

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
AGENDA**

**OCTOBER 8, 2019
2:00 P.M.**

**ROOM 5
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: 0 5-2018)*

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, Gregg Hoehn, Ken Wickham*

AGENDA ITEMS:

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

POLICY DISCUSSION AND POSSIBLE ACTION:

4. APPROVE MINUTES OF THE AUGUST 13, 2019 MEETING;
5. DRAFT 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP);
6. DRAFT 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)
7. SURFACE TRANSPORTATION PROGRAM-BLOCK GRANT FUNDING UPDATE;
8. WISCONSIN DEPARTMENT OF TRANSPORTATION'S MULTIMODAL LOCAL SUPPLEMENT FUNDING PROGRAM;
9. UPDATE ON THE CITIZEN'S TRANSIT ADVISORY COMMITTEE (CTAC);
10. DISCUSSION ON ISSUES FOR FUTURE MEETINGS;
11. NEXT MEETING DATE – NOVEMBER 12, 2019;
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 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: 09/27/2019 12:00 PM

NOTICE POSTED AT COURTHOUSE:

By: _____
Date: _____
Time: _____

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Minutes
August 13, 2019

Commissioners: Robert Mielke, Tim Buttke, Dave Meurett (for Wickham), Steve Kunst (for Opall), Randy Fifrick (for Voll), Jeff Gates (for Jacobson), Jim Griesbach (for Robinson), Michael Wodalski (for Sparks), Gary Olsen (for Peterson)

TAC Members: 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 Mayor Mielke for Chair Robinson in his and Vice-Chair Peterson's absence at 2:05 p.m. in the Room 2, 212 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Public Comment – NONE

4. Approve Minutes July 9, 2019 meeting

Action: MOTION / SECOND BY BUTTKE / KUNST TO APPROVE THE JULY 9, 2019 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

5. Functional Classification Changes - City of Wausau 2019

Discussion: Included in the packet is a map and spreadsheet of the roadway changes to the functional classifications that WisDOT, the City of Wausau and MPO staff have been working on. The spreadsheet gives the location, description current functional class, recommended functional class, Average Daily Traffic (ADT), length in miles, and justification for the segment change. Meurett briefly explained the changes on the spreadsheet for North 5th Street, Business 51 and Highway 52 that are being proposed to be principal arterial. McIndoe Street, Fulton Street and North 1st Street proposed to be collectors. North 2nd Street to 3rd Street, Franklin Street to Fulton Street, and McIndoe Street from 2nd Street to 3rd Street being vacated.

Action: MOTION / SECOND BY FIFRICK / GATES TO APPROVE THE ROADWAY FUNCTIONAL CLASSIFICATION CHANGES FOR THE CITY OF WAUSAU AS PRESENTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: Staff to send the functional classification changes to WisDOT and FWHA for review.

6. Surface Transportation Program-Block Grant Funding Update

Discussion: Mack updated the Commission on the Surface Transportation Program Block Grant. The Wausau Metropolitan Planning Commission will be receiving an additional Federal Supplement funding of approximately \$635,000. The applications for this cycle are due by August 23, 2019 and the Commission will have a total allocation of \$3,126,343.00 for 2021-2025.

Action: FOR INFORMATIONAL PURPOSES ONLY.

Follow Through: NONE AT THIS TIME.

7. Review of Wisconsin Department of Transportation Project Funding

Discussion: Meurett reviewed the project funding of the Wisconsin Department of Transportation that was requested during the July Planning Commission meeting. In the packet is a summary of State and Federal Roadway Funding Sources. The State funding sources are for highways in the Wausau area including Interstate 39, US Highway 51, and State Highway 29. Connecting Highway funding sources are for connecting highways such as State Highway 52 (State Highway 29 to 18th Street in the City of Wausau). Local Street funding sources is projects along functionally classified streets within urban and urbanized areas under the jurisdiction of counties, cities, villages, or towns. The local improvement projects include the Surface Transportation Urban Program (STP-Urban), Local Bridge Program, Local

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

August 13, 2019

Roads Improvement Program, Transportation Economic Assistance and the Multimodal Local Supplement Grant Program.

Action: FOR INFORMATIONAL PURPOSES ONLY.

Follow Through: NONE AT THIS TIME.

8. Community "Dig Once" Policy Update

Discussion: Osterberg updated the commission that the Metropolitan Planning Commission Transportation Technical Advisory Committee (TAC) discussed the Dig Once Policy during their meeting earlier today and will include this item on future TAC meetings.

Action: FOR INFORMATIONAL PURPOSES ONLY.

Follow Through: NONE AT THIS TIME.

9. Bylaws Review – Marathon County Metropolitan Planning Commission Purpose and Goals

Mack stated the Bylaws were created in the early 1980's and gave a little history of the MPO and the relationship with the County Board. Included in the packet was the current Marathon County Code of Ordinances Chapter 2 pertaining to the Commission. It indicates the Plan Commission needs to submit items to the County Board for approval. Mack asked the Commission to go ahead and work with the County Corporation Counsel to draft new and appropriate bylaws for the Commission.

Action: **MOTION / SECOND BY GRIESBACH / BUTTKE TO DIRECT MPO STAFF TO ALLOW CORPORATE COUNSEL TO MOVE FORWARD WITH REWRITING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION BYLAWS. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: Staff to work with Corporate Counsel on the rewriting of the Commission Bylaws.

10. Discussion on Issues for Future Meetings

Action: FOR INFORMATIONAL PURPOSES ONLY.

Follow Through: Staff to inform commission of future updates.

11. Next Meeting – To be Determined

Action: NONE

Follow Through: NONE AT THIS TIME

12. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY GATES / WODALSKI TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:50 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI

August 20, 2019



WAUSAU METROPOLITAN
PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2020 - 2023

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

November 2019



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION IMPROVEMENT PROGRAM 2020-2023**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

Robert Mielke	Mayor, City of Wausau
Chris Voll	President, Village of Kronenwetter
Betty Hoenisch	President, Village of Maine
Steve Hagman	Chairman, Town of Mosinee
Allen Opall	Chairman, Town of Rib Mountain
Tim Buttke	Chairman, Town of Stettin
John Prah	Chairman, Town of Wausau
Milton Olson	Chairman, Town of Weston
George Peterson, Vice Chairman	President, Village of Rothschild
Wally Sparks	President, Village of Weston
Brent Jacobson	Mayor, City of Mosinee
Kregg Hoehn	Mayor, City of Schofield
John Robinson, Commission Chairman	Chairman, Marathon Co. Infrastructure Committee
Ken Wickham	Director, WisDOT - North Central Region

MPO TECHNICAL ADVISORY COMMITTEE

Rebecca Frisch, Commission Sec./Dir.	Marathon Co. Conservation, Planning & Zoning Dept.
David Mack, MPO Director/Program Manager	Wausau MPO/Marathon County CPZ
Andrew Lynch, Transportation Planner	Wausau MPO/Marathon County CPZ
Jim Griesbach, Commissioner	Marathon County Highway Department
Brian Grefe, Manager	Central Wisconsin Airport
Darryl Landeau	North Central Wisconsin RPC
David Eckmann	Wausau Area Chamber of Commerce
Gaylene Rhoden, Administrator	Town of Rib Mountain
Scott Turner, Street & Parks Superintendent	Town of Rib Mountain
Richard Downey, Administrator	Village of Kronenwetter
Christopher Johnson, Public Works Director	Village of Kronenwetter
Randy Fifrick, Comm. Dev./Zoning Admin.	Village of Kronenwetter
Gary Olsen, Administrator	Village of Rothschild
Tim Vergara, Public Works Admin.	Village of Rothschild
Keith Donner, Administrator	Village of Weston
Michael Wodalski, Public Works Admin.	Village of Weston
Jeff Gates, City Administrator	City of Mosinee
Mark Thuot, Public Works Admin.	City of Schofield
Eric Lindman, Public Works & Utilities Director	City of Wausau
Brad Lenz, City Planner	City of Wausau
Greg Seubert, Transit Director	Wausau Area Transit System
Dave Meurett	WisDOT – North Central Region
James Kuehn	WisDOT – Bureau of Planning
Megan Zielke	WisDOT – Bureau of Planning
Mitch Batuzich	FHWA – Ex Officio Member
Evan Gross	FTA – Ex Officio member

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Phone:(715) 261-6040
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Draft

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. In October 2018, the Village of Brokaw was dissolved into the Village of Maine and no longer exists as a municipality.

The federal highway bill, Fixing America's Surface Transportation (FAST Act), approved in December 2015 has regulations and guidance for highway, highway safety, and transit authorizations. The FAST Act 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 2013.

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 Metro 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 every year. The TIP must be consistent with the transportation plan for the area and include at a minimum:

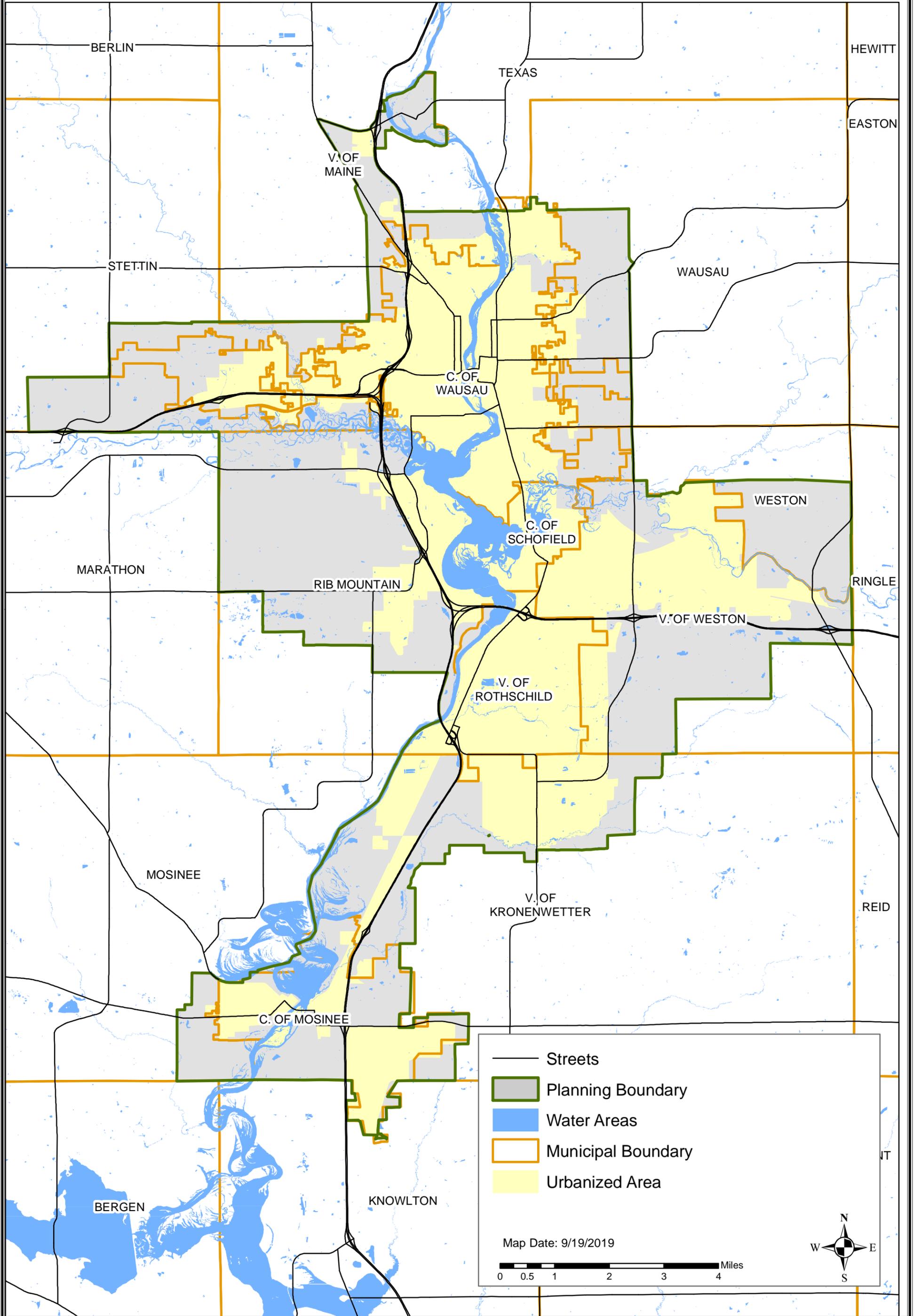
1. A prioritized list of projects and project segments to be carried out within each four-year period after initial adoption of the TIP; and

2. 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.

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, WausauMPO.org.

The Wausau Metropolitan Planning Organization completed an update to the long range transportation plan in November 2016, 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.

Wausau MPO Planning Boundary



THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT AND THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21) ACT

Federal-aid highway and transit funding programs changed effective December 4, 2015 as a result of the 2015 transportation reauthorization act *Fixing America's Surface Transportation Act*, (FAST).

The following indicates how funding programmed in the TIP relates to the 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

In the FAST Act, 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 nonmetropolitan 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 §§1105, 1201; 23 USC 104, 134; 23 CFR Part 450

Funding features

The FAST Act'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 a 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 FAST Act. 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 MAP-21 and FAST Act require incorporation of Performance-Based Planning and Programming (PBPP) in the development of the Metropolitan Planning Organization (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)).

