

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION  
AGENDA**

**AUGUST 13, 2019**  
**2:00 P.M.**

**ROOM 2**  
**212 RIVER DR., WAUSAU, WI**

**Marathon County Mission Statement:** *Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)*

**Commission Purpose:** *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 6-12-08)*

**Members:** *John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Robert Mielke, Tim Buttke, John Prah, Milton Olson, Chris Voll, Wally Sparks, Brent Jacobson, Kregg Hoehn, WisDOT NC Regional Director*

**AGENDA ITEMS:**

1. CALL TO ORDER;
2. WELCOME AND INTRODUCTIONS;
3. PUBLIC COMMENT;

**POLICY DISCUSSION AND POSSIBLE ACTION:**

4. APPROVE MINUTES OF THE JULY 9, 2019 MEETING;
5. FUNCTIONAL CLASSIFICATION CHANGES – CITY OF WAUSAU;
6. SURFACE TRANSPORTATION PROGRAM-BLOCK GRANT FUNDING UPDATE;
7. REVIEW OF WISCONSIN DEPARTMENT OF TRANSPORTATION PROJECT FUNDING;
8. COMMUNITY “DIG ONCE” POLICY UPDATE;
9. BYLAWS REVIEW – MARATHON COUNTY METROPOLITAN PLANNING COMMISSION PURPOSE AND GOALS;
10. DISCUSSION ON ISSUES FOR FUTURE MEETINGS;
11. NEXT MEETING DATE – TO BE DETERMINED;
12. ADJOURN.

**Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk’s Office at 715-261-1500 or e-mail [infomarathon@mail.co.marathon.wi.us](mailto:infomarathon@mail.co.marathon.wi.us) one business day before the meeting.**

SIGNED   
PRESIDING OFFICER OR DESIGNEE

FAXED TO: Daily Herald (848-9361) City Pages (848-5887)  
Midwest Radio Group (848-3158)  
CenterState Marketplace (446-2370)  
FAXED BY: BI  
FAX DATE/TIME: 08/06/2019 2:40 pm

NOTICE POSTED AT COURTHOUSE:  
By: \_\_\_\_\_  
Date: \_\_\_\_\_  
Time: \_\_\_\_\_

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**  
**Minutes**  
**July 9, 2019**

**Commissioners:** John Robinson – Chair, George Peterson – Vice-chair, Dave Meurett (for Wickham), Steve Kunst (for Opall), Robert Mielke, Wally Sparks, Tim Buttke, Randy Fifrick (for Voll), Jeff Gates (for Jacobson)

**TAC Members:** Rebecca Frisch, Keith Donner, Dave Mack, Andrew Lynch, Darryl Landeau

**Others Present:** Brenda Iczkowski, Melinda Osterberg

1. Call to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chair Robinson at 2:00 p.m. in the Room 5, 212 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Public Comment – NONE

4. Approve Minutes May 14, 2019 meeting

**Action:** MOTION / SECOND BY KUNST / MIELKE TO APPROVE THE MAY 14, 2019 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

5. 2019 – 2022 Transportation Improvement Program (TIP) Amendment

**Discussion:** Mack placed in the packet an amendment to the Transportation Improvement Program referring to some of the communities in the Metro area. WisDOT indicates there will be a new Mill and Overlay project from Business 51 in Rothschild to Eau Claire River Bridge in Schofield. An updated spreadsheet was handed out with the date being corrected. Meurett explained the Mill and Overlay project will be a temporary fix for phase 1 with a 2026 pavement replacement as phase 2. The Eau Claire River Bridge to East Grand section is scheduled for 2020 with the following phase being from Highway 29 to Schofield Avenue and it will be done in 2021 or even possibility in 2020.

**Action:** MOTION / SECOND BY GATES / FIFRICK TO APPROVE RESOLUTION #7-19 ADOPTING THE AMENDMENT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE WAUSAU METROPOLITAN AREA. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

**Follow Through:** Staff to send the Resolution to WisDOT and FWHA for review.

6. Surface Transportation Program-Block Grant Funding

**Discussion:** Lynch asked the committee for the approval of the new funding level for the Surface Transportation Program Block Grant projects. The Technical Advisory Committee have been working actively with the scoring process. Originally, the scoring was at 50% Local /50% Federal funding and the new agreement will have the funding changed to 70%/30% split Federal /Local with no projects funded below the 55% Federal level. If there are any funds remaining those funds would be awarded to move those chosen projects up to the 80% Federal fund level.

**Action:** MOTION / SECOND BY FIFRICK/ KUNST TO APPROVE THE COST SHARE ALLOCATION AS RECOMMEND BY THE TECHNICAL ADVISORY COMMITTEE. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

**Follow Through:** Staff to notify WisDOT and FHWA of the funding changes.

7. Surface Transportation Program Block Grant Evaluation Criteria

**Discussion:** Lynch reviewed the project evaluation criteria that was included in the packet. The project eligibility remained unchanged from the previous list. The project scoring is based on the previous scoring but designed to be more objective and gives staff more guidance when scoring is being done on projects. The new federal and state priorities will be taken into account when scoring. There are 8 weighted categories and a worksheet to give staff and the TAC more context on a situation or the plan and the local community can give more input.

# MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

July 9, 2019

**Action:** **MOTION / SECOND BY MIELKE / GATES TO APPROVE THE CRITERIA AND DEVELOP ADDITIONAL PROJECT CRITERIA ELIGIBILITY BY JANUARY 2020. MOTION CARRIED BY VOICE VOTE, NO DISSSENT.**

**Follow Through:** Staff to continue to work on the criteria.

## 8. Potential Development of a Community "Dig Once" Policy Use, Utilities, and Natural Resources for Commission Members

Melinda Osterberg, University of Wisconsin- Madison Marathon County Extension, explained the potential development of a "Dig Once" policy. Included in the packet is some background of the policy for Marathon County and an example ordinance from Colorado. The Marathon County Infrastructure Committee have been working on the development of the Dig Once Policy for the County. It was suggested that the MPO Technical Advisory Committee be the committee to discuss this further and formulate a recommendation for the Plan Commission to review.

**Action:** **MOTION / SECOND BY FIFRICK / MIELKE TO REFER THE DIG ONCE ORDINANCE AND ASSOCIATED POLICIES TO THE TECHNICAL ADVISORY COMMITTEE.**

## 9. Opportunities for Collaboration in Land Use, Utilities, and Natural Resources for Commission Members

Robinson explained Article II of the Metropolitan Planning Commissions Bylaws allowing the commission to be concerned with studies and recommendations relating to activities including the opportunities for the collaboration in land use in the MPO area.

**Motion:** FOR INFORMATIONAL PURPOSES ONLY.

**Follow Through:** Bring more resources and ideas to the next meeting.

## 10. Discussion on Issues for Future Meetings

- WisDOT jurisdictional transfers and classifications
- MPO bylaws - land use, utilities, and natural resources

**Action:** FOR INFORMATIONAL PURPOSES ONLY.

**Follow Through:** Staff to inform commission of future updates.

## 11. Next Meeting – August 13, 2019

**Action:** **CONSENSUS REACHED THAT THE NEXT MEETING WILL BE SCHEDULED AUGUST 13, 2019 AT 2:00 PM.**

**Follow Through:** This meeting will be scheduled.

## 12. Adjourn

**Action:** There being no further business to come before the members, **MOTION / SECOND BY BUTTKE / FIFRICK TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:57 PM. MOTION CARRIED BY VOICE VOTE, NO DISSSENT.**

Submitted by:

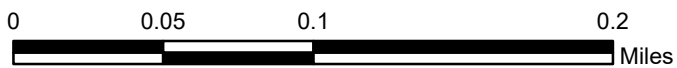
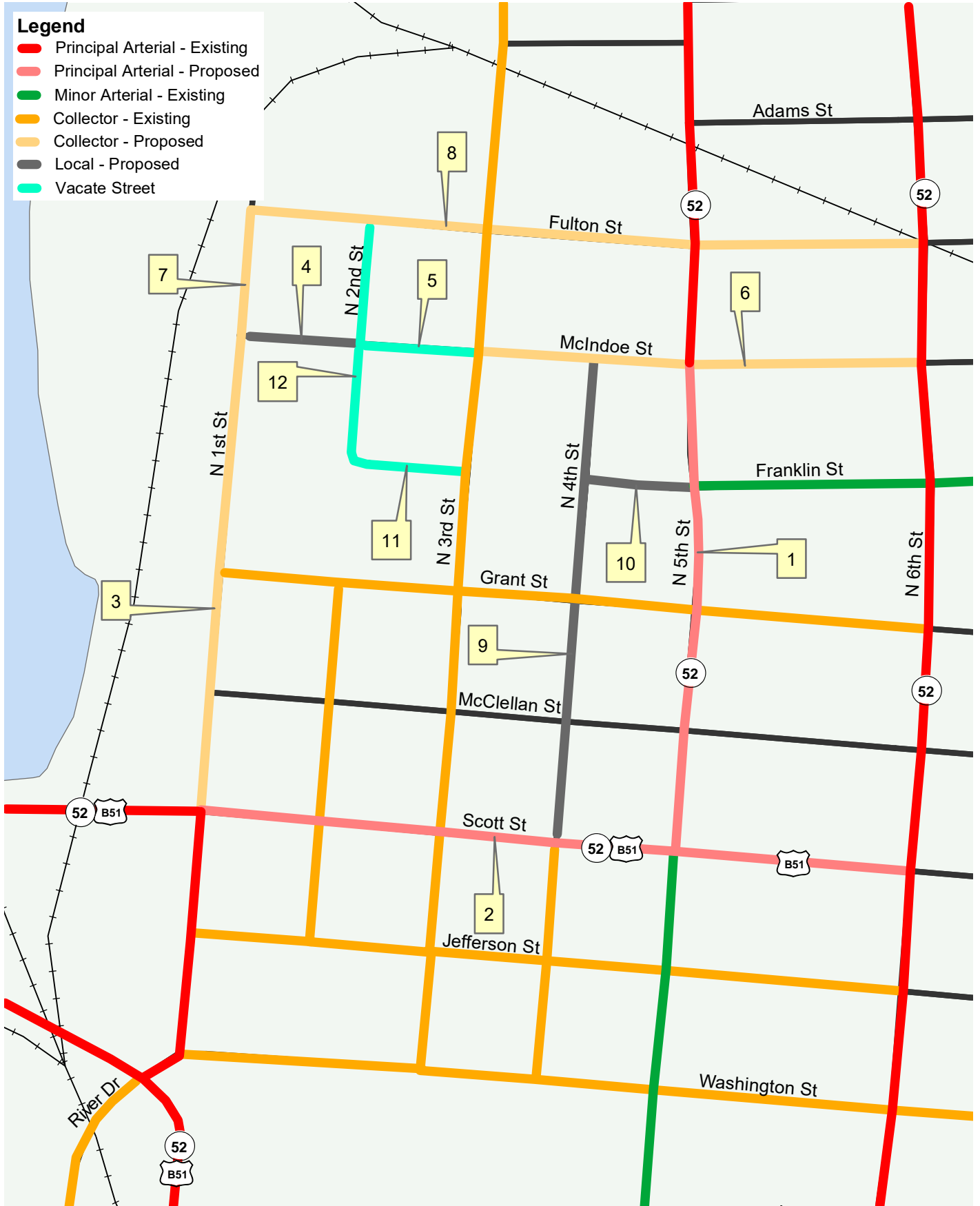
Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI

