety that promotes awareness and responsiveness to safety risks. The framework to this approach is called a safety management system (SMS), which moves the transit industry towards a more holistic, performance-based approach to safety. The SMS framework has been adopted by FTA in its National Public Transportation Safety Plan ("national safety plan").

The PTASP for Metro Ride supports and is consistent with an SMS approach to safety risk management. SMS is an integrated collection of policies, processes, and behaviors meant to ensure a formalized, proactive, and data-driven approach to safety risk management. The aim of an SMS is to increase the safety performance of transit systems by proactively identifying, assessing, and controlling safety risks.

The approach is meant to be flexible and scalable, so that transit agencies of all types and sizes can efficiently meet the basic requirements of the IIJA and MAP-21. This PTASP addresses all applicable requirements and standards as set forth in the FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.

In the table on the next page, Metro Ride provided the targets they established in 2023 and their actual numbers reported in 2025. Metro Ride will be looking to establish updated targets in 2027.

Safety Performance Targets -

Targets are based on review of the previous 5 years of Metro Rides safety performance data								
Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 100k VM)	Injuries (total)	Injuries (per 100k VM)	Safety Events (total)	Safety Events (per 100k VM)	System Reliability (VM/Failure)
Fixed- Route Bus	390,594	0	0	0	0	24	6	17,752
2025 Reported #s	390,427	0	0	1	.26	6	.15	
Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 10k VM)	Injuries (total)	Injuries (per 10k VM)	Safety Events (total)	Safety Events (per 10k VM)	System Reliability (VM/Failure)
Paratransit	18,242	0	0	0	0	0	0.44	18,242
2025 Reported #s	10,935	0	0	1		0	0.92	

Safety Performance Target Coordination

Metro Ride's Accountable Executive will share the PTASP, including safety performance targets, with the Wausau Metropolitan Planning Organization (MPO) each year, after formal adoption by the Transit Commission. Metro Ride's Accountable Executive will also provide a copy of our formally adopted plan to the Wisconsin Department of Transportation (WisDOT). Metro Ride personnel will be available to coordinate with WisDOT and the MPO in the selection of safety performance targets upon request.

Targets Transmitted to the State of Wisconsin	State Entity Name	Date Targets Transmitted
	WisDOT, Bureau of Transit	08/2026
Targets Transmitted to the Metropolitan Planning Organization (MPO)	Name of Metropolitan Planning Organization	Date Targets Transmitted
	Wausau Area Metropolitan Planning Organization (Wausau MPO)	08/2026

<u>Transportation Improvement Program (TIP) Performance Indicators</u>

In this 2027-2030 Wausau MPO TIP, there are several safety projects funded by the federal Highway Safety Improvement Program (HSIP). These include railroad crossings, pavement

replacement, interchanges, and an intersection reconstruction project. To access the TIP, go to: https://wausaumpo.org/

Safety Projects in the 2027-2030 Wausau MPO TIP –

- Federal Highway Safety Improvement Program (HSIP) Projects
  - WisDOT Rail-Highway Crossing Safety Group Projects
  - I-39 CTH N Interchange
  - STH 52 Pavement Replacement
  - Two multi-use trail projects that provide roadway separation for all users

Additionally, there are seven projects receiving funding from the STBG-U program that will improve safety with improvements like total reconstructions, pavement replacement, or wider shoulders.
The list of criteria for the selection of STBG-U projects follows the list of projects. The criteria include safety and crashes. The STBG-U selection and funding process is the only project selection role that the MPO has.

Surface Transportation Block Grant – Urban (STBG-U) Projects -

- STH 52 – North 6th to North 18th Street – Pavement Replacement
- STH 153 – Wisconsin River Bridge to Old 51 Rd – Resurfacing
- STH 153 – Old 51 to East View Drive – Pavement Replacement
- Ross Ave/Kramer Ln – River Bend to Pauls Ave – Reconstruction
- Ross Ave – Metro Drive to Alderson Street – Reconstruction
- CTH W – Evergreen Rd to CTH WW – Pavement Replacement
- Camp Phillips (CTH X) – Sternberg Ave to Eau Claire Ave - Reconstruction

Wausau MPO Project Prioritization for STBG-Urban Funding

1. Key Component of the Transportation System
2. System Condition
3. Project Coordination
4. Safety
5. Congestion
6. Freight
7. Multimodalism

Policy for Approval of Transportation Improvement Programs

The following policy is used by the Wausau MPO in developing the Transportation Improvement Program allocation of the STBG funds for the Wausau Metropolitan Area.

1. COST SHARE

The Wausau MPO has established the federal share of STBG projects to be at seventy percent (70%). The balance of the project costs, thirty percent (30%), is the responsibility of the

sponsoring local government. Depending on funding levels the percent split between the federal share and local share could go as high as 80% - 20% or as low as 55% - 45%.

2. PROJECT ELIGIBILITY

The following are criteria used by the Wausau MPO in determining STBG project eligibility and is consistent with WisDOT STBG eligibility criteria:

A. STBG funding which is pooled by the Wausau MPO communities should be primarily utilized for roadways under county, city, village, or town jurisdiction.

B. STBG funds will only be programmed within the Wausau adjusted urbanized area boundary approved by the Wausau MPO and state DOT.

C. The sponsoring local government is required to present a letter of agreement indicating financial commitment to the STBG funded project.

D. Transit capital and bikeway projects in conformance with the FAST Act requirements are eligible for STBG funding.

E. The costs of feasibility studies are not eligible for STBG funding.

F. Projects with total construction costs of less than $100,000 are not eligible for STBG funding.

G. Relocation costs are not eligible for STBG funding.

H. Isolated traffic signal installation projects are not eligible for STBG funding.

I. The cost of preliminary design is not eligible for STBG funding.

J. Right-of-way acquisition costs are not eligible for STBG funding.

K. Sidewalk projects are not eligible for STBG funding unless the project is in conjunction with an STBG funded project.

L. Railroad crossing projects are not eligible for STBG funding unless the railroad crossing project is in conjunction with an STBG funded project.

3. PRIORITIZATION CRITERIA FOR TRANSPORTATION FACILITIES

The recommended Transportation Improvement Program within the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the prioritization criteria within this section assist the Marathon County Metropolitan Planning Commission in selecting projects for STBG funding. Project prioritization will be guided by the *Long Range Transportation Plan for the Wausau Metropolitan Area.* Projects eligible for STBG funding will be prioritized every two years in relation to the 5-year STBG funding allocation cycle. With the communities submitting projects to the MPO, the following criteria and points system are applied to the projects by the MPO staff. Staff take recommendations to the MPO Technical Advisory Committee (TAC) who

submits projects ranked by the criteria to the Marathon County Metropolitan Planning Commission for final approval.

In 2018-2019, the TAC rewrote the scoring criteria for reviewing projects for STBG funding. Based on executive orders issued during 2025-2026 the TAC will meet in 2027 to revise STBG criteria for future funding cycles.

The scoring criteria used to recommend projects for funding will utilize 8 different criteria. Each criterion will identify the inputs needed to measure the criteria and a score will be assigned to each criterion. The MPO will be updating the scoring criteria in 2027 to align with updated guidance. Table 1 illustrates the criteria and measures.

1. Key Component of Transportation System:
   This criterion gives merit to projects according to their overall relationship with the rest of the transportation system by having a high of positive impact on the overall transportation system. Projects that occur on principal arterials; transit projects that enhance system-wide transit service, bicycle/pedestrian projects that are included in adopted bike/pedestrian plans or occur along identified bicycle routes or provide a critical link in the transportation system. The main measure will be the WisDOT and MPO identified Functional Classification for the roadway. Municipalities will need to provide additional information on the scoring worksheet describing the regional impact of the project.

2. System Condition:
   This criterion gives merit to projects according to their overall Pavement Surface Evaluation Rating (PASER) system score. The PASER ratings will dictate the appropriate points awarded.

3. Project Coordination:
   This criterion give weight to candidate projects as they relate to other projects either within the municipality or in conjunction with another municipality. Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in significant cost and time savings.

4. Safety:
   This criterion is based on an assessment of existing safety and security problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering roadway and bicycle/pedestrian projects, while safety and security aspects of passengers should be considered for transit projects. The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on safety and security (i.e., reduction in crashes). Municipalities will need to provide additional information on the scoring worksheet describing the safety impacts of the project.

5. Congestion Relief:
   This criterion is based on an assessment of existing congestion problems and the impact a proposed project may have in reducing such problems. Existing congestion can be evaluated across all modes by looking at the Level of Service (LOS) developed by the MPO traffic model. Projects that may include new arterial roadways, traffic operations systems/ITS improvements; transit projects that increase service capacity, increase

service reliability, decrease vehicle crowding, or reduce travel time; bicycle/pedestrian projects that provide bicycle path/lanes, or sidewalks to serve commuters, new sidewalks along principal arterials, or connections between communities. Municipalities will need to provide additional information on the scoring worksheet describing the overall congestion and safety impacts of the project.

6. Freight:
   This criterion is based on how this project will facilitate freight access to an industrial park or concentrated commercial area. Access to the freeway system makes it more conducive to providing better freight access to places outside the metro area. Points will be awarded if the project is within 1 mile of a freeway system interchange. Municipalities will need to provide additional information on the scoring worksheet describing the how the project will enhance freight access in the area.

7. Multimodalism:
   This criterion is based on if the project complies with Federal Regulations on accommodating or delivering on context sensitive designs or is identified in the MPO Bicycle and Pedestrian Master Plan or addresses a significant need in bicycle and pedestrian infrastructure that is not addressed in the MPO Bicycle and Pedestrian Master Plan. Municipalities will need to provide additional information on the scoring worksheet describing the overall needs of the project.

MPO Worksheet for STBG Scoring

1 **Key Component of System**

Describe the regional impact of this project.

2 **System Condition**

No Worksheet needed

3 **Project Coordination**

No Worksheet needed

4 **Safety**

Describe how this project will create safer conditions for users and address any issues from crash data or local feedback.

5 **Congestion**

Describe any points of congestion that cause concern and are not displayed on the traffic model.

6 **Freight**

Describe how this project will facilitate freight access to an industrial or concentrated commercial area.

7 **Multimodal**

Describe in detail the bicycle and pedestrian facilites designed for this project.

Describe how this project addresses a significant need in bicycle or pedestrian infrastructure that is not addressed in the MPO Bicycle and Pedestrian Master Plan.