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 and the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) can be accessed here:

<http://www.co.marathon.wi.us/Departments/ConservationPlanningZoning/WausauMPO.aspx>

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 seen at: <https://www.fhwa.dot.gov/tpm/about/goals.cfm>

From these goals, the specific national performance measures, as established under MAP-21/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 providers and will be amended into the TIP when provided before the 180 day deadline. The CMAQ

goals do not apply 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 2016 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: <http://www.co.marathon.wi.us/Departments/ConservationPlanningZoning/WausauMPO.aspx>

Long Range Transportation Plan – Performance Indicators

1. Safety
 - A. Streets and Highways
 - 1) Total crashes
 - 2) Total fatal crashes
 - 3) Total severe injury crashes
2. Accessibility and Mobility of People and Freight
 - A. Streets and Highways
 - 1) Level of Service (LOS)
 - 2) System mileage
 - 3) Functionally Classified Mileage
 - B. Transit
 - 1) Wausau Metro Ride (fixed route), and ADA paratransit service (urban),
 - 2) North Central Health Care Demand Response Service (county wide)
 - a. Passenger trips
 - b. Passenger miles
 - c. Passengers per revenue mile
 - d. Passengers per revenue hour
 - e. Revenue hours of service
 - f. Revenue miles of service
 - 3) Percent Urbanized Area Served by Transit
- C. Integration and Connectivity of the Transportation System, Across and Between Modes for People and Freight
 - 1) Streets and Highways
 - 2) Designated park & ride capacity and use
 - 3) Airport Passenger Volume (enplanements)

3. Efficient Management and Operations
 - A. Streets and Highways
 - 1) Deficient directional miles, based on Level of Service (LOS) determinations for base 2010 model network
 - 2) Hours of congested travel
 - B. Transit
 - 1) Passengers/revenue hour of operation, passengers/revenue mile of operation, passenger miles traveled, number of passenger trips
4. System Preservation
 - A. Streets and Highways
 - 1) Pavement condition – number of miles and percent of total miles in each category
 - 2) 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 will begin tracking the other indicators as part of the national performance measure requirements.

Safety Performance Measure Targets

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 2020 HSIP target(s) for the following performance measures:

- Number of fatalities – 564.7,
- Rate of fatalities – 0.888 per 100 million vehicle miles traveled,
- Number of serious injuries – 2,907,
- Rate of serious injuries – 4.585 per 100 million vehicle miles traveled, and
- Number of non-motorized fatalities and non-motorized serious injuries – 344.7

The MPO's projects related to safety can be seen below in a number of 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.

Transportation Improvement Program (TIP) Performance Indicators

In the 2020-2023 Wausau MPO TIP, there are several safety projects funded by the federal Highway Safety Improvement Program (HSIP). These include several railroad crossings, a project that applies a skid-resistance surface, and an intersection reconstruction project. To access the TIP, go to:

<http://www.co.marathon.wi.us/Departments/ConservationPlanningZoning/WausauMPO.aspx> and scroll down to the TIP section.

Safety Projects in the 2020-2023 Wausau MPO TIP

- Federal Highway Safety Improvement Program (HSIP) Projects
 - Railroad/Highway Crossing Safety Group Projects
 - Skid-Resistant Surface on STH 29 WB Ramp to NB USH 51
 - CTH K – USH 51 to County Line – Intersection reconstruction component

Additionally, there are three projects receiving funding from the STBG-U program that will improve safety with improvements like total reconstructions, pavement replacement, additional bike lanes, 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
 - CTH K – USH 51 to County Line – Pavement replacement and wide shoulders with an intersection reconstruction component
 - 6th Street - Union to Horseshoe Springs – Pavement replacement and wide shoulders

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
8. Environmental Justice

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 takes recommendations to the MPO Technical Advisory Committee who submits projects ranked by the criteria to the Marathon County Metropolitan Planning Commission for final approval. Between 2018 - 2019, the Technical Advisory Committee rewrote the scoring criteria for reviewing projects for STBG funding.

The scoring criteria used to recommend projects for funding will utilize 8 different criteria. Each criteria will identify the inputs needed to measure the criteria and a score will be assigned to each criteria. Table 1 illustrates the criteria and the 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 relates 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.

8. Environmental Justice (EJ):

This criterion identifies projects that are in the identified EJ area (below poverty levels or percent minority population). Failure to address EJ issues results in the loss of points. Municipalities will need to provide additional information on the scoring worksheet describing how the project does not negatively impact the EJ populations.

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 accommodations 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
8	Environmental Justice	Project is in identified EJ area (low-income or minority). Census block level minority population >10% and or census block group median income below federal poverty level (\$25,750 family of 4).	MPO worksheet	Failure to address EJ issues results in loss of 2 points.	2

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 facilities 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.

8 **Environmental Justice**

Describe how this project will not disproportionately impact the area low income or minority populations

This worksheet will assist MPO staff in scoring your project for STBG funding. Please explain in detail and add any necessary diagrams or maps.

4. TIP APPROVAL AND AMENDMENTS

Please refer to Appendix A for the resolution by the Marathon County Metropolitan Planning Commission adopting the *2020-2023 Transportation Improvement Program for the Wausau Metropolitan Area*. The Marathon County Metropolitan Planning Commission approved this TIP at their November 12, 2019 meeting.

The 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 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 a number of 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

No Amendment is required if:

- Changes to the implementation schedule for projects are within the first four years of the approved TIP.
- Changes in the scope or character of work or project limits remain reasonably consistent with the approved project.
- Changes to the funding sources, categories or amount for a project without changing the scope of work or schedule within the first four years of the TIP.

Minor Amendment is needed if:

- There is an addition of a preservation project to the first four years of the TIP, including advancing a project for implementation from the out-years of the TIP.
- Moving a preservation project out of the first four years of the TIP.
- Changing the scope of a preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Changes in a project funding that impacts the funding for other projects within the first four years of the TIP forcing any preservation project out of the four-year window.

The Amendment process goes through the MPO committee structure and the WisDOT and FHWA if:

A Major Amendment is need:

- An addition of an expansion project into the first four years of the TIP, including advancing a project for implementation from the out-years of the TIP.
- Moving an expansion project out of the first four years of the TIP.
- Significantly changing the scope of an expansion project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- The addition or deletion of any project that exceeds the lesser of:
 - 10 % of the federal funding programmed for the calendar year or \$1,000,000.

The Amendment process goes through a public involvement opportunity then through the MPO committee structure and the WisDOT and FHWA. These procedures were taken from the MPO's *Public Participation Plan*.

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:

- Cost increase is greater than \$30,000 for projects with an initial cost estimate of \$200,000 or less.
- Cost increase is greater than 15% for projects with an initial cost estimate over \$200,000.

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.

2020 – 2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 is a list of the 2020-2023 federal and state funded projects within the Wausau Metropolitan Area and reflects projects programmed based on the FAST Act 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 5310

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

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 2020-2025 STBG allocation will be prioritized at the Marathon County Metropolitan Planning Commission meetings between November and December 2019. If any of those projects will begin in 2020 the Marathon County Metropolitan Planning Commission will amend them into the TIP. Otherwise these projects receiving STBG funds will be included in the 2021 TIP. 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. Final project selection is contingent upon available federal, state, and local funds. Projects utilizing Section 5310 and State 85.20 and 85.21 funds in Table 1 were submitted by the Wausau Area Transit System, North Central Health Care, and Marathon County Conservation, Planning and Zoning Department. Final funding levels are dependent upon funding approvals by WisDOT.

Table 2 illustrates the programmed expenditures within the TIP (Table 1) and the estimated available funding for the Wausau Metropolitan Area. The expenditures and available funding are itemized by funding source.

Table 3 identifies the status of projects that were programmed in the *2019-2022 Transportation Improvement Program for the Wausau Metropolitan Area*.

2020-2023 TABLE 1

PRIMARY JURISDICTION/ PROJECT SPONSOR	PROJECT DESCRIPTION	TYPE OF COST	2020				2021				2022				2023				Federal and State Funding Program Number
			FED	STATE	LOCAL	TOTAL													

TRANSIT

A	City of Wausau - Metro Ride	Operating Assistance 373-20-001	PE ROW CONST TOTAL	\$1,085,106	\$926,894	\$1,636,244	\$3,648,244	\$1,117,660	\$954,701	\$1,685,331	\$3,757,692	\$1,151,189	\$983,342	\$1,735,891	\$3,870,422	\$1,185,725	\$1,012,842	\$1,787,968	\$3,986,535	s.5307 s.85.20 s.85.21 s.85.205
B	City of Wausau - Metro Ride	Facility Maintenance & Repair 373-20-002	PE ROW CONST TOTAL	\$28,602		\$7,150	\$35,752													s.5339
C	City of Wausau - Metro Ride	Transit Buses (3) Three 373-19-002	PE ROW CONST TOTAL					\$1,097,586		\$274,397	\$1,371,983									s.5339
D	City of Wausau - Metro Ride	Floor Scrubber Replacement 373-14-004	PE ROW CONST TOTAL	\$39,200		\$9,800	\$49,000													s.5339
E	City of Wausau - Metro Ride	Fare Collection System Replacement 373-15-002	PE ROW CONST TOTAL					\$473,900		\$118,475	\$592,375									s.5339
F	City of Wausau - Metro Ride	Supervisor Van Replacement 373-14-005	PE ROW CONST TOTAL									\$22,514		\$5,629	\$28,143					s.5339
G	City of Wausau - Metro Ride	Service Truck Replacement 373-19-003	PE ROW CONST TOTAL									\$50,407		\$12,602	\$63,009					s.5339
H	City of Wausau - Metro Ride	Transit Bus Replacements (9) Nine 373-20-003	PE ROW CONST TOTAL													\$3,561,447		\$890,362	\$4,451,809	s.5339
I	North Central Health Care	Specialized Transportation - 373-20-004	PE ROW CONST TOTAL	\$104,482	\$71,798		\$176,280	\$105,422	\$72,335		\$177,757	\$107,530	\$73,802		\$181,332	\$109,681	\$75,278		\$184,959	5307
K	Marathon County CPZ	Specialized Transportation - 85.21 Program 373-20-005	PE ROW CONST TOTAL		\$29,003	\$5,801	\$34,804		\$29,583	\$5,917	\$35,500		\$30,175	\$6,035	\$36,210		\$30,778	\$6,156	\$36,934	85.21
L	North Central Health Care	Specialized Transportation - 85.21 Program 373-20-006	PE ROW CONST TOTAL		\$261,033	\$52,206	\$313,239		\$268,864	\$53,772	\$322,636		\$274,241	\$54,847	\$329,088		\$276,930	\$55,385	\$332,315	85.21

Transit Totals	\$1,257,390	\$1,288,728	\$1,711,201	\$4,257,319	\$2,794,568	\$1,325,483	\$2,137,892	\$6,257,943	\$1,331,640	\$1,361,560	\$1,815,004	\$4,508,204	\$4,856,853	\$1,395,828	\$2,739,871	\$8,992,552				
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Year of Expenditure Dollars with a 1.56% annual increase	\$1,257,390	\$1,288,728	\$1,711,201	\$4,257,319	\$2,838,163	\$1,346,161	\$2,171,243	\$6,355,567	\$1,373,187	\$1,404,041	\$1,871,632	\$4,648,860	\$5,084,154	\$1,461,153	\$2,868,097	\$9,413,404				
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2020 - 2023 TABLE 1
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2020				2021				2022				2023				COMMENTS FOS# & Let Date P=preservation E=expansion	
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL		
HIGHWAY																				
1	State of Wisconsin	Statewide Utilities Group Projects 373-20-007	PE ROW CONST TOTAL		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000	P		
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-20-008	PE ROW CONST TOTAL		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000		\$100,000 \$100,000	P		
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-20-009	PE ROW CONST TOTAL		\$150,000 \$150,000		\$150,000 \$150,000		\$150,000 \$150,000		\$150,000 \$150,000		\$150,000 \$150,000		\$150,000 \$150,000		\$150,000 \$150,000	P		
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-20-010	PE ROW CONST TOTAL		\$350,000 \$350,000		\$350,000 \$350,000		\$350,000 \$350,000		\$350,000 \$350,000		\$350,000 \$350,000		\$350,000 \$350,000		\$350,000 \$350,000	P		
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-20-011	PE ROW CONST TOTAL	\$180,000 \$180,000 (HSIP)	\$20,000 \$20,000	\$20,000 \$20,000	\$220,000 \$220,000	\$180,000 \$180,000 (HSIP)	\$20,000 \$20,000	\$20,000 \$20,000	\$220,000 \$220,000	\$180,000 \$180,000 (HSIP)	\$20,000 \$20,000	\$20,000 \$20,000	\$220,000 \$220,000	\$180,000 \$180,000 (HSIP)	\$20,000 \$20,000	\$20,000 \$20,000	\$220,000 \$220,000	P
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-20-012	PE ROW CONST TOTAL		\$250,000 \$250,000		\$250,000 \$250,000		\$250,000 \$250,000		\$250,000 \$250,000		\$250,000 \$250,000		\$250,000 \$250,000		\$250,000 \$250,000	P		
7	State of Wisconsin	Resurface STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	PE ROW CONST TOTAL	\$1,066,240 \$1,066,240 (NHPP)	\$266,560 \$266,560	\$156,000 \$156,000	\$1,488,800 \$1,488,800											6370-01-75 LET : 12/8/20 P 6370-01-05/25/75/76		
8	State of Wisconsin	Resurface STH 153 C Mosinee, Western Avenue Pine Street to Wisconsin River Bridge 373-11-016	PE ROW CONST TOTAL	\$265,072 \$265,072 (NHPP)	\$66,268 \$66,268	\$13,660 \$13,660	\$345,000 \$345,000											6370-01-73 LET: 12/8/20 P 6370-01-03/73		
9	State of Wisconsin	Roadway Maintenance STH 153 Mosinee - Elderon Old 51 Road to East View Drive 373-17-018	PE ROW CONST TOTAL	\$928,800 \$928,800 (NHPP)	\$232,200 \$232,200		\$1,161,000 \$1,161,000											6600-00-61 LET: 5/12/20 P 6600-00-31/61		
10	State of Wisconsin	Install a Skid-Resistant Surface, STH 29, WB STH 29 Ramp NB USH 51 373-16-017	PE ROW CONST TOTAL	\$779,172 \$779,172 (HSIP)	\$86,575 \$86,575		\$865,747 \$865,747											1053-02-80 LET: 4/14/20 P 1053-02-10/80		
11	State of Wisconsin C. of Wausau	Bridge Rehabilitation Grand Ave. Wis Central LTD Bridge (B-37-0100) 373-17-024	PE ROW CONST TOTAL					\$378,480 \$378,480 (NHPP)	\$94,620 \$94,620	\$267,900 \$267,900	\$741,000 \$741,000							ID# 6999-03-33/63 LET: 9/8/20 P		
12	State of Wisconsin C. of Wausau	Bridge Rehabilitation Scott Street Wisconsin River Bridge (B-37-203) 373-17-023	PE ROW CONST TOTAL					\$805,000 \$805,000 (NHPP)	\$201,250 \$201,250		\$1,006,250 \$1,006,250							ID# 6999-03-32/62 LET: 9/8/20 Construction in 2021 P		