August 7, 2019

# Functional Classification System Amendment Wausau Urbanized Area, Wausau Downtown August 2019



**FUNCTIONAL CLASSIFICATION SYSTEM AMENDMENT  
WAUSAU URBAN AREA  
August 13, 2019**

#	SEGMENT	DESCRIPTION	CURRENT FUNCTIONAL CLASS	RECOMMENDED FUNCTIONAL CLASS	ADT*	LENGTH (MILES)	JUSTIFICATION FOR CHANGE
1	5th Street	McIndoe Street to Scott Street, City of Wausau	UMA	UPA	6,767	0.24	Meets the UPA ADT and land use service (serves main CDB & regional park) criteria.
2	Scott Street	1st Street to 6th Street, City of Wausau	UMA	UPA	6,780	0.33	Meets the UPA ADT and land use service (serves main CDB & regional park) criteria.
3	1st Street	Scott Street to McIndoe Street, City of Wausau	UPA	UCOL	4,000	0.23	Meets the UCOL ADT and land use service (serves office, industrial, & park/recreation uses) criteria.
4	McIndoe Street	1st Street to 2nd Street, City of Wausau	UPA	ULOC	NA	0.06	With the vacating of street to the east, this street segment will no longer meet the arterial or collector criteria.
5	McIndoe Street	2nd Street to 3rd Street, City of Wausau	UPA	NA	NA	0.06	Street segment will be vacated for new development.
6	McIndoe Street	3rd Street to 6th Street, City of Wausau	UPA	UCOL	1,733	0.20	Doesn't meet the UPA criteria; however, it still meets the UCOL ADT and land use service (serves two churches, recreation facility, & museum/history center) criteria.
7	1st Street	McIndoe Street to Fulton Street, City of Wausau	ULOC	UCOL	1,700	0.06	Meets the UCOL ADT and land use service (serves office, industrial, & park/recreation uses) criteria.
8	Fulton Street	1st Street to 6th Street, City of Wausau	ULOC	UCOL	1,600	0.32	Meets the UCOL ADT and spacing (CBD) criteria.
9	4th Street	Scott Street to McIndoe Street, City of Wausau	UCOL	ULOC	1,013	0.23	Doesn't currently meet the UCOL ADT criteria.
10	Franklin Street	4th Street to 5th Street, City of Wausau	UCOL	ULOC	850	0.05	Doesn't currently meet the UCOL ADT criteria.
11	Franklin Street	2nd Street to 3rd Street, City of Wausau	ULOC	NA	NA	0.06	Street segment will be vacated for new development.
12	2nd Street	Franklin Street to Fulton Street, City of Wausau	ULOC	NA	NA	0.12	Street segment will be vacated for new development.