STBG Scoring Criteria - Wausau MPO

	Criteria	Measure	Measure Inputs	Scoring	Total Points Available
1	Key Component of Transportation System	Functional Classification	Func Class System	Arterials = 2, Collector = 1	2
		Project is of regional significance	MPO Worksheet	Regional significance = 2	2
2	System Condition	System condition rating 1-10	DOT application	<5 Score = 2, 5-7 Score = 1, 7+ Score = 0	2
3	Project Coordination	2+ Communities working together	DOT application	Coordination = 2	2
4	Safety	FHWA Roadway Departure Safety calculation	TOPS lab WisDOT Traffic Counts	Highest = 2, 2nd highest = 1	2
		How does the project create safer conditions?	MPO Worksheet	Same road profile = 0, Some improvements = 1, Major improvements = 2	2
5	Congestion	Level of Service (LOS) Current Condition	MPO Traffic model. Model will be run at start of STBG application cycle.	D = 2, C = 1, B-A = 0	2
		Local testimony	MPO Worksheet	Max of 1 point	1
6	Freight	Within 1 mile of freeway system/interchange	Map	Within 1 mile = 1, all others = 0	1
		Facilitates access to industrial, or concentrated commercial area	MPO Worksheet	Yes = 1, No = 0	1
7	Multimodal	Complies with Federal Regulations on accommodations and delivers context-sensitive design	Guidance on Federal Regulations see (WisDOT FDM 11-46-1). For design standards use FDM, NACTO, or AASHTO. Describe accomodations in MPO Worksheet.	Complies with Fed Regs = 1, Context-sensitive design = 1	2
		Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need.	MPO Bicycle and Pedestrian Master Plan. Describe significant need in MPO Worksheet.	Yes = 2, No = 0	2

4. TIP APPROVAL AND AMENDMENTS

Please refer to Appendix A for the resolution by the Marathon County Metropolitan Planning Commission adopting the *2027-2030 Transportation Improvement Program for the Wausau Metropolitan Area*. The Marathon County Metropolitan Planning Commission approved this TIP at their October 20, 2026, meeting.

The IIJA and FAST Act will continue to provide flexibility as to which year the projects are shown in the TIP. Federal regulations allow for WisDOT and the Wausau MPO to establish expedited procedures regarding the advancement of projects from the second, third or fourth year of the improvement schedule. The IIJA and FAST Act will also provide flexibility in the federal funding program that may ultimately be used to fund the project. Each year the TIP must be fiscally constrained. There are several different funding programs that can be utilized for transportation improvements, and the range of projects that could be covered under any one program has been expanded. While there is flexibility among programs, it must be demonstrated that the transportation project provides a benefit within the final funding program.

WisDOT has provided the Metropolitan Planning Organizations guidance on how to resolve these dynamic funding issues. To preclude the need for frequent amendments to the TIP, and to clarify the local planning procedures:

TIP PUBLIC PARTICIPATION PROCEDURES

- The MPO staff will prepare project information including project name and location, project description, lead agency, estimated cost, and funding sources.
- MPO staff will prepare a draft TIP for public review.
- The public comment period on the draft TIP will last for a minimum of 30 days and be provided to the websites, mailing lists, and interested parties as described in the Public Participation Plan.
- MPO staff will host at least one formal public meeting to solicit comments and to evaluate the projects proposed for inclusion in the final document. The public meeting will occur toward the end of the public comment period.
- The MPO will utilize the comments obtained during the public comment period to finalize the TIP.
- The MPO will adopt the final TIP and make the document available for public use based on the MPO's Public Participation Plan.

TIP AMENDMENT PROCEDURES

Administrative Modifications (Minor Revisions)

An administrative modification is a minor revision to the TIP. Administrative modifications do not require public review and comment. Revisions to the TIP that meet the following criteria and may be processed as an administrative modification:

- Changes in the total project phase cost less than the established amendment threshold.
- Changes to funding sources of a project phase in the TIP, including changes in the type of federal funds or change in type of non-federal funds, provided it does not exceed the threshold.
- Revisions to a project scope that does not change overall intent or impact of project.

- Changes in schedule to a project phase included within the first four years of the TIP.
- Changes to projects that are included only for illustrative purposes.

Amendments (Major Revisions)

An amendment is a revision to a TIP that involves a major change to a project included in the TIP. Per federal regulations, amendments require public comment, redemonstration of fiscal constraint, and a conformity determination in air quality non-attainment and maintenance areas. Revisions that meet the following criteria must be considered amendments:

- Addition or deletion of a project phase in the first four years of the TIP, including advancing a project phase into the first four years from the illustrative list.
- Increase or decrease in the total project phase cost within the following thresholds.
    - Projects up to $1 million: the total project cost phase must change by at least 25%
    - Projects over $1 million: the total project cost phase must chang by at least $2 million.
- Change in a project phase's fund source(s) from non-federal to federal, or the removal of all federal funds.
- Change in scope or design of a project that would change the intent or impact of a project.
- Changes to the work type, such as changing a project from a preservation to rehabilitation or rehabilitation to a reconstruction.
- Changes to the project's capacity, such as the number of through traffic lanes; and
- Changes to project limits, termini, or length greater than ½ of a mile in any direction.
- Typographical corrections to project information, such as corrections of typos, misspellings, or other data entry errors.

5. PROJECT COST MONITORING

The costs of TIP projects involving MPO funds will be monitored by the MPO on an ongoing and regular basis from the time of initial identification until the time of let. Sponsoring jurisdictions are responsible for notifying the MPO of significant changes in estimated project cost and/or scope. Changes are significant when:

- Increase or decrease in the total project phase cost within the following thresholds.
    - Projects up to $1 million: the total project cost phase must change by at least 25%
    - Projects over $1 million: the total project cost phase must chang by at least $2 million.

Re-approval by the MPO is required for all TIP projects incurring a significant change in estimated cost, whether the change is due to estimate revisions or a change in scope. At the time of reconsideration, the Marathon County Metropolitan Planning Commission action may include a change in project priority, deletion of the project from the program, requiring the sponsoring entity to cover the cost increase, funding up to 50 percent of the cost increase with STBG funds, delaying the project until additional STBG funds are available, or other actions deemed appropriate by the Marathon County Metropolitan Planning Commission. Some actions may require formal amendment of the TIP document.

6. EXPEDITED PROJECT SELECTION PROCEDURES

The Wausau MPO, WisDOT and the area transit system, Metro Ride, hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator(s) to proceed with federal funding commitment.

2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or the transit operator(s) for federal fund commitment without further project selection action by the MPO.

3. Concerning the federal funding sources identified for individual project in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the State and MPO, and subject to reconciliation under item 5.

4. WisDOT can unilaterally interchange FTA section 5309 and section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a TIP amendment, FTA should be notified of any interchange of funds.

5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and the transit operator(s) will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year.

2027 – 2030 Transportation Improvement Program

Table 1 is a list of the 2027-2030 federal, state, and local funded projects within the Wausau Metropolitan Area and reflects projects programmed based on the IIJA funding programs. Projects within Table 1 have been grouped by mode: Transit and Highway projects. Map 2 identifies the locations of the projects listed in Table 1. Project numbers located to the left of the project jurisdiction in Table 1 correspond to the numbering system used on the maps.

Table 1 uses the following codes to identify funding sources:

Federal Transit:
FTA Section 5307
FTA Section 5339

State Transit:
Wisconsin Statute 85.20 Public Transit Operating Assistance
Wisconsin Statute 85.21 Elderly & Disabled Assistance to counties
Wisconsin Statute 85.22 State funding for 5310 programs

Federal Programs based on FAST Act:
High Priority Projects – HPP
National Highway Performance Program - NHPP
Surface Transportation Block Grant(STBG) - STP-U, STP-R, STP-D, TE, SRTS
Bridge Replacement - BR
Interstate Maintenance – IM
National Highway System – NHS
Wisconsin Electric Vehicle Infrastructure – WEVI
Transportation Alternative Program - TAP
Highway Safety Implementation Program - HSIP
Rail-Highway Grade Crossing Set-aside - HSIP-RR
Statewide Metropolitan Planning - PL

Projects involving facility expansion are identified by an "E" in the comment column, while projects involving facility preservation are identified by a "P." The total cost for each category is summarized at the bottom of the project listing. The WisDOT ID number is also included in the comment column.

The following statements are provided to allow the flexible use of Federal funding programs and clarify planning procedures:

- The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment.

- If WisDOT or the transit operator(s) wish to proceed with a project(s) that is not in the first year of the TIP, the MPO agrees that projects for the second, third, or fourth year of the TIP can be advanced to proceed with federal fund commitment without further action by the MPO.

- Even though a new TIP has been developed and approved by the MPO, WisDOT can continue seek federal fund commitment for projects in the previous TIP until FHWA and FTA have jointly approved a new STIP.

- Highway and transit projects reflected in any of the four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP.

- It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.

- Concerning the federal sources, the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement of Allocated STP funds and Congestion Mitigation and Air Quality (CMAQ) funds for projects not identified for that source of funding in the TIP.

- WisDOT can also unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a STIP or TIP amendment.

The projects that will utilize the 2023-2027 STBG allocation were prioritized at the Marathon County Metropolitan Planning Commission meeting in 2026. Projects sponsored by WisDOT in Table 1 are included in the WisDOT North Central Region *Six-Year Highway Improvement Program.* These projects are programmed utilizing funds identified in Table 1 on the next page.

Tables 1 and 2 may need minor revisions based on WisDOT finalizing the STBG funding with the old STP/Urban and STP/Transportation Alternatives programs, final program year determinations, funding source and cost share clarifications, and review comments received from WisDOT and FHWA.

Projects utilizing FTA - Section 5309 and Section 5307 funds in Table 1 were submitted by the Wausau Area Transit System, d/b/a Metro Ride. Projects utilizing Section 5310 and State 85.20 and 85.21 funds in Table 1 were submitted by the Wausau Area Transit System and North Central Health Care. Table 2 illustrates the programmed expenditures within the TIP (Table 1) and the estimated available funding from state and federal sources for the Wausau Metropolitan Area. The expenditures and available funding are itemized by funding source. Table 3 illustrates the actual and anticipated expenditures for Operations and Maintenance for the MPO communities as identified by the Wisconsin Department of Revenue and shown with the estimated inflation factors provided by WisDOT. Table 4 identifies the status of projects that were programmed in the *2027-2030 Transportation Improvement Program for the Wausau Metropolitan Area*.

YEAR OF EXPENDITURE AND FISCAL CONSTRAINT

Estimated cost dollars are illustrated in year of expenditure using compound inflation rates provided by WisDOT based on the 30-year trend forecast from the S&P Global Index as presented in the February 2026 Global Index, as presented in the February 2026 Wisconsin Transportation Projects Commission (TPC) Report. For local program projects or projects solely funded by local municipalities, their respective inflation rates have been applied.

The four-year totals in the table indicate that estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2027-2030 TIP. There are a few instances where programmed funding appears to exceed estimated available funding when comparing amounts from year to year. There are also instances where project 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). 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.