2020 - 2023 TABLE 1
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2020				2021				2022				2023				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
13 State of Wisconsin Mosinee	Surface Treatment I-39 Bull Jr Creek Bridge 373-17-021	PE ROW CONST TOTAL	\$66,425 \$66,425 (HISP)	\$7,380 \$7,380		\$73,805 \$73,805												ID# 1160-01-07/77 Let: 4/14/20 P	
14 State of Wisconsin Mosinee	Roadway Maintenance STH 153 I39 Ramp to I39 Ramp 373-17-020	PE ROW CONST TOTAL	\$111,360 \$111,360 (NHPP)	\$27,840 \$27,840		\$139,200 \$139,200												ID# 6600-00-31/62 Let: 5/12/20 P	
15 City of Wausau	Safe Routes to Schools Plan 373-19-013	PE ROW CONST TOTAL					\$70,000 \$70,000 (TAP)			\$14,000 \$14,000			\$84,000 \$84,000					2018-2022 TAP Grant E	
16 City of Wausau	Resurface N. 6th Street Horseshoe Springs to Evergreen Road	PE ROW CONST TOTAL								\$411,400 \$411,400 (STBG)		\$618,504 \$618,504	\$1,029,904 \$1,029,904					P	
17 City of Wausau	Reconstruction Clark Street. 1st Ave to 3rd Ave	PE ROW CONST TOTAL										\$500,000 \$500,000	\$500,000 \$500,000					P	
18 City of Wausau	Reconstruction Stewart Avenue 48th Ave to 72nd Ave 373-17-013	PE ROW CONST TOTAL										\$585,000 \$3,900,000 \$4,485,000	\$585,000 \$3,900,000 \$4,485,000					P	
19 City of Wausau	Construction of the Business Campus Bicycle/Pedestrian Trail 72nd Ave. 373-19-014	PE ROW CONST TOTAL	\$640,497 \$640,497 (TAP)		\$128,099 \$128,099	\$768,596 \$768,596												2018-2022 TAP Grant E	
20 Town of Rib Mountain	Reconstruction Lilac Avenue/Morning Glory Ln Rib Mountain Dr. to Phlox Ln 373-17-016	PE ROW CONST TOTAL										\$237,000 \$138,000 \$1,833,000 \$2,208,000	\$237,000 \$138,000 \$1,833,000 \$2,208,000					STP Urban Application - Applied For P	
21 Town of Rib Mountain	Trillium Lane Trail Trillium Lane to Foxglove Road 373-17-017	PE ROW CONST TOTAL			\$72,000 \$20,000 \$506,000 \$506,000 (TAP)	\$72,000 \$20,000 \$110,000 \$202,000	\$72,000 \$20,000 \$616,000 \$708,000											TAP Grant 6675-02-00/70 LET: 1/25/20 E	
22 Marathon County	Rehabilitation of County Highway X Howland Ave to Weston Ave	PE ROW CONST TOTAL													\$700,000 \$700,000	\$700,000 \$700,000		Multimodal Local Supplement Application - Applied For P	
23 Marathon County	Rehabilitation of County Highway N County Highway O to USH 51	PE ROW CONST TOTAL													\$825,000 \$825,000	\$825,000 \$825,000		STP Urban Application - Applied For P	
24 Marathon County	Reconstruction of County Highway K USH 51 to County Line 373-18-014	PE ROW CONST TOTAL	\$3,001,265 \$3,001,265 (HISP/STBG)		\$142,500 \$142,500	\$3,143,765 \$3,143,765												9491-06-00/70 LET: 2/11/20 P	
25 Town of Weston	Reconstruction Ross Avenue, Kramer Ln, and Kersten Rd. Ross Ave to Lester Rd.	PE ROW CONST TOTAL										\$40,000 \$40,000	\$40,000 \$40,000			\$65,000 \$850,000 \$915,000	\$65,000 \$850,000 \$915,000	P	

2020 - 2023 TABLE 1
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2020				2021				2022				2023				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
39	Village of Weston/Marathon County Reconstruction Ross Avenue and Camp Phillips Road Intersection	PE ROW CONST TOTAL											\$50,000 \$150,000	\$50,000 \$150,000			\$50,000 \$450,000	\$50,000 \$450,000	P
40	Village of Weston/Marathon County Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	PE ROW CONST TOTAL											\$75,000 \$50,000	\$75,000 \$50,000			\$75,000 \$575,000	\$75,000 \$575,000	P
41	Village of Weston Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	PE ROW CONST TOTAL															\$200,000 \$100,000	\$200,000 \$100,000	P
42	Village of Weston Construct a Road Connection Between Transport Way and Weston Ave	PE ROW CONST TOTAL											\$50,000 \$50,000	\$50,000 \$50,000			\$1,050,000 \$1,200,000	\$1,050,000 \$1,200,000	P
43	Village of Rothschild Construction of Margaret Street Military Ave. to Shorey Ave	PE ROW CONST TOTAL											\$142,732 \$1,119,352	\$142,732 \$1,119,352			\$1,262,084 \$1,262,084		P
44	Village of Rothschild Construction of Military Road Volkman St. to Evelyn St.	PE ROW CONST TOTAL					\$238,400 \$238,400	\$238,400 \$238,400	\$476,800 \$476,800	\$953,600 \$953,600									STP Urban Application - Applied For P
45	Village of Rothschild/ City fo Schofield Construction of the Business 51 Bypass Bicycle/Pedestrian Trail 373-19-015	PE ROW CONST TOTAL	\$710,052 \$710,052		\$142,010 \$142,010	\$852,062 \$852,062													2018-2022 TAP Grant E
46	Village of Kronenwetter Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road	PE ROW CONST TOTAL															\$900,000 \$900,000	\$900,000 \$900,000	P
47	Village of Kronenwetter Resurface Old Hwy 51 Village Road to Nelson Road	PE ROW CONST TOTAL															\$739,200 \$739,200	\$739,200 \$739,200	P
48	State of WI Install CMC Retrofit Barriers STH 29 CTH E to CTH O 373-18-021	PE ROW CONST TOTAL	\$429,665 \$429,665	\$47,740 \$47,740		\$477,405 \$477,405													1050-00-07/77 Let: 1/14/20 P
49	City of Mosinee Resurface Rangeline Rd. Western Ave to Main St.	PE ROW CONST TOTAL															\$240,000 \$240,000	\$240,000 \$240,000	STP Urban Application - Applied For P
50	City of Mosinee Resurface Main Street 4th St. to Rangeline Rd.	PE ROW CONST TOTAL											\$435,000 \$435,000	\$435,000 \$435,000					STP Urban Application - Applied For P
51	Town of Wausau Resurface Evergreen Road City Limits to Jim Moore Creek Rd.	PE ROW CONST TOTAL																	STP Urban Application - Applied For P

Totals	\$17,369,096	\$3,409,126	\$10,216,938	\$30,995,160	\$3,343,760	\$3,008,540	\$22,628,400	\$28,980,700	\$1,182,800	\$1,940,000	\$46,547,176	\$49,669,976	\$360,000	\$1,940,000	\$49,954,000	\$52,254,000
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Year of Expenditure Dollars with a 1.56% annual increase	\$17,369,096	\$3,409,126	\$10,216,938	\$30,995,160	\$3,395,923	\$3,055,473	\$22,981,403	\$29,432,799	\$1,219,703	\$2,000,528	\$47,999,448	\$51,219,679	\$376,848	\$2,030,792	\$52,291,847	\$54,699,487
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2020-2023 TABLE 1

TIP PROJECT LISTING (\$)

	FEDERAL	STATE	LOCAL	TOTAL
2020 SYSTEM PRESERVATION =	\$ 6,827,999	\$ 1,704,563	\$ 2,486,360	\$ 11,018,922
SYSTEM EXPANSION =	\$ 1,856,549	\$ -	\$ 2,622,109	\$ 4,478,658
TOTALS =	\$ 8,684,548	\$ 1,704,563	\$ 5,108,469	\$ 15,497,580

2021 * SYSTEM PRESERVATION =	\$ 1,629,112	\$ 1,529,843	\$ 6,249,668	\$ 9,408,623
SYSTEM EXPANSION =	\$ 71,190	\$ -	\$ 5,256,873	\$ 5,328,063
TOTALS =	\$ 1,700,302	\$ 1,529,843	\$ 11,506,541	\$ 14,736,686

2022 * SYSTEM PRESERVATION =	\$ 611,508	\$ 1,002,980	\$ 16,925,120	\$ 18,539,608
SYSTEM EXPANSION =	\$ -	\$ -	\$ 7,139,770	\$ 7,139,770
TOTALS =	\$ 611,508	\$ 1,002,980	\$ 24,064,890	\$ 25,679,378

2023 * SYSTEM PRESERVATION =	\$ 189,180	\$ 1,019,470	\$ 18,534,385	\$ 19,743,035
SYSTEM EXPANSION =	\$ -	\$ -	\$ 7,716,442	\$ 7,716,442
TOTALS =	\$ 189,180	\$ 1,019,470	\$ 26,250,827	\$ 27,459,477

TOTALS: SYSTEM PRESERVATION =	\$ 9,257,799	\$ 5,256,856	\$ 44,195,533	\$ 58,710,188
SYSTEM EXPANSION =	\$ 1,927,739	\$ -	\$ 22,735,194	\$ 24,662,933
TOTALS =	\$ 11,185,538	\$ 5,256,856	\$ 66,930,727	\$ 83,373,121

* Amounts show a 1.56% Annual increase to reflect Year of Expenditure Dollars

MAP 2 – PROJECTS IDENTIFIED ON TABLE 1

Draft

TABLE 2

Assessment of Available Funding for the 2020-2023 Transportation Improvement Program

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2020	2021	2022	2023	2020	2021	2022	2023
Federal Highway	NHPP	\$2,106,400	\$1,183,480	\$0	\$0	\$2,106,400	\$1,183,480	\$0	\$0
Administration	STBG	\$2,000,549	\$70,000	\$411,400	\$0	\$2,000,549	\$70,000	\$411,400	\$0
	HSIP	\$4,312,527	\$180,000	\$180,000	\$180,000	\$4,312,527	\$180,000	\$180,000	\$180,000
Totals		\$8,419,476	\$1,433,480	\$591,400	\$180,000	\$8,419,476	\$1,433,480	\$591,400	\$180,000
Totals	Inflated by 1.56% Annually	\$8,419,476	\$1,455,842	\$609,852	\$188,424	\$8,419,476	\$1,455,842	\$609,852	\$188,424

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,189,588	\$1,223,082	\$1,258,719	\$1,295,406	\$1,189,588	\$1,223,082	\$1,258,719	\$1,295,406
	Section 5339	\$0	\$0	\$0	\$3,561,447	\$0	\$0	\$0	\$3,561,447
	Section 5307 - Other	\$172,284	\$1,676,908	\$180,451	\$109,681	\$172,284	\$1,676,908	\$180,451	\$109,681
Totals		\$1,361,872	\$2,899,990	\$1,439,170	\$4,966,534	\$1,361,872	\$2,899,990	\$1,439,170	\$4,966,534
Totals	Inflated by 1.56% Annually	\$1,361,872	\$2,945,230	\$1,461,621	\$5,044,012	\$1,361,872	\$2,945,230	\$1,484,072	\$5,198,968

Table 3
Implementation Status of 2019-2022 Wausau Urbanized Area Projects
Nov-19

Number from 2019 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2019-2022 Projects
1	State of Wisconsin	Statewide Utilities Group Projects 373-18-007	Ongoing
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-18-008	Ongoing
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-18-009	Ongoing
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-18-010	Ongoing
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-18-011	Ongoing
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-18-012	Ongoing
7	State of Wisconsin C. of Wausau	Recondition Bus 51 Wausau, Grand Ave 373-10-024	Completed in 2019
8	State of Wisconsin	Resurface STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	Deferred to 2020
9	State of Wisconsin V. of Brokaw	Redeck Wisconsin River Bridge CTH WW 373-14-019	Completed in 2019
10	State of Wisconsin	Resurface STH 153 C Mosinee, Western Avenue Pine Street to Wisconsin River Bridge 373-11-016	Deferred to 2020
11	State of Wisconsin	Roadway Maintenance STH 153 Mosinee - Elderon Old 51 Road to East View Drive 373-17-018	Deferred to 2020
12	State of Wisconsin	Install a Skid-Resistant Surface, STH 29, WB STH 29 Ramp NB USH 51 373-16-017	Deferred to 2020
13	State of Wisconsin C. of Wausau	Bridge Rehabilitation Grand Ave. Wis Central LTD Bridge (B-37-0100) 373-17-024	Deferred to 2021

Table 3
Implementation Status of 2019-2022 Wausau Urbanized Area Projects
Nov-19

Number from 2019 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2019-2022 Projects
14	State of Wisconsin C. of Wausau	Bridge Rehabilitation Scott Street Wisconsin River Bridge (B-37-203) 373-17-023	Deferred to 2021
15	State of Wisconsin Mosinee	Surface Treatment I-39 Bull Jr Creek Bridge 373-17-021	Deferred to 2020
16	State of Wisconsin Mosinee	Roadway Maintenance STH 153 I39 Ramp to I39 Ramp 373-17-020	Deferred to 2020
17	City of Wausau	Reconstruction/Realign Bridge Street Westwood Dr. - 28th Ave	Removed from Consideration
18	City of Wausau	Reconstruction Pine Ridge Blvd Bridge St. - Plaza Dr.	Removed from Consideration
19	City of Wausau	Reconstruction 1st Avenue Thomas St. to Stewart Ave 373-14-023	Completed in 2019
20	City of Wausau	Reconstruction Townline Road Grand Ave. to Northwestern Ave. 373-14-022	Completed in 2019
21	City of Wausau	Safe Routes to Schools Plan 373-19-013	Deferred to 2021
22	City of Wausau	Resurface N. 6th Street Horseshoe Springs to Evergreen Road	Deferred to 2022
23	City of Wausau	Reconstruction Thomas St. 4th Ave. to WI River Bridge	Completed in 2019
24	City of Wausau	Reconstruction Clark Street. 1st Ave to 3rd Ave	Deferred to 2022
25	City of Wausau	Reconstruction Stewart Avenue 48th Ave to 72nd Ave 373-17-013	Deferred to 2022