Notes: UPA: Urban Principal Arterial

UMA: Urban Minor Arterial

UCOL: Urban Collector

ULOC: Urban Local

NA: Not Available/Not Applicable

\* 2020 forecasted ADT from Wausau MPO Travel Demand Model

## State and Federal Roadway Funding Sources

### State Highway Funding Sources

- Improvement Projects
  - Backbone Rehabilitation Program
    - This program consists of improvement projects (including bridges) completed along Backbone network highways identified in Corridors 2030. The Backbone network is a system of multilane divided highways linking all of Wisconsin's major population and economic centers to each other and to the national transportation system.
    - Backbone highways in the Wausau urbanized area include: I-39, USH 51, and STH 29.
  - Resurfacing, Reconditioning, and Reconstructing Program (3R Program)
    - This program deals with improvements to state highways not part of the Backbone network. It funds the resurfacing, reconditioning, and reconstruction of existing highways and minor additions of lanes, traffic and safety improvements, and minor realignments of highways.
    - 3R funded state highways in the Wausau urbanized area include: STH 153, STH 52 (east of 18<sup>th</sup> Street), and US Bus 51 (I-39 interchange to Eau Claire River bridge and CTH U to USH 51).
  - State Highway Rehabilitation Bridge Program
    - This program deals with improvements to non-backbone portions of the state highway system, including bridge replacements and major bridge repairs. Bridge rehabilitation generally maintain serviceability but can increase load carrying capacity. Types of improvements are categorized as replacement or rehabilitation.
    - All bridges along STH 52, US Bus 51, and STH 153 (except WI River bridges) in the Wausau urbanized area are funded through this program.
  - State Highway Rehabilitation Large Bridge Program
    - This program is for state highway bridges with deck areas of 40,000 square feet or more. WisDOT develops objective indices for each factor on all candidate bridges and set priorities. Engineering staff and a management team analyze and review results. The State's Highway Programming Committee evaluates high cost bridges using information gathered by regional staff and recommends candidate bridges by assigning priorities based on structural and functional adequacy, economic feasibility, and intangible considerations such as community, environmental, and economic impacts.
    - The STH 153 Wisconsin River bridges in Mosinee qualify for the funds through this program.
  - Majors Program
    - State highway projects funded through this program are long-term solutions to the most serious deficiencies on highly traveled segment of the highway system and generally the most complex, costly, and potentially controversial projects that WisDOT initiates.
    - A project funded with this program is defined by statute as having a total cost over \$5 million and involving any of the following:
      - ✓ Constructing a new highway, 2.5 miles or more in length.
      - ✓ Reconstructing or reconditioning an existing highway by either: relocating 2.5 miles or more of existing highway; adding one or more lanes five miles or more in length to the existing highway; or improving to freeway standards 10 miles or more of existing divided highway having two or more lanes.
    - From 2003 to 2010, US 51/STH 29 expansion project in the Wausau area was funded through the Majors program.
- Roadway Maintenance
  - Maintenance Agreements - Counties
    - Annually, WisDOT negotiates agreements with counties to perform state highway maintenance functions.

- Routine Maintenance Agreements (RMAs)
  - ✓ Agreements with the counties that are renewed on a calendar year basis, with a lump sum of funds allocated to perform the majority of routine road maintenance.
  - ✓ RMAs include non-Interstate and Interstate work for roadways, roadsides, structures, and winter maintenance.
  - ✓ Annually RMA funding amounts that counties receive are prorated based on total amount of maintenance funds available statewide and WisDOT infrastructure assets in the counties.
- Discretionary Maintenance Agreements (DMAs)
  - ✓ Depending on if leftover maintenance funds are available at the end of the year, WisDOT may provide discretionary funds to counties for specific projects and locations.
- Traffic Maintenance Agreements (TMAs)
  - ✓ WisDOT uses the TMAs for planned signing, pavement marking, and electrical maintenance work completed by counties.
- Performance-based Maintenance (PbM) Contracts
  - ✓ Performance-based maintenance is a way of effectively and proficiently preserving highways and structures.
  - ✓ It is based on the authority of WisDOT to contract with counties to perform specific highway maintenance tasks and is also based on an agreed-upon standard. Payment for specific highway maintenance tasks are paid based on work completed rather than actual cost reimbursement.
  - ✓ Wisconsin Statute 84.07(2)(b) states the following: When any county or municipality maintains the state trunk highways within or beyond the limits of the county or municipality, including interstate bridges, in compliance with the arrangement with the department, the department and the county or municipality may agree to a payment method and terms other than that specified in par. (a), including payment according to a contract price for maintenance services rather than payment of actual costs of the maintenance.

### **Connecting Highway Funding Sources**

- Improvement Projects
  - 3R Program
    - In addition to being used for improvement projects along non-backbone state highways, this program is used for projects along connecting highways.
    - A pavement overlay project less than 2 inches along connecting highways are not covered under this program. The municipalities would be responsible for this type of project.
    - 3R funded connecting highways in the Wausau urbanized area include: STH 52 (STH 29 to 18<sup>th</sup> Street in the City of Wausau) and US Bus 51 (Eau Claire River bridge to CTH U in the cities of Schofield and Wausau).
    - The State is responsible for paying 100 percent of the construction cost for improvements associated with the roadway. The municipality is responsible for 100 percent of the construction cost for any utility work not associated with the project.
    - The State is responsible for paying 75 percent of the design work. The municipality is responsible for the remaining 25 percent.
    - The municipality is responsible for acquiring necessary additional right-of-way property for improvement projects. The State will reimburse the municipality for the cost of this property.
  - State Highway Rehabilitation Bridge Program
    - In addition to being used for bridge projects along non-backbone state highways, this program is used for projects along connecting highways.