TABLE 1 - TRANSIT
2027 - 2030
TIP PROJECT LISTING (Listed in Year of Expenditure $s)

	PRIMARY JURISDICTION/ PROJECT SPONSOR	PROJECT DESCRIPTION	TYPE OF COST	2027 FED	2027 STATE	2027 LOCAL	2027 TOTAL	2028 FED	2028 STATE	2028 LOCAL	2028 TOTAL	2029 FED	2029 STATE	2029 LOCAL	2029 TOTAL	2030 FED	2030 STATE	2030 LOCAL	2030 TOTAL	Federal and State Funding Program Number
	TRANSIT																			
A	City of Wausau - Metro Ride	Operating Assistance 373-27-001	PE ROW CONST TOTAL	$1,838,578	$713,609	$1,124,969	$3,677,156	$1,892,448	$734,518	$1,157,931	$3,784,897	$1,943,745	$754,427	$1,189,317	$3,887,489	$1,999,086	$775,907	$3,998,172	$6,773,165	s.5307 s.85.20 s.85.205 Total Improvement Cost is $18,122,706,638
B	City of Wausau - Metro Ride & Marathon County	2027 TDP 373-27-002	PE ROW CONST TOTAL		$120,000 $120,000	$30,000 $30,000	$150,000 $150,000													s.5304 Total Improvement Cost is $150,000
C	Marathon County CPZ	Specialized Transportation - 85.21 Program 373-27-004	PE ROW CONST TOTAL		$29,280	$5,856	$35,137		$30,138	$6,028	$36,166	$30,955	$6,191		$37,146		$31,837	$6,367	$38,204	s.85.21 Total Improvement Cost is $146,653
D	City of Wausau - Metro Ride	Specialized Transportation - 85.21 Program 373-27-005	PE ROW CONST TOTAL		$73,201	$14,640	$87,841		$75,346	$15,069	$90,415	$77,388	$15,478		$92,866		$79,592	$15,918	$95,510	s.85.21 Total Improvement Cost is $366,632
E	North Central Health Care	Specialized Transportation - 85.21 Program 373-27-006	PE ROW CONST TOTAL		$263,524	$52,705	$316,229		$271,246	$54,249	$325,495	$278,598	$55,719		$334,317		$286,530	$57,306	$343,836	s.85.21 Total Improvement Cost is $1,319,877
			Totals	$1,838,578	$1,319,615	$1,258,170	$4,416,363	$1,892,448	$1,111,248	$1,233,276	$4,236,972	$2,330,686	$831,816	$1,189,317	$4,351,819	$1,999,086	$1,173,865	$4,077,763	$7,250,714	

TABLE 1 - HIGHWAY
2027 - 2030
TIP PROJECT LISTING (Listed in Year of Expenditure $s)

	PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2027 FED	2027 STATE	2027 LOCAL	2027 TOTAL	2028 FED	2028 STATE	2028 LOCAL	2028 TOTAL	2029 FED	2029 STATE	2029 LOCAL	2029 TOTAL	2030 FED	2030 STATE	2030 LOCAL	2030 TOTAL	COMMENTS FOS# & Let Date P=preservation E=expansion
	HIGHWAY																			
1	State of Wisconsin	Statewide Utilities Group Projects 373-27-007	PE																	
			ROW																	
			CONST		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000	P
			TOTAL		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000	Total Improvement Cost: $400,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-27-008	PE																	
			ROW																	
			CONST		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000	P
			TOTAL		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000	Total Improvement Cost: $400,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-27-009	PE																	
			ROW		$150,000		$150,000		$150,000		$150,000		$150,000		$150,000		$150,000		$150,000	
			CONST																	P
			TOTAL		$150,000		$150,000		$150,000		$150,000		$150,000		$150,000		$150,000		$150,000	Total Improvement Cost: $600,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-27-010	PE																	
			ROW																	
			CONST		$350,000		$350,000		$350,000		$350,000		$350,000		$350,000		$350,000		$350,000	P
			TOTAL		$350,000		$350,000		$350,000		$350,000		$350,000		$350,000		$350,000		$350,000	Total Improvement Cost: $1,400,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-27-011	PE																	
			ROW																	
			CONST	$180,000	$20,000	$20,000	$220,000	$185,274	$20,586	$20,586	$226,446	$190,296	$21,144	$21,144	$232,584	$195,714	$21,746	$21,746	$239,206	P
			TOTAL	$180,000 (HSIP)	$20,000	$20,000	$220,000	$185,274 (HSIP)	$20,000	$20,586	$225,860	$190,296 (HSIP)	$21,144	$21,144	$232,584	$195,714 (HSIP)	$21,746	$21,746	$239,206	Total Improvement Cost: $917,650. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-27-012	PE		$250,000		$250,000													
			ROW																	
			CONST																	P
			TOTAL		$250,000		$250,000													Total Improvement Cost: $250,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
7	State of Wisconsin V. of Rothschild V. of Weston C. of Schofield	Pavement Replacement US Bus 51 Everest Drive to Eau Claire River Bridge 373-23-016	PE																	ID #6999-10-15/25/85/86/87 & 6999-12-80/88/89
			ROW																	
			CONST									$17,501,867	$4,196,303	$2,353,710	$24,051,879	*Continued*	*Continued*	*Continued*		P
			TOTAL									$17,501,867 (NHPP)	$4,196,303	$2,353,710	$24,051,879					Let Date: 08/14/2029
																				Total Improvement Cost: $28,278,529. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
8	State of Wisconsin City of Wausau	Pavement Replacement STH 52, East Wausau Ave North 6th St to North 18th St. 373-22-037	PE																	ID#: 6999-00-01/23/71/72
			ROW																	
			CONST					$6,822,095	$2,083,381	$2,301,387	$11,206,864	*Continued*	*Continued*	*Continued*						P
			TOTAL					$6,822,095 (HSIP/NHPP)	$2,083,381	$2,301,387	$11,206,864									Let Date: 11/14/2028
																				Total Improvement Cost: $13,147,364. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
9	State of Wisconsin C. of Wausau C. of Schofield	Curb Ramp Replacement Project US Bus 51 and STH 52 373-21-024	PE																	ID #6999-19-00/20/21/70/71; Let Date: 9/10/30
			ROW		$2,583,000		$2,583,000													ID #6999-19-00/22/72; Let Date: 2/13/2029
			CONST									$2,833,465	$708,366		$3,541,831	$3,865,917	$966,479		$4,832,396	P
			TOTAL		$2,583,000		$2,583,000					$2,833,465 (TA Flex)	$708,366		$3,541,831	$3,865,917 (TA Flex)	$966,479		$4,832,396	Total Improvement Cost: $13,420,228. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
10	State of Wisconsin City of Mosinee	Resurfacing STH 153 Wisconsin River Bridge to Old 51 Rd 373-21-026	PE																	ID #6370-00-03/73
			ROW																	P
			CONST	$497,040	$124,260		$621,300													Let Date: 5/11/2027
			TOTAL	$497,040 (STP-Flex)	$124,260		$621,300													Total Improvement Cost: $736,300. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
11	State of Wisconsin Village of Rothschild & Village of Weston	Resurfacing STH 29 Wisconsin River Bridge to CTH Q 373-22-038	PE																	ID #1053-07-09/79
			ROW																	P
			CONST					$16,108,655	$4,027,164		$20,135,819	*Continued*	*Continued*							Let Date: 11/14/2028
			TOTAL					$16,108,655 (NHPP)	$4,027,164		$20,135,819									Total Improvement Cost: $21,196,646. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
12	State of Wisconsin Village of Rib Mountain	Polymer Concrete Overlay USH 51/STH 29 East Interchange Structures B-37-337, 338, & 339 373-25-038	PE																	ID #1053-04-38/68
			ROW																	P
			CONST					$1,837,720	$459,430		$2,297,151	*Continued*	*Continued*							Let Date: 12/12/2028
			TOTAL					$1,837,720 (NHPP)	$459,430		$2,297,151									Total Improvement Cost: $2,480,751. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
13	State of Wisconsin City of Schofield	Pavement Replacement USH Bus 51 Eau Claire River Bridge to Lakeview Dr 373-24-016	PE																	ID #6999-18-13/23/83/86
			ROW																	P
			CONST					$4,848,868	$1,212,217	$43,461	$6,104,546	*Continued*	*Continued*	*Continued*						Let Date: 11/14/2028
			TOTAL					$4,848,868 (NHPP)	$1,212,217	$43,461	$6,104,546									Total Improvement Cost: $7,102,046 . This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
	State of	Pavement Replacement	PE																	ID #6999-02-10/20/80/82

TABLE 1 - HIGHWAY
2027 - 2030
TIP PROJECT LISTING (Listed in Year of Expenditure $s)

	PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2027 FED	2027 STATE	2027 LOCAL	2027 TOTAL	2028 FED	2028 STATE	2028 LOCAL	2028 TOTAL	2029 FED	2029 STATE	2029 LOCAL	2029 TOTAL	2030 FED	2030 STATE	2030 LOCAL	2030 TOTAL	COMMENTS FOS# & Let Date P=preservation E=expansion
14	Wisconsin City of Wausau	USH Bus 51 Lakeview Dr to Kent St 373-24-015	ROW CONST TOTAL					$2,717,889 $2,717,889 (NHPP)	$679,472 $679,472	$550,828 $550,828	$3,948,189 $3,948,189	*Continued*	*Continued*	*Continued*						P Let Date: 11/14/2028 Total Improvement Cost: $4,425,989. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
15	State of Wisconsin City of Wausau	Polymer Deck Overlay USH 51/Sherman St/STH 29 West/Hwy 52 Pkwy Interchanges Various Structures 373-24-027	PE ROW CONST TOTAL									$4,349,076 $4,349,076 (NHPP)	$1,087,269 $1,087,269		$5,436,344 $5,436,344	*Continued*	*Continued*			ID #1009-70-31/61 P Let Date: 12/11/2029 Total Improvement Cost: $5,824,614. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
16	State of Wisconsin City of Wausau	Resurfacing USH Bus 51 Stewart Ave to Merrill Ave 373-25-041	PE ROW CONST TOTAL									$1,372,668 $1,372,668 (NHPP)	$343,167 $343,167		$1,715,836 $1,715,836					ID #6999-17-02/72 P Let Date: 2/13/2029 Total Improvement Cost: $1,905,276. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
17	State of Wisconsin City of Wausau	Pavement Replacement USH Bus 51 CTH U to West Campus Drive 373-22-036	PE ROW CONST TOTAL	$2,354,568 $2,354,568 (NHPP)	$588,642 $588,642	$2,425 $2,425	$2,945,635 $2,945,635													ID #6999-00-11/24/81 P Let Date: 9/14/2027 Total Improvement Cost: $3,594,135. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
18	State of Wisconsin Village of Rothschild	Resurfacing and Concrete Joint Replacement USH Bus 51 USH 51 to Everest Drive 373-21-027	PE ROW CONST TOTAL	$266,000 $266,000 (NHPP)	$66,700 $66,700	$0	$332,700 $332,700		$154,395 $154,395		$154,395 $154,395									ID #6999-10-11/21/81 P Let Date: 2/11/2031 Total Improvement Cost: $487,095. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
19	State of Wisconsin City of Wausau	Pavement Replacement USH Bus 51 Kent Street to Thomas Street 373-10-024	PE ROW CONST TOTAL	$562,725 $562,725 (NHPP)	$187,575 $187,575		$750,300 $750,300		$437,453 $437,453		$437,453 $437,453					$5,168,241 $5,168,241 (NHPP)	$1,292,060 $1,292,060	$1,017,713 $1,017,713	$7,478,014 $7,478,014	ID #6999-02-09/28/79/89 P Let Date: 9/10/2030 Total Improvement Cost: $8,665,767. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
20	State of Wisconsin City of Mosinee	Pavement Replacement STH 153 Old 51 to East View Drive 373-21-025	PE ROW CONST TOTAL	$320,000 $320,000 (STP-Flex)	$80,000 $80,000		$400,000 $400,000													ID #6600-00-01/71 P Let Date: 9/09/2031 Total Improvement Cost: $400,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
21	State of Wisconsin City of Wauau & Village of Maine	Concrete Joint Replacement and Pannel Replac USH 51 SB Bridge Street to Decator Drive 373-27-013	PE ROW CONST TOTAL	$115,200 $115,200 (NHPP)	$28,800 $28,800		$144,000 $144,000													ID #1170-02-30/60 P Let Date: 8/10/2032 Total Improvement Cost: $144,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
22	State of Wisconsin City of Wausau & Village of Maine	Concrete Joint Replacement and Pannel Replac USH 51 NB Bridge Street to Decator Drive 373-27-014	PE ROW CONST TOTAL	$115,200 $115,200 (NHPP)	$28,800 $28,800		$144,000 $144,000													ID #1170-02-31/61 P Let Date: 8/10/2032 Total Improvement Cost: $144,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
23	State of Wisconsin City of Wausau	Pavement Replacement USH Bus 51 Weston Unioin St to West Brdge St 373-27-015	PE ROW CONST TOTAL	$102,900 $102,900 (NHPP)		$34,300 $34,300	$137,200 $137,200		$102,930 $102,930		$102,930 $102,930									ID #6999-02-11/21/81 P Let Date: 2/11/2023 Total Improvement Cost: $240,130. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
24	State of Wisconsin Town of Wausau	Resurfacing STH 52 18th Street to Little Elm Road 373-25-040	PE ROW CONST TOTAL		$274,500 $274,500		$274,500 $274,500									$4,137,394 $4,137,394 (NHPP)	$1,034,348 $1,034,348		$5,171,742 $5,171,742	ID #9010-03-01/71 P Let Date: 8/13/2030 Total Improvement Cost: $5,0446,242. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
25	City of Wausau	Construction of the North River Drive Extestion Wausau Ave to Winton Street	PE ROW CONST TOTAL															$800,000 $800,000	$800,000 $800,000	E Total Improvement Cost: $800,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
26	City of Wausau	Reconfigure 5th Steet Forest Street to Scott Street	PE ROW CONST TOTAL															$260,000 $260,000	$260,000 $260,000	P Total Improvement Cost: $260,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
27	City of Wausau	Reconstruction Forest Street Grand Ave intersection	PE ROW CONST TOTAL															$1,200,000 $1,200,000	$1,200,000 $1,200,000	P Total Improvement Cost: $1,200,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
28	City of Wausau	Reconfigure 1st Street Washington St. to Forest St	PE ROW CONST TOTAL															$130,000 $130,000	$130,000 $130,000	P Total Improvement Cost: $130,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
		Relocation and Reconstruction	PE																	

TABLE 1 - HIGHWAY
2027 - 2030
TIP PROJECT LISTING (Listed in Year of Expenditure $s)

	PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2027 FED	2027 STATE	2027 LOCAL	2027 TOTAL	2028 FED	2028 STATE	2028 LOCAL	2028 TOTAL	2029 FED	2029 STATE	2029 LOCAL	2029 TOTAL	2030 FED	2030 STATE	2030 LOCAL	2030 TOTAL	COMMENTS FOS# & Let Date P=preservation E=expansion
29	City of Wausau	River Drive Intersection 1st St./Washington St./River Dr.	ROW																	
			CONST															$2,225,000	$2,225,000	P
			TOTAL															$2,225,000	$2,225,000	Total Improvement Cost: $2,225,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
30	City of Wausau	Reconstruction North 17th Avenue Sherman Ave to Stewart Ave	PE																	
			ROW																	
			CONST							$1,200,000	$1,200,000									P
			TOTAL							$1,200,000	$1,200,000									Total Improvement Cost: $1,200,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
31	City of Wausau	Construction Rivers Edge Trail Winton Street to Gilbert Park	PE																	
			ROW																	
			CONST			$475,000	$475,000													E
			TOTAL			$475,000	$475,000													Total Improvement Cost: $475,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
32	City of Wausau	Construction Multi-Use Trail 84th Ave to Innovation Way	PE																	
			ROW																	
			CONST											$1,200,000	$1,200,000					E
			TOTAL											$1,200,000	$1,200,000					Total Improvement Cost: $1,200,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
33	City of Wausau	Business Campus Trail 72nd Ave. to 84th Ave	PE																	ID# 69999-18-11/81
			ROW																	P
			CONST	$847,937		$211,984	$1,059,921													Let Date: 9/25/2026
			TOTAL	$847,937		$211,984	$1,059,921													Total Improvement Cost: $1,059,921. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
		373-23-019		(TAP)																
34	City of Wausau	Reconstruction Grand Ave Thomas St to Forest St	PE																	
			ROW																	
			CONST																	
			OTHER															$3,500,000	$3,500,000	P
			TOTAL															$3,500,000	$3,500,000	Total Improvement Cost: $3,500,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
35	City of Wausau	Reconstruction Stewart Ave 1st Ave to 17th Ave	PE																	
			ROW																	
			CONST															$4,500,000	$4,500,000	P
			TOTAL															$4,500,000	$4,500,000	Total Improvement Cost: $4,500,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
36	City of Wausau	Reconstruction Pine Ridge Blvd Westhill Drive to Plaza Drive	PE																	
			ROW																	
			CONST															$1,100,000	$1,100,000	P
			TOTAL															$1,100,000	$1,100,000	Total Improvement Cost: $1,100,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
37	Village of Rib Mountain	Safety Project I-39 CTH N Interchange	PE																	ID #6651-09-02/72
			ROW																	P
			CONST	$652,590		$72,510	$725,100													Let Date: 5/11/2027
			TOTAL	$652,590		$72,510	$725,100													Total Improvement Cost: $915,881. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
		373-25-034		(HSIP)																
38	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood	PE															$200,000	$200,000	Future Planning Project
			ROW															$100,000	$100,000	
			CONST																	E
			TOTAL															$300,000	$300,000	Total Improvement Cost: $300,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
39	Village of Weston	Construction of Multi-Use Path on Alderson (Weston to Howland), Howland (Alderson to CTH X),	PE			$50,000	$50,000							$50,000	$50,000			$105,000	$105,000	Future TAP project, may get Howland
			ROW											$25,000	$25,000					section done in 2027 as part of street reconstruction.
			CONST			$200,000	$200,000											$1,150,000	$1,150,000	E
		and Shorey (Alderson to CTH X)	TOTAL			$250,000	$250,000							$75,000	$75,000			$1,255,000	$1,255,000	Total Improvement Cost: $1,580,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
40	Village of Weston	Reconstruction Birch St Jelinek Ave to	PE			$40,000	$40,000			$100,000	$100,000									Have LRIP-MSIS Funding for 2028.
			ROW			$20,000	$20,000													
			CONST					$775,020	$655,000	$1,430,020										P
		Community Center Dr. 373-27-016	TOTAL			$60,000	$60,000	$775,020	$755,000	$1,530,020										Total Improvement Cost: $1,590,020. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
41	Village of Weston/Marathon County	Reconstruction Schofield Ave Camp Phillips Road Intersection	PE											$75,000	$75,000			$75,000	$75,000	Look potential fo STP funding in future cycles.
			ROW											$50,000	$50,000					
			CONST															$750,000	$750,000	P
			TOTAL											$125,000	$125,000			$825,000	$825,000	Total Improvement Cost: $950,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
42	Village of Weston/Marathon County	Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	PE											$75,000	$75,000			$75,000	$75,000	Look potential fo STP funding in future cycles.
			ROW											$50,000	$50,000					
			CONST															$500,000	$500,000	P
			TOTAL											$125,000	$125,000			$575,000	$575,000	Total Improvement Cost: $700,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
43	Village of Weston	Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	PE															$200,000	$200,000	Future Planning Project
			ROW															$100,000	$100,000	
			CONST																	E

TABLE 1 - HIGHWAY
2027 - 2030
TIP PROJECT LISTING (Listed in Year of Expenditure $s)

	PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2027 FED	2027 STATE	2027 LOCAL	2027 TOTAL	2028 FED	2028 STATE	2028 LOCAL	2028 TOTAL	2029 FED	2029 STATE	2029 LOCAL	2029 TOTAL	2030 FED	2030 STATE	2030 LOCAL	2030 TOTAL	COMMENTS FOS# & Let Date P=preservation E=expansion
			TOTAL															$300,000	$300,000	Total Improvement Cost: $300,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
44	Village of Weston	Reconstruction Ross Ave/Kramer Ln River Bend Rd to Pauls Ave 373-25-037	PE ROW CONST TOTAL			$40,000 $40,000	$40,000 $40,000	 $2,211,598 $2,211,598 (STBG)		$105,000 $3,445,703 $3,550,703	$105,000 $5,657,301 $5,762,301									STP-Urban Project ID #6999-13-04/74 P Let Date: 02/28/28 Total Improvement Cost: $5,802,301. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
45	Village of Weston	Howland Ave Alderson St to CTH X	PE ROW CONST TOTAL			$150,000 $1,200,000 $1,350,000	$150,000 $1,200,000 $1,350,000													Planned 2027 Local Project P Total Improvement Cost: $300,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
46	Village of Weston	Reconstruction Schofield Ave Birch St to CTH X	PE ROW CONST TOTAL											$250,000 $100,000 $350,000	$250,000 $100,000 $350,000					P Total Improvement Cost: $1,350,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
47	Village of Rothschild/ Village of Weston	Reconstruction Volkman Street Machmueller Street to BUS HWY 51	PE ROW CONST TOTAL			$85,000 . $425,000 $510,000	$85,000 $425,000 $510,000													P Total Improvement Cost: $510,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
48	Village of Rothschild	Reconstruction Military Road Pflieger Street to Leon Street 373-27-017	PE ROW CONST TOTAL						 $845,700 $845,700	$594,700 $1,556,088 $2,150,788	$594,700 $2,401,788 $2,996,488									P Total Improvement Cost: $2,996,488. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
49	Village of Rothschild	Reconstruct Weston Ave Volkman Street to Alderson Street	PE ROW CONST TOTAL															$347,500 $2,306,700 $2,654,200	$347,500 $2,306,700 $2,654,200	P
50	City of Schofield/ Village of Weston	Reconstruction Ross Avenue Metro Drive to Alderson Street 373-23-015	PE ROW CONST TOTAL	 $2,634,977 $2,634,977 (STBG)		$150,000 $829,496 $979,496	$150,000 $3,464,473 $3,614,473													ID #6999-13-03/73 2023-2026 STP Urban Project P Let Date: 2/9/2027 Total Improvement Cost: $3,614,473. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
51	Marathon County	Pavement Replacement CTH W Evergreen Rd to CTH WW 373-24-024	PE ROW CONST OTHER TOTAL					 $1,380,736 $1,380,736 (STBG)		$36,984 $345,184 $382,168	$36,984 $1,725,920 $1,762,904									ID #9473-00-01/71 STP Rural Project P Let Date: 11/14/2028 Total Improvement Cost: $1,762,904. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
52	Village of Rothschild	Reconstruction West Grand Ave Kort St to Bus 51	PE ROW CONST OTHER TOTAL											$165,000 $825,000 $990,000	$165,000 $825,000 $990,000					P Total Improvement Cost: $990,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
53	Village of Kronenwetter	Reconstruction Maple Ridge Road Kronenwetter Dr to CTH X	PE ROW CONST OTHER TOTAL			$60,000 $2,890,000 $2,950,000	$60,000 $2,890,000 $2,950,000													P Total Improvement Cost: $2,950,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
54	Village of Kronenwetter	Reconstruction Peplin Road South Rd to State HWY 153	PE ROW CONST OTHER TOTAL							$10,000 $522,000 $532,000	$10,000 $522,000 $532,000									P Total Improvement Cost: $532,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
55	Village of Kronenwetter	Reconstruction Martin Road Creek Rd to Village Limits	PE ROW CONST OTHER TOTAL											$100,000 $5,000,000 $5,100,000	$100,000 $5,000,000 $5,100,000					P Total Improvement Cost: $5,100,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
56	Village of Kronenwetter	Reconstruction South Road Gorski Rd to Wisz Rd	PE ROW CONST															$5,000 $234,000	$5,000 $234,000	P