Table 3
Implementation Status of 2019-2022 Wausau Urbanized Area Projects
Nov-19

Number from 2019 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2019-2022 Projects
26	City of Wausau	Construction of the Business Campus Bicycle/Pedestrian Trail 72nd Ave. 373-19-014	Deferred to 2020
27	City of Wausau	Construction Stettin Drive Multi-Use Path Lazy Acres Rd. to 44th Ave 373-18-013	Deferred to 2022
28	Town of Rib Mountain	Reconstruction Lilac Avenue/Morning Glory Ln Rib Mountain Dr. to Phlox Ln 373-17-016	Deferred to 2022
29	Town of Rib Mountain	Trillium Lane Trail Trillium Lane to Foxglove Road 373-17-017	Deferred to 2020
30	Marathon County	Reconstruction of County Highway K USH 51 to County Line 373-18-014	Deferred to 2020
31	Marathon County	Reconstruction of County Highway N (Townline Rd.) Skyline Dr. to CTH X 373-14-025	Completed in 2019
32	Town of Weston	Reconstruction Ross Avenue, Kramer Ln, and Kersten Rd. Ross Ave to Lester Rd.	Deferred to 2023
33	Village of Weston	Reconstruction Ross Avenue River Bend Road to Kraemer Lane	Deferred to 2020
34	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood	Deferred to 2023
35	Village of Weston	Construction of streets within SE Quadrant of STH 29 and Camp Phillips Rd north of Weston Ave	Deferred to 2020
36	Village of Weston	Reconstruction Weston Ave. Camp Phillips Rd. to Von Kanel	Deferred to 2020
37	Village of Weston	Reconstruction Weston Ave. Von Kanel to Ryan Rd.	Deferred to 2022

Table 3
Implementation Status of 2019-2022 Wausau Urbanized Area Projects
Nov-19

Number from 2019 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2019-2022 Projects
38	Village of Weston	Ryan Street Commerce Drive to Weston Ave.	Completed in 2019
39	Village of Weston	Reconstruction Weston Ave. Birch St. to Alderson St.	Deferred to 2023
40	Village of Weston	Reconstruction Fuller Street Ross Ave. to Schofield Ave.	Deferred to 2023
41	Village of Weston	Reconstruction of Jelinek Avenue Alderson St. to Coronado St.	Deferred to 2023
42	Village of Weston	Reconstruction Birch St. Weston Ave. to Shorey Ave	Deferred to 2021
43	Village of Weston	Reconstruction Weston Ave. Ryan Street to CTH J	Deferred to 2023
44	Village of Weston	Construction of Multi-Use Path on Alderson (Weston to Howland), Howland (Alderson to CTH X), and Shorey (Alderson to CTH X)	Deferred to 2022
45	Village of Weston	Reconstruction Camp Phillips Road STH 29 to Weston Ave	Deferred to 2022
46	Village of Weston/Marathon County	Reconstruction Schofield Ave Camp Phillips Road Intersection	Deferred to 2023
47	Village of Weston/Marathon County	Reconstruction Ross Avenue and Camp Phillips Road Intersection	Deferred to 2023
48	Village of Weston/Marathon County	Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	Deferred to 2023
49	Village of Weston	Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	Deferred to 2023
50	Village of Weston	Construct a Road Connection Between Transport Way and Weston Ave	Deferred to 2022

Table 3
Implementation Status of 2019-2022 Wausau Urbanized Area Projects
 Nov-19

Number from 2019 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2019-2022 Projects
51	Village of Rothschild	Construction of Military Ave Pflieger Street to Bus Hwy 51	Completed in 2019
52	Village of Rothschild	Construction of Margaret Street Military Ave. to Shorey Ave	Deferred to 2022
52	Village of Rothschild	Construction of Military Road Volkman St. to Evelyn St.	Deferred to 2021
53	Village of Rothschild/ City fo Schofield	Construction of the Business 51 Bypass Bicycle/Pedestrian Trail 373-19-015	Deferred to 2020
54	City of Schofield	Reonstruction of Alderson Ave. from Grossman Ave to Mallard Lane	Completed in 2019
55	Village of Kronenwetter	Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road	Deferred to 2020
56	Village of Kronenwetter	Construction of Old Hwy 51 Multi Use Path 373-12-019	Completed in 2019
57	Village of Kronenwetter	Resurface Old Hwy 51 Village Road to Nelson Road	Deferred to 2020
58	State of WI Village of Maine	USH 51 Wausau - Merrill Decator Dr. - Lincoln Co. Liine 373-17-019	Completed in 2019
59	State of WI	Install CMC Retrofit Barriers STH 29 CTH E to CTH O 373-18-021	Deferred to 2020
60	State of WI City of Wausau	Bridge Rehabilitation Structure Painting Thomas Street WI River Bridge 373-18-015	Completed in 2019
61	State of WI City of Mosinee	Bridge Rehabilitation Regionwide Bridge Project Polymer Overlay STH 153 - WI River Bridges 373-18-017	Completed in 2019

**APPENDIX A - RESOLUTION ADOPTING
2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # 10-19

**RESOLUTION ADOPTING THE
2020-2023 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 *2019-2022 Transportation Improvement Program for the Wausau Metropolitan Area*; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the MAP-21 (Pub. L. 112-141), FAST Act (Pub. L. 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in the US 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 CFR 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 12th day of November 2019

John Robinson, Chairman

Rebecca Frisch, Commission Secretary
Director, Marathon County Conservation,
Planning and Zoning Department

**APPENDIX B - PRIVATIZATION EFFORTS AND
AREA TRANSPORTATION PROVIDERS**

PRIVATIZATION EFFORTS

The Wausau MPO adopted a Privatization Policy in 1986. The policy 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.

In 1991, Metro Ride first contracted with a private transportation provider for paratransit services. Metro Ride then 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.

In 2018, 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.

In 2012, Marathon County through North Central Health Care and Metro Ride dissolved their joint contract with a private provider for the nonambulatory services in the County and within the MPO area with each entity taking part of the 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 County and metro area.

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

PRIVATE TRANSPORTATION PROVIDERS

2020

K-K Way Transportation 1323 S. 11 th Ave. Wausau, WI 54401	Theren Afh 514 Sherman St. Wausau WI 54401	First Student 6206 Alderson Schofield WI 54476
A-1 Wausau Cab 1412 E. Wausau Ave Wausau WI 54403	Community Industries Corp. 1027 S. 17 th Ave. Wausau WI 54401	NCTI Vision & Hearing Program 1000 Campus Drive Wausau WI 54401
ACC Medlink (888) 279-6118	Northwestern Transportation 1235 Junction St. Wausau WI 54403	North Central Health Care 1100 Lake View Drive Wausau WI 54403
Medical Transport Services (727) 203-4877	Ames Transport 3701 Pine Siskin Ln Wausau WI 54401	Taxi Time 1709 Merrill Ave Wausau WI 54401
American Elite Transportation 5815 Bus 51 S. Schofield WI 54476	Abbyvans Inc W5621 Todd Road Neillsville WI 54456	Wausau Taxi 104 N 10 th Ave Wausau WI 54401
AK Transport, LLC 3811 Schoonover Rd. Schofield WI 54476	All American Taxi 1705 Merrill Avenue Wausau WI 54401	Lamers Bus Lines Inc 2415 Trailwood Ln Rothschild WI 54474
Northwoods Cab Wausau 5207 Scott Street Wausau WI 54403	B&D Motors 300 S Park St. Merrill, WI 54452	Metro Cab of Wausau 4013 Central Dr. Wausau WI 54401
Metro Cab of Wausau 4013 Central Dr. Wausau WI 54401	Badger Taxis PO Box 27 Wausau WI 54402	Opportunity Inc. 740 N Third Street Wausau WI 54403
United Taxi 1705 Merrill Dr. Wausau WI 54401	Burnett Transit B3866 State Highway 13 Spencer WI 54449	Progressive Travel Inc B3872 Hwy 13 Spencer WI 54449
A1 Cab & Delivery 942 Washington St. Wausau WI 54403	Krug Bus Service 549 Billings Avenue Medford WI 54451	Div of Vocational Rehab Marathon County Job Center 364 Grand Avenue Wausau WI 54403
Executive Cab of Wausau 100 Grand Ave Wausau WI 54403		
Wausau Limousine Service 4404 Rib Mountain Dr. Wausau WI 54401		

Ulrich Bus Service Inc
357 N 3rd Ave
Stratford WI 54484

Wausau Taxicabs Inc
PO Box 27
Wausau WI 54402-0027

Wausau Area Transit System
d/b/a Metro Ride
420 Plumer St
Wausau WI 54403

Wirsbinski Bus Service Inc
558 Fox Road
Mosinee WI 54455

Draft

APPENDIX C - PUBLIC PARTICIPATION

PUBLIC PARTICIPATION

The development of the *2020-2023 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 2020-2023 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 2020-2023 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 Marathon County website for 30 days before its adoption. Public review of the draft TIP was solicited in advertisements placed in the *Wausau Daily Herald* on October 8, 2019 and October 13, 2019.

A public informational meeting on the draft 2020-2023 TIP was held on October 22, 2019. 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 non-ambulatory 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. There were no comments received at the informational meeting held on October 22, 2019 to incorporate into the document.

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

ENVIRONMENTAL JUSTICE

Taken in whole, the projects in the 2020-2023 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 minority populations and low income populations or any other 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 the minority and low income populations will not be adversely affected by these projects, there is a potential for Metro Ride transit system to review its routes that may be a disruption to service by some TIP projects. These statements are based on the analysis summarized by Maps 3 and 4. Map 3 illustrates the 2020-2023 TIP projects in relation to the minority population groups within the Wausau Area. Map 4 illustrates the 2020-2023 TIP projects in relation to the Transit routes within the Wausau Area.

Draft

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

NOTICE OF AVAILABILITY

Published:

October 8 and 13, 2019

NOTICE OF AVAILABILITY

The Wausau Metropolitan Planning Organization (MPO) announces that the draft 2020-2023 Transportation Improvement Program (TIP) for the Wausau Metropolitan Area is available for public review at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at www.wausaumpo.org. The plan is available for public review and comment from October 8, 2019 to November 12, 2019. A public informational meeting on the draft TIP will be held from 4:30 p.m. to 6:00 p.m. on October 22, 2019 at the Marathon County Conservation, Planning, and Zoning Department, 210 River Drive, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until November 12, 2019. 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 David Mack, MPO Director, 210 River Drive, Wausau, WI 54403-5449, e-mailed to Dave.Mack@co.marathon.wi.us, or telephone (715) 261-6043.

NOTICE OF PUBLIC INFORMATIONAL MEETING

Published:

October 13, 2019

NOTICE OF PUBLIC INFORMATIONAL MEETING

The Marathon County Metropolitan Planning Commission announces that a public informational meeting on the draft 2020-2023 Transportation Improvement Program (TIP) for the Wausau Metropolitan Planning Organization (MPO) will be held from 4:30 p.m. to 6:00 p.m. on Tuesday, October 22, 2019 at the Marathon County Conservation, Planning, and Zoning Department, 210 River Drive, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until November 12, 2019. The draft plan is available at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at www.wausaumpo.org. Any person planning to 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 David Mack, Wausau MPO Director, 210 River Drive, Wausau, WI 54403-5449 or e-mailed to Dave.Mack@co.marathon.wi.us, or telephone (715) 261-6043.

MAP 3 – 2020-2023 TIP PROJECTS - MINORITY POPULATION

Draft

Draft

**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 *2020-2023 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 time line 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.

Reconstruction of STH 52 and CTH W intersection (6th St. and Wausau Ave.) Unknown costs & time frame. (City of Wausau)

Resurface the Mountain Bay Trail from the trailhead to CTH J. Unknown costs & time frame. (Village of Weston)

Construction of Kowalski Road from East Termini to Creek Road. Unknown costs & time frame. (Village of Kronenwetter)

Reconstruction of Ross Ave. from Bus. Hwy 51 to Metro Dr. Unknown costs & time frame. (City of Schofield)

Construction of Kowalski Road from Kronenwetter Dr. to Tower Road. Unknown costs & time frame. (Village of Kronenwetter)

Reconstruction of Margie Street and West Grand Closure Project. Unknown costs & time frame. (Village of Rothschild)

Construct a WI River Bridge. Location to be determined, approximately 8-10 years for an estimated cost of \$13 million. (Village of Rothschild/Town of Rib Mountain)

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.