- All bridges along the connecting highway segments of STH 52 and US Bus 51 in the Wausau urbanized area are funded through this program.
- Roadway Maintenance
  - Connecting Highway Aids
    - Municipalities with connecting highways receive quarterly connecting highway aids for routine maintenance.
    - Under Wisconsin Statute 86.32(2), the aids payments are computed based upon the population of the municipality and lane miles of connecting highways under the municipality's jurisdiction.
      - ✓ Over 500,000 (Milwaukee): \$11,724 per lane mile
      - ✓ 150,001 – 500,000 (Madison): \$10,860 per lane mile
      - ✓ 35,001 – 150,000 (Wausau): \$9,678 per lane mile
      - ✓ 10,001 – 35,000 (Stevens Point): \$8,525 per lane mile
      - ✓ Under 10,000 (Schofield): \$7,345 per lane mile
    - Annually aid amounts that municipalities receive are prorated based on total amount of funds available statewide.

### **Local Street Funding Sources**

- Improvement Projects
  - Surface Transportation Urban Program (STP-Urban)
    - This federal funded program is available for improvement projects along functionally classified streets (collectors, minor arterials, and principal arterials) within urban and urbanized areas under the jurisdiction of counties, cities, villages, or towns (connecting highways are not eligible for funds in this program).
    - Municipalities in the urban and urbanized areas are given an opportunity to apply for funds every other year (in odd years).
    - It is a reimbursement program that pays up to 80 percent of the total eligible cost, with the local governmental entity paying the balance.
    - The program is managed under a five-year cycle.
    - Applications for the next cycle (2020-2025) are being accepted this year.
  - Local Bridge Program
    - This federal and state funded program is available for the rehabilitation and replacement of deteriorating bridges along local highways and streets (not on connecting highways).
    - Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. Bridges with a sufficiency rating of 50 or less are eligible for replacement. The sufficiency rating is based on a 0 to 100 scale, with a rating of "0" being the worst and "100" being the best.
    - There are two sub-programs within this program: statewide local bridge entitlement program and high-cost local bridge program. The latter is for bridges with estimated construction costs greater than \$5 million.
    - It is a reimbursement program that pays up to 80 percent of the total eligible cost, with the local governmental entity paying the balance.
    - The program is managed under a five-year cycle.
    - Applications for the next cycle (2020-2025) are being accepted this year.
  - Local Roads Improvement Program (LRIP)
    - This state funded program is available for improving deteriorating county highways, city and village streets, and town roads.
    - The program has the following three categories: County Highway Improvement (CHI); Municipal Street Improvement; and Town Road Improvement (TRI). In addition, discretionary funds are available for counties and municipalities to apply for additional funds for high-cost projects.



- It is a reimbursement program that pays up to 50 percent of the total eligible cost, with local governmental entity paying the balance.
- Cities and villages less than 20,000 and towns must submit project applications to their county municipal street improvement committee and county town road improvement committee, respectively, for approval. The committees then submit the approved project applications to county highway commissioner in November. Cities and villages greater than 20,000 submit applications to their county highway commissioner in November. The county highway commissioner submits all LRIP applications from the county to WisDOT for final approval in January.
- Transportation Economic Assistance (TEA)
  - This state funded program provides matching state grants to governing bodies for road, rail, harbor and airport projects that help attract employers to Wisconsin or encourage business and industry to remain and expand in the state.
  - The goal of TEA is to attract and retain businesses in Wisconsin and thus create and increase the number of jobs. The business cannot be speculative and local communities must assure that the number of jobs anticipated from the proposed project will materialize within three years from the date of the project agreement and remain for another four years.
  - Grants of up to \$1 million are available through TEA for the transportation improvements. A 50 percent local match is required, which can come from any combination of local, federal, or private funds or in-kind services.
- Multimodal Local Supplement Grant Program
  - This new state funded program will provide \$75 million in one-time funding for local transportation projects.
  - Projects may receive up to 90 percent state funds.
  - Application materials and process information will be available in Fall 2019, with awards announced in early 2020.
  - Project selection process will include local government committees, similar to LRIP discretionary process.
  - The program will emphasize local project delivery, with minimum WisDOT oversight.
- Roadway Maintenance
  - General Transportation Aids (GTAs)
    - Funds that WisDOT provides to counties, cities, villages, and towns to offset the cost of construction, maintenance, and traffic along local streets.
    - The funding sources for GTAs are the fuel taxes and vehicle registration fees collected by the State
    - Local governmental entities are paid GTA funds quarterly. The payments are based on either a percentage of eligible roadway related expenditures or a per mile payments, whichever results in a higher payment.
    - The distribution of GTA funds is based on a six-year cost average or a statutorily set rate-per-mile.

## **ROADWAY SYSTEM ALTERATIONS**

### **Jurisdictional Reassignment**

- Act of changing the jurisdiction authority of a roadway from one unit of government to another.
- Includes jurisdictional transfers, connecting highway changes, and state trunk highway changes.

### **Jurisdictional Transfer**

- A jurisdictional reassignment requires a two-party agreement for it to occur.
- Wisconsin Statute 84.02(8)
  - WisDOT may make additions or deletions to the state trunk highways system by entering into a jurisdictional transfer agreement with any local unit of government.
  - The jurisdictional agreement must be approved by WisDOT and the governing body of any municipality or county board involved before the transfer of any highway becomes effective.
  - The jurisdictional transfer agreement may contain any terms or conditions that the department and the local unit of government may deem necessary regarding maintenance or rehabilitation of any highway transferred.
- Types of JT Agreements
  - Between the State and a county
    - Agreements must be approved by both WisDOT and the county and signed by the administrator of the WisDOT Division of Transportation System Development and chair of the county board.
  - Between the State and a city, village, or town
    - Agreements must be approved by both WisDOT and the municipality and signed by the administrator of the WisDOT Division of Transportation System Development and chief elected official of the municipality.
  - Between a county and a city, village, or town
    - Agreements must be approved by the county and municipality and signed by the chair of the county board and chief elected official of the municipality. The transfer must be submitted to the WisDOT region and approved by the region's planning and programming chief.