TABLE 1 - HIGHWAY
2027 - 2030
TIP PROJECT LISTING (Listed in Year of Expenditure $s)

	PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2027 FED	2027 STATE	2027 LOCAL	2027 TOTAL	2028 FED	2028 STATE	2028 LOCAL	2028 TOTAL	2029 FED	2029 STATE	2029 LOCAL	2029 TOTAL	2030 FED	2030 STATE	2030 LOCAL	2030 TOTAL	COMMENTS FOS# & Let Date P=preservation E=expansion
			OTHER																	
			TOTAL															$239,000	$239,000	Total Improvement Cost: $239,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
57	State of Wisconsin City of Mosinee & Village of Kronenwetter	Resurfacing STH 153 Eastview Dr to Andrys Ln 373-25-039	PE																	ID #6600-00-03/73
			ROW																	P
			CONST					$1,162,706	$290,676		$1,453,382									Let Date: 8/14/2029
			OTHER																	
			TOTAL					$1,162,706 (NHPP)	$290,676		$1,453,382									Total Improvement Cost: $1,581,272. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
58	City of Schofield	Reconstruction Bus 51 Drott St and Eau Claire Crossings	PE							$90,000	$90,000									
			ROW																	
			CONST							$850,000	$850,000									P
			OTHER																	
			TOTAL							$940,000	$940,000									Total Improvement Cost: $940,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
59	City of Schofield	Extension Pine Street	PE							$300,000	$300,000									
			ROW																	E
			CONST							$2,200,000	$2,200,000									
			OTHER																	
			TOTAL							$2,500,000	$2,500,000									Total Improvement Cost: $2,500,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
60	City of Schofield	Reconstruction Grossman Drive & Multi-Use Path	PE							$100,000	$100,000									
			ROW																	P
			CONST							$475,450	$475,450									
			TOTAL							$575,450	$575,450									Total Improvement Cost: $575,450. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
61	City of Schofield	Extension Multi-Use Path/ Bridge BUS 51 Bike/ Ped Trail & Bridge Summer St to Ross Avenue 373-23-018	PE																	ID #6999-14-05/75
			ROW																	
			CONST	$1,185,520		$296,380	$1,481,900													E
			TOTAL	$1,185,520		$296,380	$1,481,900													Let Date: 2/25/2027
				(TAP)																Total Improvement Cost: $1,481,900. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
62	State of Wisconsin City of Wausau	Bridge Deck Concrete Overlay Multiple Bridges on STH 29, B-37-121, 122, 123,124,125,131 373-22-028	PE																	ID #1053-07-08/78
			ROW																	P
			CONST	$1,463,456	$365,864		$1,829,320													Let Date: 9/14/2027
			OTHER																	
			TOTAL	$1,463,456 (NHPP)	$365,864		$1,829,320													Total Improvement Cost: $1,829,320. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
63	Marathon County Village of Weston	Reconstruction Camp Phillips (CTH X) Sternberg Ave to Eau Claire Ave 373-24-029	PE																	ID #6659-02-01/71
			ROW																	P
			CONST	$2,352,000		$1,088,000	$3,440,000													Let Date: 11/9/2027
			OTHER																	
			TOTAL	$2,352,000 (STBG)		$1,088,000	$3,440,000													Total Improvement Cost: $3,440,000. This total includes past and future project phases which may be outside of the four year TIP cycle and is for illustrative purposes only.
			Totals	$13,650,113	$5,298,141	$8,340,095	$27,288,349	$37,275,541	$11,787,838	$15,502,371	$64,565,751	$26,247,372	$7,056,249	$10,339,854	$43,643,475	$13,367,266	$4,014,634	$20,902,659	$38,284,559	

TABLE 1 HIGHWAY TOTALS
2027-2030
TIP PROJECT LISTING ($s in Year of Expenditure)

		FEDERAL	STATE	LOCAL	TOTAL
2027	SYSTEM PRESERVATION =	$ 12,464,593	$ 5,298,141	$ 7,318,715	$ 25,081,449
	SYSTEM EXPANSION =	$ 1,185,520	$ -	$ 1,021,380	$ 2,206,900
	TOTALS =	$ 13,650,113	$ 5,298,141	$ 8,340,095	$ 27,288,349
2028 *	SYSTEM PRESERVATION =	$ 37,275,541	$ 11,787,838	$ 13,002,371	$ 62,065,751
	SYSTEM EXPANSION =	$ -	$ -	$ 2,500,000	$ 2,500,000
	TOTALS =	$ 37,275,541	$ 11,787,838	$ 15,502,371	$ 64,565,750
2029 *	SYSTEM PRESERVATION =	$ 26,247,372	$ 7,056,249	$ 9,064,854	$ 42,368,475
	SYSTEM EXPANSION =	$ -	$ -	$ 1,275,000	$ 42,368,475
	TOTALS =	$ 26,247,372	$ 7,056,249	$ 10,339,854	$ 43,643,475
2030 *	SYSTEM PRESERVATION =	$ 13,367,266	$ 4,014,634	$ 18,247,659	$ 35,629,559
	SYSTEM EXPANSION =	$ -	$ -	$ 2,655,000	$ 2,655,000
	TOTALS =	$ 13,367,266	$ 4,014,634	$ 20,902,659	$ 38,284,559
TOTALS:	SYSTEM PRESERVATION =	$ 89,354,772	$ 28,156,862	$ 47,633,599	$ 165,145,233
	SYSTEM EXPANSION =	$ 1,185,520	$ -	$ 7,451,380	$ 8,636,900
	TOTALS =	$ 90,540,292	$ 28,156,862	$ 55,084,979	$ 173,782,133

* Amounts shown reflect Year of Expenditure Dollars using compound inflation rates provided by WisDOT.

TABLE 2
Assessment of Available Funding for the 2027-2030 Transportation Improvement Program
Shown in Year of Expenditure $s

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2027	2028	2029	2030	2027	2028	2029	2030
Federal Highway	NHPP	$4,980,049	$32,645,171	$23,223,611	$9,305,635	$4,980,049	$32,645,171	$23,223,611	$9,305,635
Administration	STBG	$5,804,017	$3,592,334	$0	$0	$5,804,017	$3,592,334	$0	$0
	BR	$0	$0	$0	$0	$0	$0	$0	$0
	IM	$0	$0	$0	$0	$0	$0	$0	$0
	TAP	$2,033,457	$0	$2,833,465	$3,865,917	$2,033,457	$0	$2,833,465	$3,865,917
	CRP	$0	$0	$0	$0	$0	$0	$0	$0
	HSIP	$832,590	$1,038,036	$190,296	$195,714	$832,590	$1,038,036	$190,296	$195,714
	WEVI	$0	$0	$0	$0	$0	$0	$0	$0
	OCR	$0	$0	$0	$0	$0	$0	$0	$0
Totals		$13,650,113	$37,275,541	$26,247,372	$13,367,266	$13,650,113	$37,275,541	$26,247,372	$13,367,266

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	$1,838,578	$1,892,448	$1,943,745	$1,999,086	$1,838,578	$1,892,448	$1,943,745	$1,999,086
	Section 5339	$0	$0	$0	$0	$0	$0	$0	$0
	Section 5304	$120,000	$0	$0	$0	$120,000	$0	$0	$0
	Section 5307 - Other	$0	$0	$0	$0	$0	$0	$0	$0
Totals		$1,958,578	$1,892,448	$1,943,745	$1,999,086	$1,958,578	$1,892,448	$1,943,745	$1,999,086

TABLE 3
Actual and Anticipated Expenditures for Operations and Maintenance

MPO Community	2024	2025	2026	2027	2028	2029	2030
City of Wausau	$8,405,622	$8,420,248	$8,436,162	$8,452,106	$8,699,753	$8,935,567	$9,189,975
City of Mosinee	$2,471,054	$2,475,354	$2,480,032	$2,484,719	$2,557,522	$2,626,845	$2,701,635
City of Schofield	$713,406	$714,647	$715,998	$717,351	$738,370	$758,384	$779,976
Village of Weston	$2,455,922	$2,460,195	$2,464,845	$2,469,504	$2,541,860	$2,610,759	$2,685,091
Village of Rothschild	$1,254,251	$1,256,433	$1,258,808	$1,261,187	$1,298,140	$1,333,327	$1,371,289
Village of Kronenwetter	$1,202,117	$1,204,209	$1,206,485	$1,208,765	$1,244,182	$1,277,906	$1,314,290
Village of Rib Mountain	$1,031,526	$1,033,321	$1,035,274	$1,037,230	$1,067,621	$1,096,560	$1,127,781
Village of Maine	$954,154	$955,814	$957,621	$959,431	$987,542	$1,014,310	$1,043,189
Town of Mosinee	$536,022	$536,955	$537,970	$538,986	$554,779	$569,816	$586,040
Town of Stettin	$353,422	$354,037	$354,706	$355,376	$365,789	$375,704	$386,401
Town of Wausau	$486,257	$487,103	$488,024	$488,946	$503,272	$516,914	$531,631
Town of Weston	$171,331	$171,629	$171,953	$172,278	$177,326	$182,133	$187,318
	$20,035,084	$20,069,945	$20,107,877	$20,145,881	$20,736,155	$21,298,226	$21,904,617

Source : https://www.revenue.wi.gov/slfreportscotvc/cmreb2024.pdf, Dept of Revenue, Expenditures for Highway Maintenance and Administration, 2024

Note: Inflation factors were applied to calculate the expenditures for 2028-2030. The inflation factors applied were those provide by WisDOT for the out years of the TIPs: 2.93% for 2028, 5.72% for 2029, 8.73% for 2030.