WAUSAU METROPOLITAN
PLANNING ORGANIZATION

UNIFIED
PLANNING
WORK
PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2020

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
November 2019



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)
UNIFIED PLANNING WORK PROGRAM 2020**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

Robert Mielke	Mayor, City of Wausau
Chris Voll	President, Village of Kronenwetter
Betty Hoenisch	President, Village of Maine
Steve Hagman	Chairman, Town of Mosinee
Allen Opall	Chairman, Town of Rib Mountain
Tim Buttke	Chairman, Town of Stettin
John Prah	Chairman, Town of Wausau
Milton Olson	Chairman, Town of Weston
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Wally Sparks	President, Village of Weston
Brent Jacobson	Mayor, City of Mosinee
Kregg Hoehn	Mayor, City of Schofield
John Robinson, Chairman	Chairman, Marathon Co. Highway Committee
Ken Wickham	Director, WisDOT - North Central Region

MPO TECHNICAL ADVISORY COMMITTEE

Rebecca Frisch, Commission Sec./Dir.	Marathon Co. Conservation, Planning, & Zoning Dept.
David Mack, Program Manager	Wausau MPO/Marathon County CPZ
Jim Griesbach, Commissioner	Marathon County Highway Department
Brian Grefe, Manager	Central Wisconsin Airport
Darryl Landeau	North Central Wisconsin RPC
David Eckmann, President/CEO	Wausau Area Chamber of Commerce
Gaylene Rhoden, Administrator	Town of Rib Mountain
Scott Turner, Street & Parks Superintendent	Town of Rib Mountain
Richard Downey, Administrator	Village of Kronenwetter
Christopher Johnson, Public Works Director	Village of Kronenwetter
Randy Fifrick, Comm. Dev./ Zoning Admin.	Village of Kronenwetter
Tim Vergara, Public Works Admin.	Village of Rothschild
Keith Donner, Administrator	Village of Weston
Michael Wodalski, Public Works Admin.	Village of Weston
Jeff Gates, City Administrator	City of Mosinee
Mark Thuot, Public Works Admin.	City of Schofield
Eric Lindman, Public Works & Utilities Director	City of Wausau
Brad Lenz, City Planner	City of Wausau
Greg Seubert, Transit Director	Metro Ride/Wausau Area Transit System
Dave Meuret	WisDOT – North Central Region
James Kuehn	WisDOT – Bureau of Planning
Megan Zielke	WisDOT – Bureau of Planning
Mitch Batuzich	FHWA – Ex Officio Member
Evan Gross	FTA – Ex Officio member

Marathon County Conservation, Planning and Zoning Department
210 River Drive
Wausau, WI 54403-5449
Phone: (715) 261-6000
Fax: (715) 261-6016

Draft

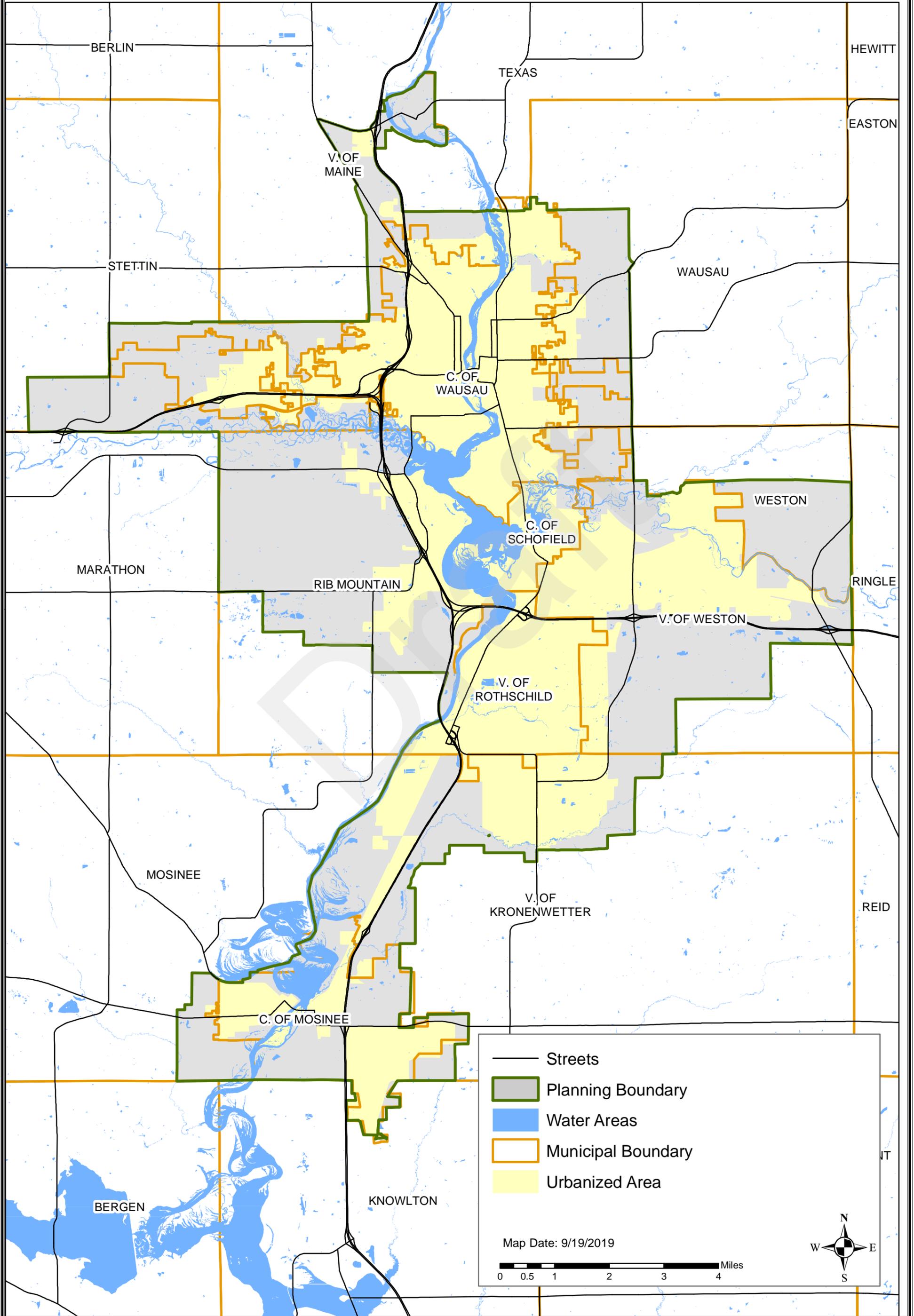
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Draft

Wausau MPO Planning Boundary



Draft

2020 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE WAUSAU METROPOLITAN PLANNING ORGANIZATION

This document delineates the type and extent of planning activities programmed for the Wausau Metropolitan Planning Organization (MPO) staff during the year 2020. The Work Program includes activities under Long Range Transportation Planning, Short Range Transportation Planning, Transit Planning, the Transportation Improvement Program, and Program Administration.

Long Range Transportation Planning focuses on development of the 2050 Plan and projects that have a long term nature. The Public Participation Plan for the metro area will be updated and will include more opportunities for people to access information about MPO planning through the use of a new website and different social media platforms. Short Range Transportation Planning focuses on the implementation of the projects that fulfill the long range plan goals. The LRTP's main focus is to ensure compliance with all Federal Highway Bill requirements and this year's work program will involve working toward the implementation of that plan.

MPO staff continues to develop Short Range Transportation Plans to address immediate transportation needs of the communities within the Wausau Metropolitan Area. Some of the implementations of the short range plans and projects were identified in the Long Range Transportation Plan. Continuing to implementation the *2015 Bicycle and Pedestrians Plan* for the Metro area will remain a part of that focus.

MPO staff continues to work with the Wausau Area Transit System (Metro Ride) and private transportation enterprises to provide the Wausau Urbanized Area with a reliable and efficient transit system. MPO staff continues to provide technical assistance for the WATS Commission and staff. With the completion of the 2018 Transit Development Plan (TDP), the MPO and Metro Ride staffs will be working to overcome the budgetary and service delivery issues identified in the plan to recreate a system that works in the metro area. This will also include the staffing of the newly created MPO Citizens Transit Advisory Committee (CTAC).

MPO staff will begin applying the new Transportation Improvements Program (TIP) criteria to candidate projects, programs, and allocate the Surface Transportation Block Grant Program (STBG) funds, and develops a four year TIP for the metropolitan area.

MPO staff continues to enhance communications between the public and government agencies by providing information and technical assistance. MPO staff continues to develop projects and programs to meet the federal metropolitan planning requirements.

EXPLANATION OF COSTS

UPWP costs for work performed are allocated based on the grant amounts made available to the Wausau MPO from each funding agency and the amounts received, based on the cost share formulas, from all other funding sources.

Costs will be allocated to each work element identified by an internal numerical identifier (i.e., 3220, 3230, 3240, 3250, and 3260). The direct costs will be billed to the federal and state agencies, and include labor plus fringe benefit costs. Based on Marathon County experience, the fringe benefit rate is 34% of salary. Fringe benefits include vacation, sick leave, holidays, insurance, retirement, etc. Expenses include office supplies, printing, mileage, and travel. Indirect costs allocation information can be viewed in the Marathon County Cost Allocation Plan on the county's website: www.co.marathon.wi.us

2020 UNIFIED PLANNING WORK PROGRAM SUMMARY LIST OF IDENTIFIED PROJECTS

3220 - Long Range Planning

- a. MAP-21/FAST Act Compliance
- b. ADA Compliance
- c. Public Participation Plan Update including new website
- d. 2016 LRTP Implementation and 2021 Plan Preparation
- e. Freight Planning

3230 - Short Range Planning

- a. Miscellaneous TIP related projects
- b. Short range studies
- c. Implement the 2015 Bicycle and Pedestrian Plan
- d. State Highway Safety Planning
- e. Performance Measures implementation
- f. Environmental Justice Assessment

3240 - Transit Planning

- a. Attend Metro Ride Transit Commission Meetings
- b. Implement the 2018 Transit Development Plan (TDP)
- c. Paratransit and Elderly and Disabled (85.21) transportation programs
- d. Staff the Marathon County Transportation Coordinating Committee
- e. Update the Human Services Transportation Needs Assessment

3250 - Transportation Improvement Program (TIP)

- a. Develop the 2020-2023 TIP
- b. Monitor TIP identified projects
- c. Evaluate and update the STBG Allocation Criteria scoring methodology

3260 - Transportation Administration and Public Relations

- a. Develop the 2021 Unified Planning Work Program
- b. Prepare new Metropolitan Planning Commission Bylaws
- c. Prepare all reports for WisDOT and FHWA
- d. Prepare for and attend MPO, County, and related meetings
- e. Attend quarterly MPO Directors meetings and semi-annual review meeting
- f. Attend workshop, conferences, and training sessions
- g. Provide public relations and assistance on MPO and other County related issues, i.e., comprehensive planning, and other planning/zoning activities as it relates to transportation in the Metro area.

MARATHON COUNTY CONSERVATION, PLANNING AND ZONING DEPARTMENT STAFF

Marathon County Conservation, Planning and Zoning Department provide the staffing needs for the Marathon County Metropolitan Planning Commission (Wausau MPO). The staff involved with MPO functions are as follows:

Rebecca J. Frisch, CPZ Director	rebecca.frisch@co.marathon.wi.us
David Mack, Program Manager/MPO Director	dave.mack@co.marathon.wi.us
Brenda Iczkowski, Administrative Coordinator	brenda.iczkowski@co.marathon.wi.us
Diane Hanson, Administrative Manager	diane.hanson@co.marathon.wi.us
Andrew Lynch, Transportation Planner	andrew.lynch@co.marathon.wi.us

Approximate staff time allocated to the Wausau MPO:

Director	3% or 62 hours per year
Program Manager (MPO Director)	75% or 1560 hours per year
Administrative Coordinator	20% or 416 hours per year
Assistant Administrative Manager	5% or 104 hours per year
Transportation Planner	100% or 2080 hours per year

Frank Matel, Marathon County Employee Resource Director, (frank.matel@co.marathon.wi.us) is the Title IV Coordinator for the Wausau MPO Area.

Any entity receiving federal dollars, either directly from the Federal Transit Administration (FTA) or through the WisDOT, Division of Transportation Investment Management (DTIM) Bureau of Transit, Local Roads, Rails and Harbors (BTLR), must not discriminate based on factors which include, but are not limited to, race, ethnicity, age, disability status or gender.



MARATHON COUNTY

Conservation, Planning, & Zoning Department

Organizational Structure
September 1, 2019

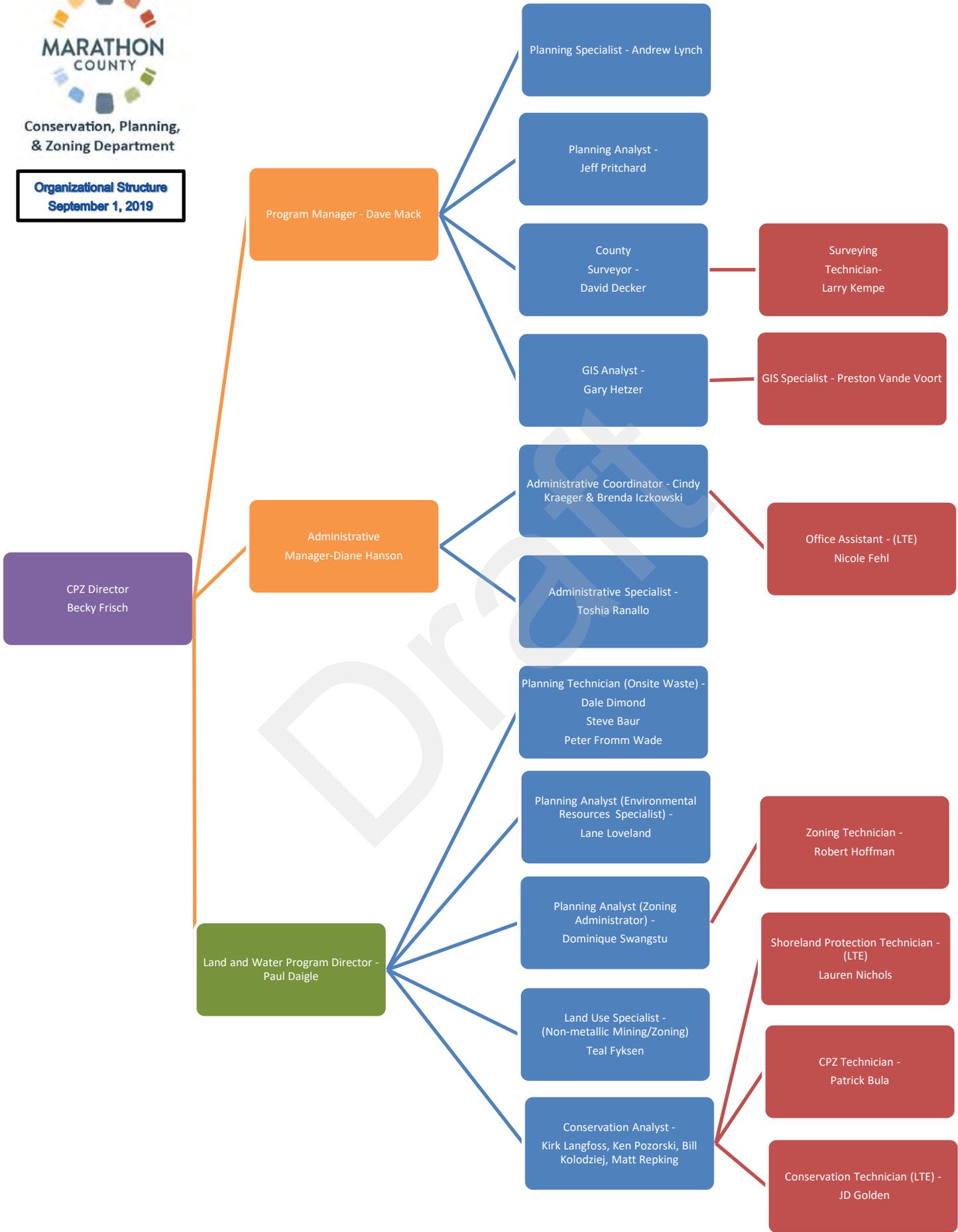


TABLE I
2020 PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$26,935	\$1,401	\$5,333	16%	\$33,669
3230 - SHORT RANGE PLANNING	\$30,849	\$1,604	\$6,108	18%	\$38,561
3240 - SHORT RANGE TRANSIT PLANNING	\$41,131	\$2,139	\$8,144	24%	\$51,414
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$7,577	\$394	\$1,500	5%	\$9,471
3260 - TRANSPORTATION ADMINISTRATION	\$61,508	\$3,198	\$12,179	37%	\$76,885
TOTALS	\$168,000	\$8,736	\$33,264	100%	\$210,000

Numbers may not add correctly due to rounding. Rounding is to the nearest dollar.

