

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
AGENDA**

**FEBRUARY 8, 2022
2:00 P.M.**

**LARGE CONFERENCE ROOM
210 RIVER DR., WAUSAU, WI**

Members: John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Katie Rosenberg, Tim Buttke, Matt Lee Baer, Milton Olson, Chris Voll, Mark Maloney, Brent Jacobson, Kregg Hoehn, Ken Wickham

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Marathon County encourages Metropolitan Planning Commission members and the public to attend this meeting remotely. To this end, instead of attendance in person, Metropolitan Planning Commission members and the public may attend this meeting by **telephone conference**. If Metropolitan Planning Commission members or members of the public cannot attend remotely, Marathon County requests that appropriate safety measures, including adequate social distancing, be utilized by all in-person attendees.

Persons wishing to attend the meeting by phone may call into the telephone conference beginning **five (5) minutes prior to the start time indicated above using the following number:**

**PHONE NUMBER: 1-408-418-9388
ACCESS CODE: 965 620 244**

Please Note: If you are prompted to provide an “Attendee Identification Number” enter the # sign. No other number is required to participate in the telephone conference.

When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!

AGENDA ITEMS:

1. CALL TO ORDER
2. PUBLIC COMMENT
3. APPROVE MINUTES OF THE JANUARY 11, 2022, MEETING

POLICY DISCUSSION AND POSSIBLE ACTION:

4. PUBLIC TRANSIT AGENCY SAFETY PLAN (PTASP) PERFORMANCE MEASURES
5. CY2021 ANNUAL OBLIGATED PROJECTS - FEDERAL HIGHWAY ADMINISTRATION
6. SURFACE TRANSPORTATION PROGRAM (STP-URBAN) JANUARY SOLICITATION
7. MUNICIPAL WATER SYSTEM PLANNING & OPPORTUNITIES FOR COOPERATION
8. NEXT MEETING DATE – MARCH 8, 2022
9. 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 one business day before the meeting.

SIGNED _____
PRESIDING OFFICER OR DESIGNEE



EMAILED TO: Courthouse, Daily Herald, TPP Printing, City Pages
Midwest Radio Group, Marshfield News

EMAILED BY: BI
EMAIL DATE/TIME: 02/01/2022 12:30pm
RE-EMAIL:

NOTICE POSTED AT COURTHOUSE:
By: _____
Date: _____



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Minutes
January 11, 2021

Meeting Attendance: John Robinson – Chair, George Peterson – Vice-Chair, Katie Rosenberg, Richard Downey (for Voll), Jeff Gates (for Jacobson), Tim Buttke, Gaylene Rhoden (for Opall), Keith Rusch (for Hoenisch), Brad Sippel, Greg Seubert, Keith Donner (for Maloney), Randy Fifrick, Mark Thuot (for Hoehn), Andrew Lynch, Brenda Iczkowski, Mike Wendt, Dave Meurett (for Wickham), Jordan Kelbley, Mitch Batuzich, Dave Mack, Dick Austin, Guy Fredel, William Harris, Donna Krause, Amy Litzer

1. Call to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chair Robinson at 2:00 p.m. at 210 River Drive, Wausau and virtually via WebEx.

2. Public Comment – NONE.

3. Approve Minutes December 14, 2021 meeting

Action: MOTION / SECOND BY ROSENBERG / RUSCH TO APPROVE THE DECEMBER 14, 2021 MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. Long Range Transportation Plan 2050 Approval

Discussion: Mack shared the public informational hearing that was held in December had no one in attendance. At the December commission meeting the draft Long Range Transportation Plan was presented for review. The City of Mosinee commented on the level of service needs on page 55 to include in Level D, STH 153, City of Mosinee, 4th Street to Wisconsin River Bridge and in Level E, STH 153, City of Mosinee, Wisconsin River Bridge. Mack briefly overviewed the process of the Long Range Transportation Plan. Today's meeting packet included the final document and a listing of the changes that were done.

Action: MOTION / SECOND BY BUTTKE / DOWNEY TO APPROVE RESOLUTION #1-22 ADOPTING THE LONG RANGE TRANSPORTATION PLAN 2050 AS AMENDED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: STAFF WILL FORWARD DOCUMENT TO THE APPROPRIATE AGENCIES.