Table 4

Implementation Status of 2025-2028 Wausau Urbanized Area Projects

Oct-26

Number from 2025 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2025-2028 Projects
1	State of Wisconsin	Statewide Utilities Group Projects 373-25-006	Ongoing
2	State of Wisconsin	OCR Rail-Highway Crossinh Safety Group Projects 373-25-007	Ongoing
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-25-008	Ongoing
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-25-009	Ongoing
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-25-010	Ongoing
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-25-011	Ongoing
7	State of Wisconsin City of Wausau	Pavement Replacement STH 52, East Wausau Ave. North 6th St. to North 18th St. 373-22-037	Contruction in 2028
8	State of Wisconsin Marathon County	Resurfacing I-39, Bus 51 to Fox Glove Road 373-20-031	Completed in 2025
9	State of Wisconsin Marathon County	Resurfacing I-39, Bull Junior Creek to Bus 51 373-20-032	Completed in 2025
10	State of Wisconsin Marathon County	Resurfacing I-39 SB, STH 34 to Bull Junior Creek 373-20-033	Completed in 2025
11	State of Wisconsin V. of Rothschild V. of Weston C. of Schofield	Pavement Replacement US Bus 51 Everest Drive to Eau Claire River Bridge 373-23-016	Construction in 2028 and 2029
12	State of Wisconsin C. of Mosinee	Regionwide Bridge Repair Project STH 153 Overflow Box Culvert (B-37-97) Wisconsin River 373-22-019	Completed in 2025
13	State of Wisconsin C. of Wausau C. of Schofield	Curb Ramp Replacement Project US Bus 51 and STH 52 373-21-024	ROW in 2027, Consruction in 2029 and 2030

Table 4

Implementation Status of 2025-2028 Wausau Urbanized Area Projects

Oct-26

Number from 2025 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2025-2028 Projects
14	State of Wisconsin City of Wausau & Town of Stettin	Resurfacing STH 29, Martin Ln to Little Rib River 373-22-026	Completed in 2025
15	City of Wausau	Construction of the North River Drive Extention Wausau Ave. to Winton St.	Deferred to 2030
16	City of Wausau	Construct 3rd Street South of Washington St.	Completed in 2025
17	City of Wausau	Construct Jackson Street 3rd Street to 5th Street	Completed in 2025
18	City of Wausau	Reconstruct Washington Street 1st Street to 6th Street	Completed in 2025
19	City of Wausau	Reconfigure 5th Steet Forest Street to Scott Street	Deferred to 2030
20	City of Wausau	Reconstruction Forest Street Grand Ave intersection	Deferred to 2030
21	City of Wausau	Reconfigure 1st Street Washington St. to Forest St	Deferred to 2030
22	City of Wausau	Relocation and Reconstruction River Drive Intersection 1st St./Washington St./River Dr.	Deferred to 2030
23	City of Wausau	Reconstruction Fulton Street 1st St. - 7th St.	Completed in 2025
24	City of Wausau	Reconstruction West Wausau Avenue N. 10th Ave. to Stevens Drive 373-23-012	Completed in 2026
25	City of Wausau	Reconstruction North 17th Avenue Sherman Ave to Stewart Ave.	Deferred to 2028
26	City of Wausau	Reconstruction North 28th Avenue Hilltop Avenue to West Wausau Avenue	Completed in 2026

Table 4
Implementation Status of 2025-2028 Wausau Urbanized Area Projects
Oct-26

Number from 2025 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2025-2028 Projects
27	City of Wausau	Construction Rivers Edge Trail Winton Street to Gilbert Park	Deferred to 2027
28	City of Wausau	Construction Multi-Use Trail Packer Drive to Stewart Ave	Completed in 2025
29	City of Wausau	Construction Multi-Use Trail 84th Ave to Innovation Way	Deferred to 2029
30	City of Wausau	Business Campus Trail 72nd Ave to 84th Ave 373-23-019	Construction Deferred to 2029
31	Marathon County	Reconstruction CTH U Bridge at Little Rib river	Completed in 2026
32	Marathon County	Bridge Replacement County highway J B-37-0023 373-24-013	Completed in 2026
33	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood	Deferred to 2030
34	Village of Weston	Reconstruction Fuller Street Ross Ave. to Schofield Ave.	Completed in 2025
35	Village of Weston	Construction of Multi-Use Path on Alderson (Weston to Howland), Howland (Alderson to CTH X), and Shorey (Alderson to CTH X)	Initial PE & Construction in 2027 Additional ROW & Construction in 2029 & 2030
36	Village of Weston	Reconstruction Birch St Jelinek Ave to Community Center Dr.	Scheduled for 2027
37	Village of Weston	Reconstruction Schofield Avenue Normandy Street to Birch Street	Completed in 2025
38	Village of Weston/Marathon County	Reconstruction Schofield Ave Camp Phillips Road Intersection	Deferred to 2029
39	Village of Weston/Marathon County	Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	Deferred to 2029

Table 4
Implementation Status of 2025-2028 Wausau Urbanized Area Projects
Oct-26

Number from 2025 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2025-2028 Projects
40	Village of Weston	Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	Deferred to 2030
41	Village of Weston	Reconstruction Ross Ave/Kramer Ln River Bend Rd to Pauls Ave 373-25-037	Construction in 2028
42	Village of Rothschild	Reconstruct Military Road Volkman Street to Evelyn Street	Completed in 2026
43	Village of Rothschild	Reconstruct Weston Ave Volkman Street to Alderson Street	Construction in 2030
44	Village of Kronenwetter	Feasability Study Kowalski Road and I39 Interchange	Completed in 2025
45	City of Schofield	Reconstruction Ross Avenue Grand Avenue to Metro Drive	Completed in 2026
46	City of Schofield	Construct Eau Claire River Trail Crossing	Feasibilty Study Complete 2024
47	City of Schofield/ Village of Weston	Reconstruction Ross Avenue Metro Drive to Alderson Street 373-23-015	Construction Deferred to 2027
48	City of Schofield	Multi-Use Path Bridge Bus 51 Bike Pedestrian Trail and Bridge Summer Street to Ross Ave. 373-23-018	Deferred to 2027
49	Marathon County	Resurface CTH NN from 4th Street to USH51	Completed in 2026
50	Marathon County	Resurface CTH N from CTH KK to USH 51 and CTH R fron CTH N to Sherman St	Completed in 2025
51	Marathon County	Pavement Replacement CTH W Evergreen Rd to CTHWW 373-24-024	Construction in 2028
52	Village of Rothschild	Reconstruction West Grand Ave Kort St to Bus 51	ConstructionDeferred to 2029

Table 4
Implementation Status of 2025-2028 Wausau Urbanized Area Projects
Oct-26

Number from 2025 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2025-2028 Projects
53	Village of Rothschild	Reconstruction Volkman St McIntyre Ave to Bus 51	Completed in 2025
54	Village of Rib Mountain	Reconstruction Lilac Ave Phlox Ln to Morning Glory Ln Morning Glory Ln to Rib Mountain Dr 373-17-016	Completed in 2025
55	City of Schofield	Reconstruction Bus 51 Drott St and Eau Claire Crossings 373-23-018	Construction in 2027
56	City of Schofield	Extension Pine Street	Scheduled in 2028
57	Village of Weston	Reconstruction Weston Ave Von Kanel St to Ryan St	Completed in 2025
58	Village of Weston	Bicycle and Pedestrian Masterplan Study 343-22-040	Completed in 2026
59	Village of Weston	Reconstruction Schofield Ave Normandy St to Birch St	Completed in 2025
60	Village of Weston	Reconstruction Jelinek Ave and Alderson St Intersection	Completed in 2026
61	City of Wausau	Railroad Track Crossing Improvments 5th Ave Garfield & Stewart Ave Intersections 373-24-017	Completed in 2025
62	City of Wausau	Reconstruction Grand Ave Thomas St to Forest St	Deferred to 2030
63	State of Wisconsin Village of Rib Mountain	Concrete Joint Repair I-39/USH 51 NB 373-22-027	Completed in 2026
64	State of Wisconsin City of Wausau	Bridge Deck Polymer Overlay Bridges over USH 51 B-37-346, 347, 349, 352, 353, 364 & 370 373-22-029	Completed in 2026

Table 4

Implementation Status of 2025-2028 Wausau Urbanized Area Projects

Oct-26

Number from 2025 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2025-2028 Projects
65	State of Wisconsin City of Wausau	EV Charging Station US-51 - Kwik Trip 1440 W Campus Dr. 373-24-022	Completed in 2025
66	State of Wisconsin City of Mosinee	EV Charging Station I-39 - Quality Inn Central WI Airport 400 Orbiting Dr. 373-24-023	Completed in 2025
67	State of Wisconsin Villages of Rib Mountain, Rothschild & Weston	Pavement Marking Project STH 29 I-39 to CTH O 373-24-025	Completed in 2025
68	State of Wisconsin City of Wausau & Village of Rib Mountain	Spot Painting Work Multiple Bridges on I-39, USH 51 & STH 29 B-37-146, 147, 362-002, 360-002, 113 373-24-026	Completed in 2025
69	State of Wisconsin City of Mosinee, Villages of Rib Mountain & Rothschild	Thin Polymer Overlays Multiple Bridges on I-39, USH 51 & STH 29 B-37-149, 396, 337, 338, 339 373-24-028	Completed in 2025
70	State of Wisconsin City of Wausau	Bridge Deck Concrete Overlay Multiple Bridges on STH 29, B-37-121, 122, 123,124,125,131 373-22-028	Scheduled for 2027
71	State of Wisconsin City of Wausau	Bridge Deck Polymer Overlay USH-51 and STH 29 USH-51 Bridges over Sherman St, Central WI RR, and STH 52. STH 29 B-37-346,347, 349,352,353,364 373-22-030	Completed in 2026
72	Marathon County Village of Weston	Reconstruction Camp Phillips (CTH X) Sternberg Ave to Eau Claire Ave 373-24-029	Scheduled for 2027
73	State of Wisconsin City of Wausau	Pavement Replacement USH Bus 51 Weston Union St to West Bridge St 373-25-012	Construction in 2031
74	State of Wisconsin Village of Rothschild	Resurfacing USH Bus 51 Eagle Nest Blvd. to Everest Dr 373-21-027	Construction in 2031
75	State of Wisconsin	Bridge Deck Polymer Overlay I-39 and USH 51 B-37-158,159,420,436 373-24-027	Construction in 2029 and 2030

APPENDIX A
RESOLUTION ADOPTING

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # 10-20-26

RESOLUTION ADOPTING THE
2027-2030 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 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 adopts the *2027-2030 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;

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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects. The DBE program ensures equal opportunity in transportation contracting markets, and in the statute Congress established a national goal that 10%of federal funding go to certified DBE firms;

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 CRF Parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability;

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 TIP 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 20th day of October 2026

Duane Gau, Commission Chairman

Laurie Miskimins, Commission Secretary,
Director, Wausau Area Metropolitan Planning Organization

APPENDIX B
PRIVATIZATION EFFORTS AND

AREA TRANSPORTATION PROVIDERS

PRIVATIZATION EFFORTS

The Wausau MPO has a policy that provides private enterprises with the opportunity to participate in the process of transit planning and delivery of services. In compliance with the directives of the policy, the Wausau MPO maintains a record of all transportation providers in the area. The record of transportation providers in the area is updated annually. A copy of the draft Transportation Improvement Program is provided to the transportation providers in the area for their review. The local transportation providers are invited to participate in the delivery of transportation services in the Wausau area. The Wausau area Metro Ride transit system follows the policy of involving private operators in the process of major transportation planning and service delivery.