Disclaimer: These allocation totals are only estimates. Final 2020 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

METROPOLITAN PLANNING FACTORS

The Federal Transportation Bill, Fixing America’s Surface Transportation (FAST) Act continues the planning factors from federal bills MAP-21 and SAFETEA-LU that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. This year’s UPWP is being developed considering the metropolitan planning factors from the FAST Act. The ten metropolitan planning factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase the safety aspects of the transportation system for its motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The following matrix illustrates the 2020 MPO work elements and the metropolitan planning factors to be addressed in each project.

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2020 UPWP											
UPWP Category (From Page 3)	UPWP Elements	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
3220a	MAP-21/FAST Act Compliance	X	X	X	X	X	X	X	X	X	X
3220c	Public Participation Plan		X	X				X			
3220d	2016 LRTP Implement and 2021 Plan Preparation	X	X	X	X	X	X	X	X	X	X
3230b	Implement Bicycle and Pedestrian Plan	X	X	X	X	X	X	X	X	X	X
3230e	Performance Measures	X		X		X	X	X	X	X	X
3240b	Implement the 2018-2022 TDP	X	X	X	X	X	X	X	X	X	X
3240c	Elderly and Disabled Transportation			X	X	X	X	X	X		X
3240e	Human Services Transportation Needs Assessment			X	X	X	X	X	X		X
3250a	Transportation Improvement Program 2021-2024	X			X	X	X	X	X	X	X
3260a	2021 Unified Planning Work Program	X	X	X	X	X		X	X	X	X
3260b-f	Administration and Public Relations		X					X			

3220. LONG RANGE TRANSPORTATION PLANNING

Objective

Improve mobility and safety within the Wausau Metropolitan Area through systematic transportation planning of a multi modal Long Range Transportation Plan.

Previous Work

In 2016, the Long Range Transportation Plan for the Wausau Metropolitan Area was developed to specifically identify the areas of compliance with the previous and new Federal Highway Bills.

In September 2015, staff developed a Metropolitan Bicycle/Pedestrian Plan with monthly meetings of the Bicycle/Pedestrian Sub Committee and the hired consultant.

Methodology

WisDOT and their hired consultant have developed the transportation network model which simulates year 2010 conditions. The model inputs include roadway, land use, population, housing and employment data. Forecasts of 2050 population, housing and employment were developed and entered into the model. The existing land use will also be monitored by the local communities to create any modification to the model, if needed. This model will be used to identify the deficiencies in the transportation system as it relates to traffic capacity and not traffic operations. The information in the model helps identify the roadway segments that need attention by the communities and WisDOT.

Long Range Transportation Plan

The FAST Act regulations will continue to be used in the implementation of the Long Range Transportation Planning for the MPO. Work items in 2020 include working with citizens, local staff, WisDOT, and consultants that aid in the implementation of the Long Range Transportation Plan for the Wausau Metropolitan Area. The 2050 LRTP will maintain the 20 year planning horizon that will ensure eligible use of federal funding. The U.S. Department of Transportation recommends MPOs also include 2020 work program activities to (1) address the transition to performance based planning and programming; (2) coordinate planning efforts to ensure a regional approach, including among state DOTs, MPOs, and operators of public transportation; and (3) identify and address access to essential services. The following planning activities are incorporated into the work program:

- Compile and generate GIS data for this planning purpose,
- Update the MPO Land Use databases and maps,
- Create and utilize Performance Based Planning and Programming which relates to performance measures/indicators/targets to monitor and track transportation and land use impacts and planning assumptions that are related to the projects, policies, and recommendations in the Long Range Transportation Plan.
- Work on Regional Planning Coordination with WisDOT and the North Central Wisconsin Regional Planning Commission by involving the MPO on plans and programs that are being conducted to enhance the performance of the group.
- Continue to collaborate on activities to better provide for access to transportation that will entail Environmental Justice analysis and accessibility analysis for all users.
- Work through the 2016 LRTP on consultation with federal and state agencies on the environmental impacts.

The current Public Participation Plan for the MPO was approved in August 2014. Development of a new Plan will address all facets of the public involvement process as it relates to the information and documents prepared by the MPO. This plan will undertake the:

- Evaluation and criteria used for the effectiveness of existing involvement processes.
- Development of new and more efficient means to engage the public, specifically using technology, i.e., social media and website applications.
- Development and enhancement of the analytical capabilities for assessing impact distributions of transportation programs, policies and activities established in the transportation plan and the TIP.
- Assurance of FAST Act compliance.

WisDOT will consult with the MPO on safety issues on State Highways and the MPO will assist with, where possible, the implementation of the State's Strategic Highway Safety Plan.

As it relates to the Presidential Executive Order regarding environmental justice and Title VI issues, the MPO will use its Title VI, Non-discrimination program/Limited English Proficiency Plan to address the involvement and non-discrimination issues of the MPO with regards to minority and low-income populations and race, color, or national origin. The update to the plan is aimed at helping develop strategies for engaging these populations through public involvement as it relates to the accessibility to major destinations.

Transportation System Database

MPO staff work items include continued development and maintenance of a database on land use and the transportation system in the Wausau Metropolitan Area. As transportation data is collected, a major objective will be to maintain a format compatible with the County's GIS to allow the information to be conveniently accessed for a wide range of planning applications.

One of those applications and ways to disseminate this information is to use the Marathon County website. Staff created a unique transportation page to allow people to gain more access and information for this MPO. The website address is WausauMPO.org. Specific to the bicycling aspects of the MPO, another unique website was created, bicyclewausau.org, to engage the population interested in bicycling in the Wausau area.

Marathon County obtained high resolution digital orthophotography in the fall of 2015. In 2020, Marathon County will again have the entire county flown to obtain new digital orthophotography. That information provides the basis for updating the latest land cover mapping for the County and the MPO. The land cover will be used for any traffic forecast modeling being generated for the MPO and WisDOT.

The information from the area traffic model was used for the LRTP and may be used by the MPO and WisDOT to evaluate future projects and policies.

Statewide Planning Assistance

The MPO staff coordinates activities between the MPO and WisDOT regarding the development and implementation of state transportation plans and coordinates, to the extent possible, the Wausau Area Long Range Transportation Plan with the adopted statewide strategies. The MPO also works with FHWA and WisDOT to coordinate any efforts related to the federal Surface Transportation Block Grant Program (STBG) and National Highway System (NHS). The MPO will assist WisDOT when needed in the implementation of Wisconsin's statewide transportation plan, "Connections 2030", their statewide railroad plan, the State Freight Plan, and the State Highway Plan. This may also include work on the transit system needs, Intelligent Transportation System (ITS), local road needs, and state highway capacity needs.

Staff will continue to coordinate with WisDOT on the update and development of the functional classification system and the planning boundary for the metro area. By utilizing more current and accurate mapping of parcel data, the boundary will reflect a more useful area to plan within. The functional roadways within the area will need to be monitored for their correctness and inclusion in the planning boundary.

Product

The staff will continue the primarily work on studies that will become the basis for the MPO to create a number of new policies. These studies will look at congestion management with issues like Intelligent Transportation Systems (ITS), traffic signals and their related policies; safety issues with crash data of area hot spots; freight movements and related impacts; air quality, storm water and other environmental concerns; and the financial costs of the operation and maintenance of the policies that will be established.

Staff will continue the monitoring of projects identified in the LRTP throughout the year. These projects may have begun their implementation phase, whether it is a preliminary study, design or actual reconstruction or new construction. These projects will be assessed to determine whether they are proceeding as identified in the LRTP.

The MPO staff will help coordinate with the County and individual MPO communities on Comprehensive Planning. This will help maintain consistency in the data and information between the communities and the MPO. Any land use information and decisions made by the County and the individual communities will benefit the MPO when creating or utilizing land use information for the Long Range Transportation Plan and particularly in the traffic modeling process. This work will begin to prepare the MPO and its communities for the development of the 2021 Long Range Plan.

To enhance the ability to utilize this information and all other aspects of the MPO, Staff will begin the development of a new MPO website. This site will be independent of the Marathon County website but have all the appropriate links back to the County’s website. The new website will provide an ease of operation over the existing situation.

Time Schedule

April	2020 Orthophotography
All Year	2016 LRTP Implementation and 2021 Plan Preparation
All Year	MAP-21/FAST Act Compliance
All Year	ADA Compliance
All Year	Public Participation Plan with new website

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours	680
(Director-0, Manager-280, Planner-400, Admin. Coordin.-00, Admin.Manager-0)	
Direct Program Costs:	\$ 33,669

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$26,935
WisDOT	\$ 1,401
Local	<u>\$ 5,333</u>
TOTAL	<u>\$ 33,669</u>

3230. SHORT RANGE TRANSPORTATION PLANNING

Objective

Develop short range transportation plans which address immediate transportation needs in consultation with the MPO communities and WisDOT. These plans are developed in conjunction with, or as a result of, the recommendations of the Long Range Transportation Plan.

Previous Work

Short Range projects have been developed in response to the requests made by the MPO communities. Examples of previous projects include access control plans on Stewart Avenue and in the Town of Weston; traffic impact studies; river crossing feasibility for the Rib River; Cedar Creek Interchange analysis; traffic analysis and intersection turning movement studies, and assistance with preliminary design on road construction projects.

Methodology

This program consists of strategies to address short-range transportation concerns and issues as they arise. Strategies may include studies of traffic flow and operation improvements for arterials and collectors; development of plans to manage and control access to principal and minor arterials; development of plans to improve safety of motorists, bicyclists, and pedestrians; and traffic impact studies for proposed land use developments as requested by the MPO communities. In accordance with the multimodal emphasis of previous federal highway bills, all system management plans will include multimodal analysis. Intelligent Transportation System (ITS) strategies will be considered to possibly increase the efficiency of the area transportation system.

Product

MPO staff will continue the implementation of the LRTP. These implementation items will be working with the communities to develop the initial planning or review designs, or assist in public involvement of the projects identified in the LRTP.

MPO staff will utilize elements of the State Highway Safety Plan to inform and request that area communities look at standardizing safety issues regarding operations and maintenance in their community plan. MPO will assist WisDOT with the local needs and prioritizing projects to be identified in the State Highway Safety Plan. Staff will also provide assistance to communities on WisDOT Grant Applications when asked, like the STBG, TAP, and the new State Multimodal Local Supplement Funds.

MPO staff will continue to use ITS strategies in the Wausau area, specifically those associated with the Highway 51/29 corridor. The I39 ITS Corridor Strategic Deployment Plan will be used. Examples of strategies which may be investigated are message boards, continuous count loop detectors, and bridge de-icing equipment, as well as general operations issues like turning radii of corners and also the local freight network. With the influx of data from these technologies, the MPO will be able to utilize more current and realistic information for decision making.

MPO staff will undertake or assist on miscellaneous short range transportation studies requested by the MPO communities. In previous years they were: the Camp Phillip Centre, Maple Ridge Interchange development, I39 Interchange Access, as well as a Wisconsin River crossing in the City of Wausau, monitoring the Surface Transportation Block Grant (STBG) funded projects, TIP identified reconstruction projects, and STGB and TAP grant applications.

MPO staff will continue the implementation of the area-wide bicycle/pedestrian plan. The Bicycle/Pedestrian Sub-committee of the MPO oversees the implementation of the plan. Over the

past few years more time has been spent working with the Bicycle/Pedestrian Sub-committee and the biking community to warrant having more staff associated with it. The CPZ Transportation Planner will provide planning assistance by overseeing the committee work and participating in the Bicycle/Pedestrian Plan implementation.

Performance-Base Planning and Programming

The federal transportation bills MAP-21 and FAST Act require incorporation of Performance-Base Planning and Programming (PBPP) in the development of the Metropolitan Planning Organization (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)).

The Wausau Metropolitan Planning Organization has participated in performance-based planning and programming and will continue to advance the national performance measure goals (23 USC 150).

MPO staff will continue to create performance measures to monitor and track transportation and land use impacts and planning assumptions that are related to the projects, policies, and recommendations in the Long Range Transportation Plan. In 2020, the MPO will follow WisDOT guidance and set the performance measures based on the WisDOT performance targets when they are created.

Time Schedule

As Needed	State Highway Safety Plan involvement
All Year Long	Development of LRTP Identified projects
All Year Long	Short Range Studies
All Year Long	Bike and Pedestrian Committee Oversight
All Year Long	Performance Measures
All Year Long	TIP Project Monitoring

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours (Director-0, Manager-240, Planner-600, Admin. Coordin.-0, Admin.Manager-0)	840
Direct Program Costs:	\$ 38,561
<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 30,849
WisDOT	\$ 1,604
Local	\$ <u>8,144</u>
TOTAL	<u>\$ 38,561</u>

3240. TRANSIT PLANNING

Objective

Provide the Wausau Urbanized Area with reliable transit planning service; to enhance the efficiency of Metro Ride; and to comply with requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as described in the cooperative agreement between the City of Wausau (representing Metro Ride), Marathon County (through the Conservation, Planning, and Zoning Department representing the MPO) and WisDOT.

Previous Work

In 2006, WATS and the MPO contracted and conducted a Transit Development Program (TDP) for the Wausau Area. Service extensions to some surrounding communities were the focus of the recommendations of the study. In 2008, WATS renamed themselves Metro Ride, to be more of a metropolitan service and not just a Wausau service. In the next few area Transit Development Programs (TDP) for the Wausau Area, service extensions to some surrounding communities were the focus of the recommendations.