### **Connecting Highway Changes**

- Applying designation, removing designation (rescission), or changing the limits where connecting highway designation currently exists.
  - A connecting highway designation can be placed on either an existing state highway or upon an existing local highway
  - A connecting highway rescission removes the connecting highway status along highway.
- Wisconsin Statute 86.32
  - WisDOT may designate, or rescind the designation of, certain marked routes of the state highway system over the streets or highways of any municipality for which the municipality will be responsible for maintenance of traffic control.
- Like a jurisdictional transfer agreement, a connecting highway change agreement is a two-party agreement between the State and a city or village. This agreement outlines the connecting highway designation, rescission, or limit changes.
- Connecting highways are under the jurisdiction of the municipalities where the highways are located. The highways are included in the state highway system log but have their mileage uniquely and separately tracked.

- Municipalities have authority for maintenance, permitting (utilities, access, or work on right-of-way), and operation decisions for signing, marking, and intersection control.
- Municipalities with connecting highways are responsible for routine maintenance and traffic controls along the highways. The maintenance and traffic controls are subject to review and approval by WisDOT.

### **State Highway Change**

- A change in the state highway system resulting from constructing a state highway on new location.
- Wisconsin State Statute 84.02(3)
  - Changes may be made in the state trunk system by WisDOT, if deems that the public good is best served by making changes. WisDOT, in making the changes, may lay out new highways by the procedure under this subsection. Due notice shall be given to the localities concerned of the intention to make changes or discontinuances.
- It determines how a new highway constructed by WisDOT on new location can be designated a state highway.
- It determines how an existing state highway being replaced by a new highway on new location can be discontinued as a state highway or jurisdictionally reassigned to a local until of government.
- It determines the rules for designating or discontinuing a state trunk highway depending on the length of state highway being built on new location.

### **Major Items Considered and Negotiated as part of Jurisdictional Reassignments**

- Ownership and disposition of underlying right-of-way
  - Items that need to be determine for handling underlying right-of-way with reassignments include:
    - Who was the original owner of the right-of-way?
    - Was the highway under local jurisdiction prior to becoming a state highway?
    - Did the state purchase the right-of-way for the highway?
- Access Control
  - Should state access control be left on the highway or removed?
  - Types of access control includes permitted, purchase, and statutory.
- Utilities and Other Non-Access Permits
  - Will the state or local entity take permit authority for utilities and other items along the transferred highway segment?
- Maintaining Authority and Maintenance Agreements
  - Will the state or local entity assume maintenance responsibility for the transferred road segment?
- Facilities to be Retained by the Department
  - Will any state or local facilities remain along the transferred road segment?
  - Ex: signals, signs, storm/drainage facilities, and bridges.
- Capitalization of Maintenance Start Up Costs when Jurisdictional Reassignment Results in Net Gain or System Miles
  - Cost-to-cure to cover additional miles of road to maintain.
  - Additional equipment, personal, and materials needed.
  - Limited to a five-year horizon.
- Highway Routing Naming Convention
  - Renumbering state highway routes.
  - Designating state highway business routes.

- Traffic Operations
  - The State may retain control over traffic operation facilities like signs, signals, and ITS along transferred roads.
  - The possible need to change route designation along transferred roads.
    - State highway signs to local road names or numbers, or vice versa.
- Synchronizing General Transportation Aid (GTA) Payments
  - The State making a payment to a local entity for delay in receiving GTA payments for a transferred road.
- Historical Preservation
  - Any impacts of the transferred road on properties listed on the national, state, and/or local register of historical places.
- Highway Improvement Cost-to-Cure
  - Returning the transferred road to a reasonable condition via an improvement project or a cash payment to cover the cost of a future improvement.