Metro Ride developed the Complementary Paratransit Plan for the Wausau Area Transit System in 1992 based on the Americans with Disabilities Act of 1990 (ADA). Metro Ride has subsequently developed an annual update to the Complementary Paratransit Plan. Metro Ride contacts private transportation providers to solicit comment on the update of the plan.

Marathon County through North Central Health Care and Metro Ride provides paratransit services in the County and within the MPO area with each entity providing services “in house”. Metro Ride provides the paratransit services in their service area and North Central Health Care provides for the elderly and disabled transportation services in the whole County including the metro area.

In 2022, the Wausau MPO and Metro Ride developed the latest Transit Development Program (TDP) for the Wausau metropolitan area. This updated plan identified the need for the same service expansion options. The 2022 TDP again reviewed the need for the service delivery area into surrounding communities.

A listing of the Private Providers and the stakeholders involved in providing transportation services in the area are listed below:

Marathon Co. ADRC
Michael Rhea, Director
1100 Lake View Dr, Suite 600
Wausau, WI 54401

Marathon County Social Services
Christa Jensen, Director
1000 Lake View Dr, Suite 400
Wausau, WI 54403

Kurt Gibbs
Marathon County Board Chair
500 Forest Street
Wausau, WI 54403

Lance Leonhard
Marathon County Administrator
1100 Lake View Dr, Suite 100
Wausau, WI 54403

Marathon Co. Veteran Service
Aaron Galindo
1100 Lake View Dr, Suite 300
Wausau, WI 54403

Laurie Miskimins
Marathon Co. Planning Dept.
1100 Lake View Dr, Suite 400
Wausau, WI 54403

Dean Verhein
Opportunity, Inc.
388 River Drive
Wausau, WI 54403

North Central CAP
360 Grand Ave, Suite 300
Wausau, WI 54403

Marathon County Job Center
731 N 1st Ave, Suite 4000
Wausau, WI 54403

Jenny McKenzie
North Central Health Care
2400 Marshall Street
Wausau, WI 54403-6799

A Touch of Hope
1913 North 10th Ave
Wausau, WI 54401

Kimberly Edwards, Area Admin.
WI DCF Northern Region
2187 N. Stevens St. Ste C
Rhinelander, WI 54501

Ron Schuenke, Dir.
METRO RIDE
420 Plumer Street
Wausau, WI 54403

Northern Valley Industries
5404 Sherman St.
Wausau, WI 54403

Comfort Carriers
W7417 Pine Avenue
Medford, WI 54451

Bobbie Craig, New Freedom Dir.
CIL Wisconsin Partnership
2920 Schneider Ave SE
Menomonie, WI 54751

Emily Rickman, Administrator
Rennes Health & Rehab Center
4810 Barbican Ave
Weston, WI 54476

Sekara LLC
PO Box 1441
Wausau, WI 54402-1441

Konnie Selgren, Administrator
Waterfall Health of Wausau
1010 E Wausau Ave
Wausau, WI 54403

Rachael Bolder, Administrator
Wausau Manor
3107 Westhill Drive
Wausau, WI 54401

True Lor, Area Coordinator
DHS Northern Region
2187 N. Stevens St. Ste C
Rhinelander, WI 54501

Bob Owens, Director
Homme Inc. of Wisconsin
604 S. Webb Street
Wittenberg, WI 54499

Yuni Aucutt
Lutheran Social Services
115 N 6th Street
Wausau, WI 54403

Adult Day Services Manager
Homme Inc. of Wisconsin
2901 N 7th Ave
Wausau, WI 54403

Gary Hixon, Administrator
Benedictine Manor of Wausau
1821 N 4th Ave
Wausau, WI 54401

Northwoods Cab
2101 Nehring Street
Wausau, WI 54401

Badger State Bus Lines
2008 W. Cassidy Drive
Wausau, WI 54401

Nick Musson
GWAAR
1414 MacArthur Rd, Suite A
Madison, WI 53714

Patricia Noland, Director WDA 6
Division of Vocational Rehabilitation
364 Grand Avenue
Wausau, WI 54403

Midstate Independent Living
Consultants, Inc.
3262 Church Street, Suite 1
Stevens Point, WI 54481

Karalyn Peterson, Res. Coordinator
MILC, Inc.
3262 Church St.
Stevens Point, WI 54481

AbbyVans, Inc.
1115 W 4th Street
Neillsville, WI 54456

Wheels to Work
671 Forest Street
Wausau, WI 54403

Progressive Travel, Inc.
211085 State Hwy 13
Spencer, WI 54479

Aaron Ruff
Marathon Co. Health Dept.
1000 Lake View Dr. Suite 100
Wausau, WI 54403

KH Medical Transport
1795 Merrill Ave
Wausau, WI 54401

Northwoods Mobility Service
9548 Boehm Drive
Hazelhurst, WI 54531

Mary Kolbeck, Director
Marathon Residential & Counselling
1611N 7th St
Wausau, WI 54403

Vocational Services
North Central Health Care
1200 Lakeview Drive
Wausau, WI 54403

Kristin Woller, Administrator
Mount View Care Center
2400 Marshall St
Wausau, WI 54403

Adriana Gomez
Copperleaf
663 Maratech Ave
Marathon City, WI 54448

Aspirus Dialysis
3000 Westhill Dr # 106
Wausau, WI 54401

Faith In Action of Marathon Co. Inc.
630 Adams Street
Wausau, WI 54403

Inclusa Inc.
7802 Meadow Rock Dr
Weston, WI 54476

Michael Wenzel, Admin.
Bedrock HCS at Abbotsford
600 E Elm Street
Abbotsford, WI 54405

First Student
730 S 17th Ave
Wausau, WI 54401

Traditions at Cedar Ridge
2309 Ross Ave
Schofield, WI 54476

Jeff Sargent, Director
United Way of Marathon Co.
705 S 24th Ave. Suite 400B

Case Management
Aspirus Wausau Hospital
333 Pine Ridge Boulevard
Wausau, WI 54401

Sally Conway, Administrator
Pride TLC
7805 Birch St
Weston, WI 54476

Mark Hilliker, CEO
Inclusa Inc.
2801 Hover Road, Unit 3
Stevens Point, WI 54481

Forward Service Corporation
731 N. First St., Suite 4000
Wausau, WI 54403

St Vincent De Paul
131 West Thomas Street
Wausau, WI 54401

Hmong American Center
1109 6th Street
Wausau, WI 54403

All American Taxi
1705 Merrill Ave
Wausau, WI 54401

Bullet Cab
2001 State Road
LaCrosse, WI 54601

AK Transport
3811 Schoonover Road
Weston, WI 54476

Case Management
Marshfield Medical Center Weston
3400 Ministry Parkway
Weston, WI 54476

Davita Dialysis
2600 Stewart Ave, Ste 144
Wausau, WI 54401

Sara Muhlbauer, CEO
Lakeland Care Inc.
N6654 Rolling Meadows Dr.
Fond du Lac, WI 54937

North Central Caravans LLC
931 10th Avenue
Antigo, WI 54409

Lakeland Care Inc.
501 S 24th Ave. #100
Wausau, WI 54401

APPENDIX C
PUBLIC
PARTICIPATION

PUBLIC PARTICIPATION

The development of the *2027-2030 Transportation Improvement Program for the Wausau Metropolitan Area* was based on a public participation process. The Wausau MPO has developed a strategy to solicit public participation and has documented the process. Please refer to the *Public Participation Plan for its Transportation Plans and Programs* for more information. All comments on the draft TIP were considered before the final 2025-2028 TIP was adopted by the Marathon County Metropolitan Planning Commission.

The Marathon County Metropolitan Planning Commission, the Wausau MPO Technical Advisory Committee, County Health and Social Services Departments, the transportation providers listed in Appendix B, have all been notified of the draft 2027-2030 TIP availability on the MPO website. The draft TIP was available for public review at the Marathon County Conservation, Planning and Zoning Department and on the MPO website for 30 days before its adoption. Public review of the draft TIP was solicited in advertisements placed in the Wausau Daily Herald on September 18, 2026, and September 25, 2026.

A public informational meeting on the draft 2027-2030 TIP was held on October 5, 2026. Persons receiving the draft TIPs also were sent meeting notices on the public informational meeting. Copies of the advertisements in the Wausau Daily Herald and a copy of the flyer announcing the public informational meeting are included on the following pages. The notices and comment opportunities can also be found on the MPO website.

In 2005, Marathon County established a Transportation Coordinating Committee (TCC) to review and discuss the Elderly and Disabled transportation services in the county. This provides an additional forum for the dissemination of information in the area.

The Wausau MPO provides accessible formats of the draft TIP on the MPO and Marathon County websites, directly to providers, and those upon request, and holds public meetings in accessible buildings. Please refer to the Public Participation Plan for its Transportation Plans and Program for additional information on the approach to meeting the requirements of the Americans with Disabilities Act of 1990.

WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP, to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

All substantive comments received during the public comment period were incorporated into the document. No comments were received at the informational meeting held on October 5, 2026.

The Annual Listing of Obligated Funds is provided by the Wausau MPO on the Wausau MPO and Marathon County website in the Transportation section of the Conservation, Planning and Zoning Department page. Access to the website can be reached at WausauMPO.org

COMMUNITY IMPACTS

Taken in whole, the projects in the 2027-2030 Transportation Improvement Program together with the other public and privately funded transportation improvements and services provided in the Wausau urbanized area do not impose disproportionately high and adverse impacts on any population groups. Furthermore, the benefits of the transportation services and improvements provided are reasonably distributed to serve the needs of all populations in the area. Although no populations will be adversely affected by these projects, there is a potential for Metro Ride transit system to review its routes that may experience service disruptions from some TIP projects. These statements are based on the analysis summarized by Maps 3 and 4. Map 3 illustrates the 2027-2030 TIP projects in relation to the minority population groups within the Wausau Area. Map 4 illustrates the 2027-2030 TIP projects in relation to the Transit routes within the Wausau Area.

Published in the *Wausau Daily Herald* on the dates shown.