The 2012 TDP took an unanticipated turn during the development of the recommendations section when three of the four communities involved in the transit system withdrew from providing service in their communities. A total rewrite of the recommendations needed to be completed along with a large outreach effort to the communities and users groups in the area to determine how service will be provided to those now not being served, especially the paratransit and transit dependent customers. Service to the three communities was restored in 2013 on a limited basis and in 2014 the communities again withdrew from providing service in each of their communities leaving only the City of Wausau with transit service.

Work will continue in 2020 on educating residents and businesses of the value and need for public transit and paratransit in their communities. The 2018 TDP focuses on reestablishing the relationships with Wausau's surrounding communities and their willingness to provide transit service in their communities. The development of the TDP used public opinion surveys to develop strategies for moving forward with the expansion of the service area as well as provide a general sense of how the metro area communities view transit in the area.

In 2020, the MPO will again work with the NCWRPC to conduct a Needs Assessment for the Elderly and Disabled for Marathon County and the Wausau MPO. Projects like this will continue to take place as part of the Regional Models of Cooperation and Ladders of Opportunity concepts from MAP-21.

Product

MPO staff will continue to work with the Transit Commission and Metro Ride staff in reviewing and improving the system efficiency by attending the monthly Transit Commission meetings and performing any needed analysis of the system by means of surveys and special studies. These items will be used to enhance the safety and security of the transit ridership in the Wausau metro area. Additional staff time will be spent working with the Transit Commission and the local communities on ways to solidify the involvement by the communities and to look for ways to make the transit system more viable in areas not currently served.

MPO staff will work with Metro Ride staff to implement the 2018 Transit Development Programs (TDP). As part of that work, the MPO staff will work with the MPO's recently created Citizen's Transit Advisory Committee (CTAC). The Purpose of the committee is to educate and formulate

policy questions for the Planning Commission relating to creating and implementing a MPO region wide transit system.

Staff will work with MPO member communities to reestablish the relationships they had when a broader transit system was in place. The relationships between the MPO, Metro Ride Transit, and the WisDOT are explained in the Cooperative Agreement for Continuing Transportation Planning. Staff, with Metro Ride, NCHC and the NCWRPC will work on creating a new Coordinated Public Transit Human Service Transportation Plan for 2020.

The signed documents by all parties and can be found on the Marathon County and the MPO websites.

Time Schedule

Monthly	Commission Meetings
Monthly	CTAC Meetings
All year	TDP Implementation Assistance
All Year	Elderly and Disabled Transportation Program Implementation
All Year	Coordinated Public Transit Human Services Transportation Plan

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours	1120
(Director-0, Manager-320, Planner-800, Admin. Coordin.-0, Admin.Manager-0)	
Direct Program Costs:	\$ 51,414
<u>Sources of Funds</u>	<u>Amount</u>
FHWA - Transit	\$ 41,131
WisDOT	\$ 2,139
Local	<u>\$ 8,144</u>
TOTAL	<u>\$ 51,414</u>

3250. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective

Develop a Transportation Improvement Program necessary to program 2021-2024 multi modal transportation improvements within the Wausau Metropolitan Area.

Previous Work

Transportation Improvement Programs have been developed annually since the formation of the Wausau MPO in 1983. The TIP includes federally-funded pedestrian, bicycle, transit, and street/highway projects located within the Wausau Metropolitan Area. Annual/biennial elements have been prepared as a component of the TIP to enumerate transportation improvement projects and transit operating and capital needs. The annual TIP contains a section on privatization efforts made by Metro Ride and MPO staff. In 2007, a policy was created that contains eligibility and prioritization criteria which are used in funding the candidate projects. The Technical Advisory Committee modified the selection criteria for selecting projects in 2019.

Methodology

Anticipated transportation projects are requested from the MPO communities. Candidate projects for federal funding are screened and prioritized according to the TIP prioritization criteria. The MPO reviews the list and the final selection of Surface Transportation block Grant (STBG) projects is determined. In 2019, the MPO TAC revised the TIP prioritization criteria and made modifications needed to make the best informed decisions when prioritizing projects for funding. The draft TIP is distributed to the Planning Commission, public and private transportation providers in the area, other interested parties, and the general public. A public informational meeting is conducted on the draft TIP in conformance with the Public Participation Plan for the TIP. The final TIP is developed to identify the projects in the Metropolitan Area which utilize federal highway and federal transit funds, and is sent to WisDOT and the appropriate federal agencies. Public participation requirements under MAP-21/FAST Act will result in greater efforts by MPO staff in the public relations category.

Product

A 2021-2024 Transportation Improvements Program is to be developed identifying highway and transit projects utilizing federal highway and federal transit funds in the Wausau Metropolitan Area.

Time Schedule

June - August	Project Identification
September	Draft 2021-2024 TIP Document
October	Final 2021-2024 TIP Document
November	Approved TIP submitted to WisDOT

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours	160
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(Director-0, Manager-120, Planner-40, Admin. Coordin.-0, Admin.Manager-0)

Direct Program Costs:	\$ 9,471
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<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 7,577
WisDOT	\$ 394
<u>Local</u>	<u>\$ 1,500</u>

TOTAL	<u>\$ 9,471</u>
--------------	------------------------

3260. TRANSPORTATION ADMINISTRATION AND PUBLIC RELATIONS

Objective

Prepare a year 2021 Unified Planning Work Program (UPWP); prepare procedures necessary to carry out the transportation planning activities set forth in the 2021 work program; provide continuous educational opportunities for the MPO staff through attendance at WisDOT, FHWA and FTA sponsored or approved training courses and seminars; provide for technical and industry related publications; provide for public information, public relations and program audits; increase interactions and enhance communications between the public and MPO staff; and cooperate with WisDOT's statewide planning efforts.

Previous Work

MPO staff has coordinated meetings of the Marathon County Metropolitan Planning Commission, prepared the annual UPWP, and attended transportation related meetings, seminars, workshops, and conferences. Information on area-wide transportation developments and issues has been provided to the public on a regular basis. MPO quarterly progress and annual program reports have been submitted to WisDOT. MPO staff has conducted various planning exercises in response to the metropolitan planning requirements from ISTEA, TEA-21, SAFETEA-LU, MAP-21 and now the FAST Act.

Methodology

MPO staff solicits the opinions of the MPO communities on the types of transportation planning activities which should take place in the Wausau Metropolitan Area. A UPWP for 2021 will be developed in response to federal planning requirements and the transportation needs of the MPO communities through the 2016 Long Range Transportation Plan. Staff attends transportation seminars and conferences promoted, sponsored or recommended by WisDOT, FHWA and FTA for the development and maintenance of continuing, comprehensive transportation planning programs. MPO staff cooperates with WisDOT projects and programs. MPO staff serves as a public source of information on transportation plans and issues including statistical data gathered for various transportation projects.

Product and Meetings

MPO staff will prepare a UPWP for 2021, as well as periodic financial and activity reports. The mid-year review meeting with FHWA and WisDOT regarding the UPWP will be held in May/June 2020 with the annual review meeting to be scheduled in October 2020. The Wisconsin MPO directors will also be having scheduled meetings on January 28, April 28, July 28, and October 27, 2020 to discuss planning policy, financial and technical issues and concerns.

Public awareness of transportation issues and MPO activities will be promoted through the development of a new *Wausau, Wisconsin Area Public Participation Plan for its Transportation Plans and Programs*. A number of activities are described in the plan to disseminate information to the public and gain their input. A few of these are public meetings, news media coverage of events, news releases, and presentations to various groups, committees, and organizations as well as being presented on the MPO and Marathon County websites. All of these concepts will be evaluated for their effectiveness and new approaches will be analyzed.

To enhance the ability to utilize this information and all other aspects of the MPO, Staff will begin the development of a new MPO website. This site will be independent of the Marathon County website but have all the appropriate links back to the County's website. The new website will provide an ease of operation over the existing situation.

Staff will work with WisDOT to implement the Title VI Plan for the metro area based on the MAP-21/FAST Act requirements. Time spent on education and training which applies to several categories is charged to this category. Support staff functions are allotted to this category, including recording and preparation of meeting minutes and the maintenance of financial records.

In 2020, the MPO will continue with the meeting schedule policy for the Planning Commission. The meetings will be held every second Tuesday of the month at 2:00 pm at 212 River Drive, Wausau, WI. In 2020, these dates will be January 14, February 11, March 10, April 14, May 12, June 9, July 14, August 11, September 8, October 13, November 10, and December 8. The MPO Technical Advisory Committee will meet, as needed, and the dates and times will be arranged by staff.

Time Schedule

All Year	Website Development
July	Departmental Budget
September	Draft UPWP Document
November	Approved UPWP submitted to WisDOT
Quarterly	Submit reports and invoices
Quarterly	MPO Director's Meetings
Monthly	County Highway Committee Meetings
Monthly	MPO Meetings

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours 1,408
(Director-48, Manager-600, Admin. Coordin.-416,
Planner-240, Admin. Manager-104)

Direct Program Cost: \$ 76,885

Sources of Funds Amount

FHWA \$ 61,508

WisDOT \$ 3,198

Local \$ 12,179

TOTAL **\$ 76,885**

TABLE I
2020 PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$26,935	\$1,401	\$5,333	16%	\$33,669
3230 - SHORT RANGE PLANNING	\$30,849	\$1,604	\$6,108	18%	\$38,561
3240 - SHORT RANGE TRANSIT PLANNING	\$41,131	\$2,139	\$8,144	24%	\$51,414
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$7,577	\$394	\$1,500	5%	\$9,471
3260 - TRANSPORTATION ADMINISTRATION	\$61,508	\$3,198	\$12,179	37%	\$76,885
TOTALS	\$168,000	\$8,736	\$33,264	100%	\$210,000

Numbers may not add correctly due to rounding.

Disclaimer: These allocation totals are only estimates. Final 2020 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

TABLE II
2020 OBJECT CLASS BUDGET

OBJECT	FHWA PL - FUNDS	STATE MATCH	LOCAL MATCH	TOTAL
	80%	4.16%	15.84%	
SALARIES*	\$143,365	\$7,455	\$28,386	\$179,206
PRINTING	\$3,200	\$166	\$634	\$4,000
MILEAGE	\$800	\$42	\$158	\$1,000
TRAVEL	\$11,515	\$599	\$2,280	\$14,394
OFFICE	\$9,120	\$474	\$1,806	\$14,400
TOTAL	\$168,000	\$8,736	\$33,264	\$210,000

Numbers may not add correctly due to rounding, rounding is to the nearest dollar.

* Salaries includes fringe benefits at a rate of 34% and do not include any indirect charges

Disclaimer: These allocation totals are only estimates. Final 2020 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

TABLE III
2020 COST SHARE DISTRIBUTION
WAUSAU METROPOLITAN PLANNING ORGANIZATION

MUNICIPALITY	PERCENT	AMOUNT
MARATHON COUNTY	50.00%	\$16,632.00
CITY OF WAUSAU	24.05%	\$7,999.98
VILLAGE OF WESTON	9.08%	\$3,020.37
TOWN OF RIB MOUNTAIN	3.92%	\$1,303.95
VILLAGE OF KRONENWETTER	3.80%	\$1,264.03
VILLAGE OF ROTHSCHILD	3.24%	\$1,077.75
CITY OF MOSINEE	2.45%	\$814.97
CITY OF SCHOFIELD	1.42%	\$472.35
VILLAGE OF MAINE	0.68%	\$226.20
TOWN OF WAUSAU	0.34%	\$113.09
TOWN OF STETTIN	0.34%	\$113.09
TOWN OF WESTON	0.34%	\$113.09
TOWN OF MOSINEE	0.34%	\$113.09
TOTAL	100.00%	\$33,263

Note: Percent is based upon the 2010 population for communities within the Wausau Metropolitan Area. Population figures are based on the April, 2010 counts from the Bureau of the Census and aggregated by the 2012 municipal boundaries and the 2012 Wausau Urbanized Area

Draft

APPENDIX A
RESOLUTION ADOPTING
2020
UNIFIED PLANNING WORK PROGRAM

APPENDIX A
MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # 11-19

**RESOLUTION ADOPTING THE
2020 UNIFIED PLANNING WORK 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 Conservation, Planning and Zoning Department has developed a one-year Unified Planning Work Program for the Wausau Metropolitan Area; and

WHEREAS, the Unified Planning Work Program identifies the transportation planning activities of the Metropolitan Planning Organization for a period of one year.

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area*, 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 *2020 Unified Planning Work Program for the Wausau Metropolitan Area*; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the MAP-21 (Pub. L. 112-141), FAST Act (Pub. L. 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in the US 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 CFR 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 recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 12th day of November 2019

John Robinson, Chairman

Rebecca Frisch, Commission Secretary
Director, Marathon County Conservation,
Planning and Zoning Department

APPENDIX B

2019 TITLE VI ACCOMPLISHMENTS

APPENDIX B

2019 TITLE VI ACCOMPLISHMENTS

The Wausau MPO strives to find innovative ways to engage the minority and low income populations and overcome any cultural differences that may preclude them from being involved in the transportation planning process in the Wausau area.

2019 Accomplishments

- ◆ Using the 2010 U.S. Census Bureau information and the Marathon County GIS, analysis was conducted on the location and proximity of low-income and minority populations to the projects listed in the Transportation Improvement Program (TIP). This analysis was conducted to verify if the planning process or individual projects had any adverse effects on the minority and low-income populations of the area. The areas referenced on the maps indicate the census blocks that have a minority and low-income population that is higher than the MPO average.

This analysis was also conducted using the Metro Ride routes to verify that the minority and low-income populations were able to reasonably access public transportation.

- ◆ MPO staff used the MPO Public Participation Plan to articulate the way information and ideas are gathered and disseminated to the general public, specifying the use of social media methods.
- ◆ MPO staff participated in over 175 public meetings and open houses pertaining to projects being conducted in the Wausau area. All of the meetings were held to get more people involved in the decision making process and inform them of the impacts of the projects.
- ◆ The MPO through its Bicycle/Pedestrian Committee continued to work on the implementation of the *Wausau MPO 2016 Bicycle and Pedestrian Plan*. The Plan identifies routes and areas to walk and bike that will give the minority and low income populations more options to get to their destinations throughout the metro area. MPO Staff continued to monitor the Bike Route/Signage System that was put in place in 2013 to identify the best routes to bike between communities representing more of an arterial bike route system.
- ◆ Staff continued to enhance the Wausau MPO webpage as part of the Marathon County website to disseminate information in a timely, visual, electronic format. The WausauMPO.org and bicycleausau.org websites are the main focus for information.