## Final 2021-25 MPO/TMA STP Program Cycle Allocations

Program	Annual Share of Program Budget	Program Cycle Budget (Annual X 5)	Currently Scheduled Projects (FY 21-25)	Remaining Sub-Allocation (FY 21-25)	Federal Supplement Funding	Total Allocation with Supplement Funding (FY 21-25)
<b>STP-Urban (200k+ pop.) Total</b>	<b>\$38,131,520</b>	<b>\$190,657,600</b>	<b>\$61,262,662</b>	<b>\$129,394,938</b>	<b>\$18,966,439</b>	<b>\$148,361,377</b>
Appleton	\$3,693,359	\$18,466,795	\$2,365,511	\$16,101,284	\$1,837,059	\$17,938,343
Green Bay	\$3,528,746	\$17,643,730	\$3,014,795	\$14,628,935	\$1,755,182	\$16,384,117
Madison	\$6,863,061	\$34,315,305	\$12,605,128	\$21,710,177	\$3,413,654	\$25,123,831
Milwaukee	\$23,519,434	\$117,597,170	\$43,855,308	\$73,741,862	\$11,698,456	\$85,440,318
Minneapolis/St. Paul	\$4,716	\$23,580	\$0	\$23,580	\$2,346	\$25,926
Round Lake Beach	\$522,204	\$2,611,020	\$0	\$2,611,020	\$259,742	\$2,870,762
<b>STP-Urban (50-200K pop.) Total</b>	<b>\$7,932,810</b>	<b>\$39,664,051</b>	<b>\$13,924,348</b>	<b>\$25,739,703</b>	<b>\$8,021,430</b>	<b>\$33,761,133</b>
Beloit	\$380,099	\$1,900,497	\$0	\$1,900,497	\$384,346	\$2,284,843
Eau Claire	\$866,387	\$4,331,936	\$1,939,706	\$2,392,230	\$876,066	\$3,268,296
Fond du Lac	\$462,466	\$2,312,328	\$1,594,320	\$718,008	\$467,632	\$1,185,640
Janesville	\$586,773	\$2,933,866	\$1,302,715	\$1,631,151	\$593,328	\$2,224,479
Kenosha	\$1,045,035	\$5,225,177	\$0	\$5,225,177	\$1,056,710	\$6,281,887
La Crosse	\$804,541	\$4,022,704	\$2,295,637	\$1,727,067	\$813,529	\$2,540,596
Oshkosh	\$627,518	\$3,137,591	\$2,492,803	\$644,788	\$634,528	\$1,279,317
Racine	\$1,126,239	\$5,631,196	\$1,515,200	\$4,115,996	\$1,138,821	\$5,254,817
Sheboygan	\$600,714	\$3,003,571	\$0	\$3,003,571	\$607,425	\$3,610,997
Superior	\$227,817	\$1,139,085	\$222,054	\$917,031	\$230,362	\$1,147,393
Wausau	\$628,672	\$3,143,362	\$652,714	\$2,490,648	\$635,695	\$3,126,343
West Bend	\$576,547	\$2,882,735	\$1,909,199	\$973,536	\$582,988	\$1,556,523

Note: An additional \$23,183,204 was allocated to STP-Rural as part of an earlier federal plan approval. STP-Urban 5-20k and 20-50k will receive \$3.8m and \$1.8 million in federal supplement funding, respectively.

	Standard Program Cycle Calculation
	Share of Federal General Fund Supplement
	Total Allocation for 2021-25 Program Cycle

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# MARATHON COUNTY METROPOLITAN PLANNING COMMISSION BYLAWS

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## ARTICLE I - NAME

Section 1. The name of this commission shall be the Marathon County Metropolitan Planning Commission and hereinafter, shall be referred to as the Commission.

## ARTICLE II - PURPOSE AND GOALS

Section 1. To the extent authorized by State Statutes, the Commission shall be an advisory body to the Marathon County Board of Supervisors; the Executive Committee of the Marathon County Board of Supervisors; and to local units of government within the metropolitan planning area.

The objectives of this Commission shall be to promote public health, safety, convenience, and general welfare.

The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area.

## ARTICLE III - COMMISSION MEMBERSHIP

Section 1. The members of the Commission shall be the chief elected officials of all the municipalities or a designee as authorized by the chief elected official within the urbanized area of the Metropolitan Planning Organization (MPO) boundary. The Towns of Mosinee, Rib Mountain, Stettin, Wausau, and Weston, Villages of Brokaw, Kronenwetter, Maine, Rothschild and Weston, Cities of Mosinee, Schofield and Wausau; a representative from the Wisconsin Department of Transportation; and a representative of the Marathon County Infrastructure Committee.

## ARTICLE IV - TERM OF OFFICE

Section 1. A member shall remain on the commission until a successor has been duly elected or appointed, or until his/her death, resignation, disqualification, incapacity to serve, or removal in accordance with the law.

## ARTICLE V - OFFICERS

Section 1. The officers of the Commission shall be a Chairperson, a Vice-Chairperson and a Secretary.

Section 2. Chairperson – The Chairperson shall preside over all meetings and may appoint other members to represent the MPO on councils, committees, task forces, etc. or at meetings or other events, or to perform certain tasks.

Section 3. Vice Chairperson – In the event of the Chairperson’s absence or at his direction, the Vice Chairperson shall assume the powers and duties of the Chairperson.

Section 4. Secretary – The Director of the Marathon County Conservation, Planning, and Zoning Department shall serve as the Secretary of the Commission. This will be an *ex officio* position. The Secretary shall provide or otherwise delegate staff services for the MPO, as needed, and will be responsible for taking summary minutes of the Commission’s proceedings and be the custodian of all records and documents of the Commission and MPO.

Section 5. Alternates – Upon written notice to the Chairperson, each member community may appoint an alternate to its representative. That alternate member may serve as a full voting member during any meeting where that community’s representative is not in attendance. Proxy and absentee voting are not permitted.