NOTICE OF AVAILABILITY
Published:

September 18, 2026

NOTICE OF AVAILABILITY

The Wausau Metropolitan Planning Organization (MPO) announces that the draft 2027-2030 Transportation Improvement Program (TIP) for the Wausau Metropolitan Area is available for public review at the Marathon County Conservation, Planning and Zoning Department, 1100 Lake View Dr, Suite 400, Wausau, WI, and at www.wausaumpo.org. The plan is available for public review and comment from September 18, 2026, to October 19, 2026. A public informational meeting on the draft TIP will be held from 4:30 p.m. to 6:00 p.m. on October 5, 2025, at the Marathon County Conservation, Planning, and Zoning Department, 1100 Lake View Dr, Suite 400, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until October 19, 2026. Any person planning to review the document or attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 261-1500. Comments regarding the document may be mailed to Laurie Miskimins, MPO Director, 1100 Lake View Dr, Suite 400, Wausau, WI 54403-5449, e-mailed to laurie.miskimins@marathoncounty.gov, or telephone (715) 261-6024.

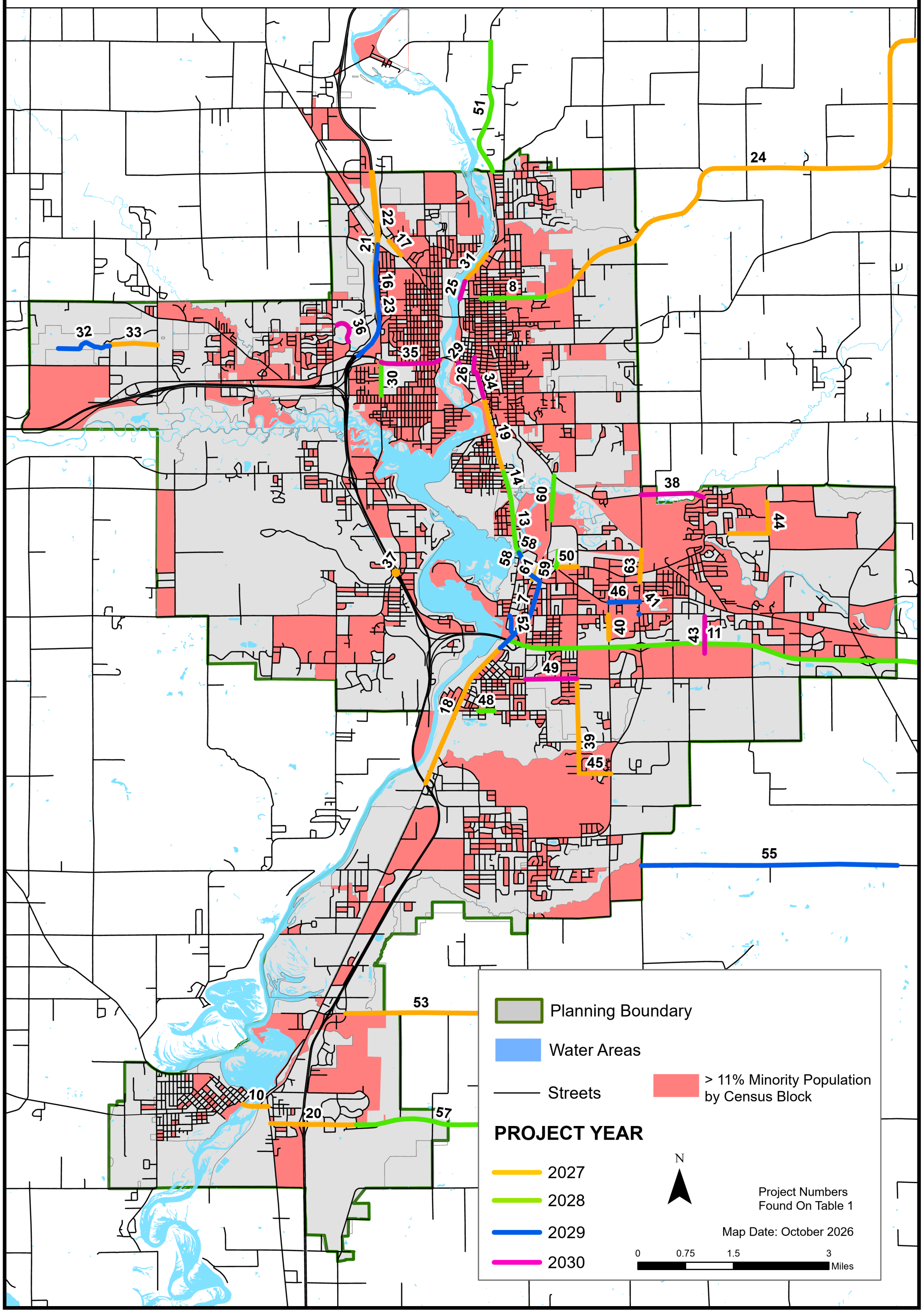
NOTICE OF PUBLIC INFORMATIONAL MEETING
Published:

September 25, 2026

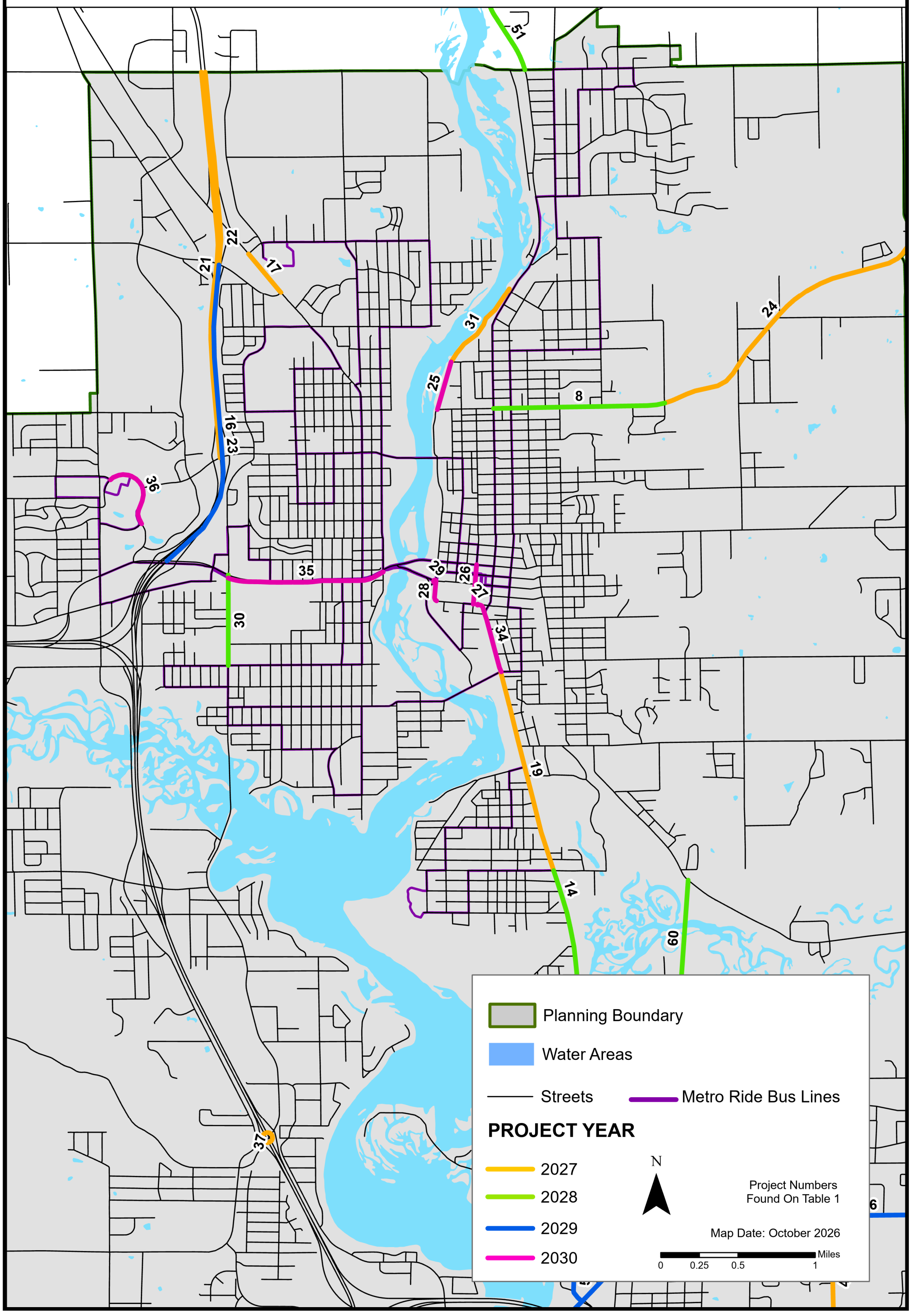
NOTICE OF PUBLIC INFORMATIONAL MEETING

The Wausau Metropolitan Planning Organization (MPO) announces that the draft 2027-2030 Transportation Improvement Program (TIP) for the Wausau Metropolitan Area is available for public review at the Marathon County Conservation, Planning and Zoning Department, 1100 Lake View Dr, Suite 400, Wausau, WI, and at www.wausaumpo.org. The plan is available for public review and comment from September 18, 2026, to October 19, 2026. A public informational meeting on the draft TIP will be held from 4:30 p.m. to 6:00 p.m. on October 5, 2025, at the Marathon County Conservation, Planning, and Zoning Department, 1100 Lake View Dr, Suite 400, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until October 19, 2026. Any person planning to review the document or attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 261-1500. Comments regarding the document may be mailed to Laurie Miskimins, MPO Director, 1100 Lake View Dr, Suite 400, Wausau, WI 54403-5449, e-mailed to laurie.miskimins@marathoncounty.gov, or telephone (715) 261-6024.

Wausau MPO TIP Projects 2027 - 2030
Minority Population by Census Block



Wausau MPO TIP Projects 2027 - 2030
In Proximity to Metro Ride Bus Lines



APPENDIX D

ILLUSTRATIVE OR OTHER POTENTIAL PROJECTS

ILLUSTRATIVE OR OTHER POTENTIAL PROJECTS

The following list of illustrative or potential projects is included in this document for informational purposes only. In the *2027-2030 Transportation Improvement Program*, projects are reviewed with the guidance of the Long Range Transportation Plan. Projects in this list either do not have dollar amounts, set times for implementation, or are being planned for beyond the four-year timeline which is needed to be scheduled in Table 1. These projects may be moved forward into the four-year TIP Table 1 if funding becomes available. This list is not in any priority order.

Resurface Kronenwetter Drive from Kowalski Rd to Stone Ridge Dr. Unknown costs & time frame. (Village of Kronenwetter)

Construction of a bicycle and pedestrian facility at the Eau Claire River Crossing. A feasibility study was completed in 2024 falling within the jurisdictions of the Cities of Schofield and Wausau. Cost estimates showed a range of $19 to $28 Million. City of Schofield is seeking collaboration between communities.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation nor the Wisconsin Department of Transportation.