2020 Goals

- ◆ Continue to develop and articulate how the area will address issues pertaining to involvement of minority and low-income populations in the planning and project development process by expanding the outreach and involvement efforts.
- ◆ Prepare an updated Title VI Non-Discrimination Program/Limited English Proficiency Plan for the MPO area. The Plan should set forth the assurances that no person or group shall be excluded from participation in any and all programs or services administered by the MPO.

- ◆ Prepare an updated Public Participation Plan to engage with the public better, specifically using social media.
- ◆ Continue to enhance the internet websites and social media presence for the Wausau MPO to disseminate information in a timely, visual, electronic format.
- ◆ Begin using a written language assistance plan, which will include the availability of minority language publications.
- ◆ Conduct a new *2020 Coordinated Public Transit Human Services Transportation Needs Assessment for Marathon County*, address the accessibility needs for the elderly and disabled populations of the area.

Draft

APPENDIX C

**TITLE VI
NON-DISCRIMINATION PROGRAM/LIMITED
ENGLISH PROFICIENCY PLAN AND
AGREEMENT**

AND THE

**WisDOT, MPO, METRO RIDE
COOPERATIVE AGREEMENT**

AND THE

**PUBLIC PARTICIPATION PLAN
FOR ITS TRANSPORTATION PLANS
AND PROGRAMS**

APPENDIX C

TITLE VI
NON-DISCRIMINATION PROGRAM/
LIMITED ENGLISH PROFICIENCY PLAN

and the

TITLE VI NON-DISCRIMINATION AGREEMENT,

and the

WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT), METROPOLITAN
PLANNING ORGANIZATION (MPO), and METRORIDE
COOPERATIVE AGREEMENT

and the

PUBLIC PARTICIPATION PLAN
FOR ITS TRANSPORTATION PLANS AND PROGRAMS

These four documents describing how the MPO will conduct itself with regards to any Title IV, Non-Discrimination and Limited English Proficiency issues and how the entities will work together to provide Transit Planning functions is the Wausau Metro Area can be obtained by going to the Marathon County, WI webpage and accessing the transportation section under the County's Conservation, Planning and Zoning department. The Website is:

WausauMPO.org

or can also be found through

<http://www.co.marathon.wi.us/Departments/ConservationPlanningZoning/WausauMPO.aspx>

APPENDIX D
MEETINGS CALENDAR

2020 Calendar

January 2020						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February 2020						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

March 2020						
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April 2020						
S	M	T	W	T	F	S
			1	2	3	4
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May 2020						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June 2020						
S	M	T	W	T	F	S
	1	2	3	4	5	6
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July 2020						
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19	20	21	22	23	24	25
26	27	28	29	30	31	

August 2020						
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23	24	25	26	27	28	29
30	31					

September 2020						
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27	28	29	30			

October 2020						
S	M	T	W	T	F	S
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11	12	13	14	15	16	17
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25	26	27	28	29	30	31

November 2020						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December 2020						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

PLANNING COMMISSION MEETING DATES	
JANUARY 14	JULY 14
FEBRUARY 11	AUGUST 11
MARCH 10	SEPTEMBER 8
APRIL 14	OCTOBER 13
MAY 12	NOVEMBER 10
JUNE 9	DECEMBER 8

MPO DIRECTORS MEETING DATES
JANURAY 28
APRIL 28
JULY 28
OCTOBER 27

APPENDIX E
MPO
UNIFIED PLANNING WORK PROGRAM
CHECKLIST

APPENDIX E
MPO UPWP CHECKLIST

<u>Item</u>	<u>Page #</u>
Name of MPO agency and area represented.....	Cover
Fiscal Year of UPWP	
Agencies logos	
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Cooperative Agreement – signed	Appendix C
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Meetings Calendar.....	Appendix D
MPO UPWP Checklist	Appendix E

Wausau MPO Submitted STP Projects 2019	
<u>Municipality</u>	<u>Project</u>
Village of Weston	Birch Street
Village of Rothschild	Military Ave
Marathon County	Cty Hwy N
Town of Weston	Ross Ave
City of Wausau	Stewart Av
Rib Mountain	Lilac Ave
Town of Wausau	Evergreen
City of Mosinee	Rangeline Rd
City of Mosinee	Main Street



Wisconsin Department of Transportation 2020-2021 Multimodal Local Supplement (MLS) Guidelines

September 23, 2019*

Purpose and Description

The Wisconsin 2019-21 budget provides \$75 million in one-time general purpose revenue funding (GPR) for multimodal transportation projects on the local system through the Multimodal Local Supplement (MLS). The MLS program mirrors aspects of the Local Roads Improvement Program (LRIP) but is not subject to the same restrictions and is available to an expanded range of project improvement types. The program pays up to 90% of total eligible costs with local governments providing a minimum of 10% cost share.

MLS funding is available for new projects statewide related to:

- Roads
- Bridges
- Transit vehicle purchase and facility projects
- Bicycle and pedestrian accommodations
- Railroads
- Harbors

Local and tribal governments are eligible for MLS funding. A six-year project completion, i.e., project sunset, is required for approved projects, similar to the completion timeframe for other Local Programs (e.g., Local Bridge, LRIP). Each approved project will be issued a State Municipal Agreement (SMA) prior to project commencement.

The MLS program is focused on local project delivery. Local units of government can apply for design and construction or construction only; design only funding is not eligible through this program. Projects on the National Highway System (NHS) or complex projects with a federal interest may require departmental oversight to assist with environmental documents. Additional departmental oversight is available upon local sponsor request. A local project sponsor may contract with a county for administrative oversight. Local staff resource time is not eligible for funding through this program.

MLS projects can be locally let, must be advertised for bid for a minimum of 15 days, and contracts awarded to the lowest responsible bid. Low bid procurement of asphaltic hot-mix only is eligible for funding as part of an eligible MLS project, but project total costs must meet the MLS minimum threshold for funding consideration.

Funding and Project Selection

MLS funding is split between the following local government types:

Allocation	County	City/Village	Town	Total
Multimodal Local Supplement (MLS)	\$26,669,333	\$19,039,500	\$29,291,167	\$75,000,000
After Kaukauna Bridge Set Aside¹	\$26,082,667	\$18,452,832	\$28,704,501	\$73,240,000

MLS is a reimbursement program, allowing for partial reimbursement as the local sponsor incurs costs throughout the project. Local sponsors are responsible for any project cost overage beyond the award amount.

¹ Consistent with biennial budgetary discussions, \$1.76M of MLS funding is reserved for the Kaukauna Veterans Memorial Lift Bridge (\$2.2M project cost reimbursed with 80% state funding). This reserved amount is split between the three funding categories (\$586,666 from each category).

The project selection process is competitive, with an emphasis on measurable economic benefits, and involves stakeholder input. Equitable geographic distribution² is a consideration in the formation of project selection committees and for the final project selections. The following table illustrates the MLS committee structure:

MLS Committee Structure ³		
Counties*	Towns	Cities/Villages
Statewide committee comprised of 8 County Highway Commissioners, one from each of the 8 established WCHA districts, as well as 4 county-level executive officials from across the state.	Statewide committee comprised of up to 12 town officials, 2 from each WTA district. The committee will also include industry representatives from timber, dairy and agriculture.	Statewide committee comprised of up to 12 city/village local officials.

If a tribal government application is received for the MLS program, a tribal government representative will be appointed by the WisDOT Secretary's office to sit on the committee that reviews the application.

MLS application materials are posted to the WisDOT website: <https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/default.aspx>. MLS project applications are submitted to WisDOT DTIM using the e-mail address provided in the application instructions: DOTLocalPrograms@dot.wi.gov.

The MLS project application deadline is **5:00 pm on Friday, December 6, 2019**. Submitting applications prior to the deadline allows WisDOT additional time to review applications and communicate with local sponsors regarding outstanding questions. Late applications will not be accepted.

MLS has a minimum project total cost of \$250,000 for counties, cities and villages and a minimum project total cost of \$50,000 for towns. The maximum MLS project award amount is \$3,500,000.

The committees will use a scoring rubric as follows:

A. Project Type Scoring Evaluation – All Projects Scores Under One Criteria		
Project Type	Score	Evaluation Criteria
Road/Bridge	0-25	Safety, serviceability, project type, e.g., reconstruction, traffic
Transit	0-25	Increases ridership, asset management
Railroad	0-25	Asset management, increase capacity, safety
Bicycle Pedestrian	0-25	Safety, modal shift, accessibility
Harbor	0-25	Increases capacity, infrastructure improvements
Multiple [^]	0-25	Equalized score based on multiple project types
B. Universal Evaluation - All Projects Scored Under Each Criteria		
Category	Score	Evaluation Criteria
Economic Impact	0-10	Transportation importance to community
Connectivity	0-5	Connections to or accommodations for other modes
Cost Effectiveness	0-5	Viability of proposed solution compared to other treatment alternatives
Other	0-5	Additional considerations, such as regional significance
Total Score = Project Type Score (A) + Universal Evaluation Score (B)		

[^]Projects with more than one mode are limited to a total of 25 points.

² Each committee will be comprised of local officials from geographic areas that ensure statewide representation. Final project award selections from each committee will represent a distribution of funding to urban and rural areas across the state.

³ MLS Committee members are recommended by the Wisconsin County Highway Association (WCHA) and Wisconsin Counties Association (WCA); Wisconsin Towns Association (WTA); and League of Wisconsin Municipalities (LWM), respectively, and are approved by the WisDOT Secretary. WisDOT staff or other designees may serve on each committee.

Final project selections are forwarded by the statewide MLS committees to the WisDOT Secretary for final award. Project awards will be announced in early 2020.

Local Sponsor Eligibility

All project applications must be submitted by an eligible sponsor. Local units of government with the taxing authority to guarantee the availability of local match funds are eligible project sponsors.

Wisconsin's eleven federally recognized tribal governments are eligible to apply for project funding. Tribal governments may apply to any MLS category. If a tribal government application is related to a specific county or municipal facility, the application will be forwarded to that selection committee.

If a project is sponsored on behalf of a private organization, the public sponsor retains responsibility for the project. However, the public sponsor will enter into a legal agreement with the private organization to ensure that the private party complies with all applicable requirements of the program.

Project Eligibility

Project funding is available for new projects. MLS funding cannot be added to existing WisDOT state or federally funded projects. MLS project applications are not subject to the eligibility rules of other WisDOT local improvement programs.

- Project funding is available for road and bridge replacement, reconstruction, rehabilitation or widening. Construction of new roads or bridges are eligible for funding. Equipment purchases are not eligible for funding through this program. Connecting highways are not eligible. Road or bridge projects located on the National Highway System (NHS) or complex projects may require departmental oversight.
- Project funding is available for transit vehicle purchase, transit equipment and transit facility construction projects. Operations costs are not eligible for funding through this program.
- Project funding is available for bicycle and pedestrian on-road and off-road trail facilities, rails to trails and historic transportation facilities. Outdoor advertising and vegetation management practices are not eligible through this program.
- Project funding is available for rail line rehabilitation, passenger rail and intermodal freight facilities. Railcar acquisitions are not eligible for funding through this program.
- Project funding is available for harbor dredging, port infrastructure expansion and repair of dock walls. Operations costs are not eligible for funding through this program.

Real Estate and Utilities

Real estate project costs under \$100,000 must be entirely locally funded. Local project sponsors should be aware of federal Uniform Act guidelines when purchasing real estate for an MLS project. Utility costs related to relocation, removal or new utilities are ineligible for funding through this program.

Historical, Natural and Archeological Resources

All state and federal environmental regulations need to be coordinated through the appropriate regulatory agency. The acquisition of Department of Natural Resources (DNR) and Wisconsin Historical Society (WHS) permits are the responsibility of the project sponsor.

Post-Approval Process

Sponsors are responsible for all project costs incurred prior to notification that project authorization has occurred. Sponsors must not begin work on any phase of the project for which they will seek reimbursement until receipt of notification from WisDOT that this work can begin to incur costs.

Project Changes

Sponsors must contact WisDOT if a project cannot be implemented as outlined in an original application. MLS funding is both limited and competitive, and initial award levels cannot be increased.

Project Completion/Reimbursement

Project reimbursement documents may be submitted to WisDOT before completion of the project for partial project reimbursement. MLS reimbursement request forms will be provided with the signed SMA and the authorization to incur costs form. Expenditures incurred prior to authorization are not eligible for reimbursement. Project reimbursement documents may also be submitted to WisDOT at time of project completion for one-time reimbursement. Total project reimbursement amounts cannot exceed initial program award amounts.

Project reimbursements will be issued to the primary sponsor. The following required documentation must be submitted to WisDOT upon request of reimbursement:

- A copy of the advertisement to bid – ideally an Affidavit of Publication – identifying the text of the ad, the name of the publication in which it was placed and the dates it was advertised. MLS projects can be locally let, but must be advertised for bid for a minimum of 15 days.
- Lowest responsible bid award and rejection notices or dated board minutes, including action taken.
- An Exception to Standards, if applicable to the project.
- Documentation to confirm contractor(s) payment.

Records Retention

Documentation for each project must be kept for 12 years from date of project completion. WisDOT expects MLS sponsors to keep accurate records and reports, such as payroll documents and material specifications pertaining to construction activities, in the event of an audit. When WisDOT performs project reviews, the sponsor is required to supply copies of all project documentation.

WisDOT Statewide Program Contacts for Multimodal Local Supplement

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MLS Informational Webinars:

- **Monday, September 30, 2019: 9:00 am to 10:30 am**
- **Wednesday, October 2, 2019: 1:00 pm to 2:30 pm**
- **Thursday, October 10, 2019: 2:00 pm to 3:30 pm**

MLS informational webinars are optional, and each contains similar information. We recommend potential sponsors sign up for one webinar. If you are interested in participating in a MLS informational webinar, please select one of the dates and send an e-mail to the following WisDOT email address:

DOTLocalPrograms@dot.wi.gov. Specific webinar links will be sent to you prior to the date(s).