Section 6. Appointment of Officers – The County Board Chairperson shall appoint the Chairperson and Vice Chairperson of the Commission for a term of two years at the first regularly scheduled meeting after the spring elections in April of the even numbered years. The newly appointed Chairperson and Vice Chairperson shall take office immediately following the appointment. If an officer leaves their position as described in Article IV, Section 1, the County Board Chairperson shall appoint a replacement officer as soon as possible.

## **ARTICLE VI - MEETINGS**

Section 1. The Commission shall meet as required. Special meetings may be called by the Chairperson, by petition of three (3) members of the Commission, or the Secretary.

Section 2. Commission meetings shall be conducted in accordance with Robert's Rules of Order; Newly Revised Edition and the Open Meetings Law of Wisconsin.

Section 3. Commission meetings shall be open to the public.

Section 4. In the absence of the Chairperson and the Vice Chairperson, the Secretary may preside over that particular meeting. In the absence of all three officers the remaining members of the Commission may elect a person to preside over the meeting and assume the powers and duties of the Chairperson for that particular meeting.

## **ARTICLE VII - QUORUM**

Section 1. At any meeting of the Commission, a quorum shall consist of at least six (6) members a majority of the total current membership of the Commission.

Section 2. Each member shall have all voting privileges and be entitled to one (1) vote.

## **ARTICLE VIII - SUB-COMMITTEES**

- Section 1. The Commission may create sub-committees to carry on the purposes and goals of the Commission, and the Commission Chairperson shall designate the chairperson of those committees. Sub-committee meetings shall be governed by Article VI above.
- Section 2. The Commission shall appoint a Technical Advisory Committee, made up of technical transportation representatives to advise the Commission on transportation matters. The Technical Advisory Committee shall be composed of staff from the municipalities within the MPO planning boundary; representatives from the Wisconsin Department of Transportation; representatives from the Federal Highway Administration; a representative from the Wausau Area Chamber of Commerce; a representative from the North Central Wisconsin Regional Planning Commission (NCWRPC); a representative from the Wausau Area Transit System (WATS); a representative from the Central Wisconsin Airport (CWA); the Marathon County Highway Commissioner; and Conservation, Planning and Zoning Department Staff.
- Section 3. The Commission shall appoint a Water Quality Management Technical Advisory Committee, made up of technical water quality management representatives to advise the Commission on water quality management matters. The Water Quality Management Technical Advisory Committee shall be composed of staff from the municipalities within the 208 Sewer Service Area boundary (Towns of Mosinee and Rib Mountain, Villages of Kronenwetter, Maine, Rothschild and Weston, Cities of Mosinee, Schofield and Wausau), , representative from North Central Wisconsin Regional Planning Commission (NCWRPC), a representative from the Wisconsin Department of Transportation, and Marathon County Conservation, Planning and Zoning Department Staff.
- Section 4. Such other Technical Advisory committees may be appointed on a temporary basis by the Chairperson, which are deemed necessary to carry out the functions and responsibilities to the Commission. The Chairperson shall designate the chairperson of these committees.

## **ARTICLE IX - GENERAL**

- Section 1. The Commission may cooperate with, and contribute or accept services from Federal, State, or local agencies, public or semi-public agencies, private individuals, or corporations and may carry out such cooperative undertakings.
- Section 2. The Marathon County Conservation, Planning and Zoning Department will be the staff for the Commission.
- Section 3. To keep Marathon County's Executive Committee informed of the Commission's activities, the Executive Committee will receive the yearly Unified Planning Work Program and budget.
- Section 4. All Commission member communities shall pay a percentage of the local share necessary to fund the required Commission functions. The allocation of cost for



each community shall be determined by a majority vote of the commission members. The allocation of costs will be represented in the annual Unified Planning Work Program.

## **ARTICLE X - AMENDMENTS**

Section 1. A majority vote of the Marathon County Executive Committee shall be required to forward any amendment to these Bylaws to the Marathon County Board of Supervisors. A majority vote of the Marathon County Board of Supervisors shall be required to amend these Bylaws. Approval of the amendments by the Marathon County Board of Supervisors shall be obtained before the amendment is effective.

Marathon County Board of Supervisors

Code of Ordinances

Chapter 2 – Governing Body

Sec. 2.06. - County nongovernance committees, boards, commissions, taskforces and other group relationships

(15) *Marathon County Metropolitan Planning Organization.*

(a) *Mission/purpose:* Review studies and recommendations relating to activities including, but not limited to, land use, natural resources, utilities and transportation systems within the metropolitan planning area to promote public health, safety, convenience and general welfare.

(b) *Membership:* Membership will include one County Board Supervisor from the County Infrastructure Committee, the chief elected official or his/her designee of all the municipalities within the urbanized area of the Metropolitan planning organization boundary; and a representative from the Wisconsin Department of Transportation.

(c) *Duties and responsibilities:*

1. Advisory body to Marathon County Board of Supervisors Infrastructure Committee and to local units of government within the metropolitan planning area.
2. Cooperate with, and contribute or accept services from Federal, State or local agencies, public/semipublic agencies, private individuals or corporations and may carry out such cooperative undertaking consistent with the annual Unified Planning Work Program.
3. Develop and recommend an annual Unified Work Program to Marathon County Board for approval.