5. Transit Development Plan Update (RLS & Assoc)

Discussion: Mack introduced Laura Brown with RLS and Associates. Brown presented an updated PowerPoint overviewing the Transit Development Plan. The goals are to evaluate the service effectiveness, understand the community transportation, and strategically design transit service improvements. The Passenger survey that was conducted in October had 253 responses and a Technical Memo will follow once complete. The Memo will be based from the information that was shared at today's meeting. Currently, RLS & Assoc. are working on a public survey to be released to the public soon. Brown shared the next steps in the process and the dates with the final to be completed by August.

Action: NONE AT THIS TIME.

Follow Through: FOR INFORMATIONAL PURPOSES ONLY.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

January 11, 2022

6. Next Meeting Date: February 8, 2022, at 2 PM, in the Large Conference Room at 210 River Drive, Wausau, WI and Webex.
7. Adjourn
Action: There being no further business to come before the members, **MOTION / SECOND BY ROSENBERG / DOWNEY TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:23 PM. MOTION CARRIES.**

Submitted by:
Dave Mack, MPO Director
Marathon County Conservation, Planning and Zoning
DM: BI

Metro Ride - Public Transportation Agency Safety Plan (PTASP)

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

In addition to greater safety oversight responsibilities, MAP-21’s grant of expanded regulatory authority puts FTA in a position to provide guidance to transit agencies that strengthens the use of safety data to support management decisions, improves the commitment of transit leadership to safety, and fosters a culture of safety that promotes awareness and responsiveness to safety risks. The framework to this approach is called a safety management system (SMS), which moves the transit industry towards a more holistic, performance-based approach to safety. The SMS framework has been adopted by FTA in its National Public Transportation Safety Plan (“national safety plan”).

The PTASP for Metro Ride supports and is consistent with an SMS approach to safety risk management. SMS is an integrated collection of policies, processes, and behaviors meant to ensure a formalized, proactive, and data-driven approach to safety risk management. The aim of an SMS is to increase the safety performance of transit systems by proactively identifying, assessing, and controlling safety risks. The approach is meant to be flexible and scalable, so that transit agencies of all types and sizes can efficiently meet the basic requirements of MAP-21. This PTASP addresses all applicable requirements and standards as set forth in the FTA’s Public Transportation Safety Program and the National Public Transportation Safety Plan.

Safety Performance Targets

Targets are based on review of the previous 5 years of Metro Rides safety performance data

Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 100k VM)	Injuries (total)	Injuries (per 100k VM)	Safety Events (total)	Safety Events (per 100k VM)	System Reliability (VM/Failure)
Fixed-Route Bus	394,690	0	0	0	0	27	6	17,416
Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 10k VM)	Injuries (total)	Injuries (per 10k VM)	Safety Events (total)	Safety Events (per 10k VM)	System Reliability (VM/Failure)
Paratransit	18,662	0	0	0	0	0	0.10	18,662

Safety Performance Target Coordination		
Metro Ride’s Accountable Executive will share the ASP, including safety performance targets, with the Wausau Metropolitan Planning Organization (MPO) each year, after formal adoption by the Transit Commission. Metro Ride’s Accountable Executive will also provide a copy of our formally adopted plan to the Wisconsin Department of Transportation (WisDOT). Metro Ride personnel will be available to coordinate with WisDOT and the MPO in the selection safety performance targets upon request.		
Targets Transmitted to the State of Wisconsin	State Entity Name	Date Targets Transmitted
	WisDOT, Bureau of Transit	January 20, 2022
Targets Transmitted to the Metropolitan Planning Organization (MPO)	Name of Metropolitan Planning Organization	Date Targets Transmitted
	Wausau MPO	January 20, 2022

Safety Management Policy

Safety Management Policy Statement

Safety is Metro Ride’s first priority. Metro Ride is committed to implementing, developing, and improving strategies, management systems, and processes to ensure that all our activities uphold the highest level of safety performance and meet required safety standards.

We will develop and embed a safety culture in all our activities – to recognize the importance and value of effective safety management and acknowledge at all times that safety is paramount.

We will clearly explain for all staff their accountabilities and responsibilities for the development and operation of our safety management system (SMS).

For passengers and employees, we will minimize the safety risk associated with transit service to as low as reasonably practicable and we will work to comply with and, wherever possible, exceed legislative and regulatory requirements and standards. We also will work to ensure that all employees are provided with adequate and appropriate safety information and training, are competent in safety matters, and are only allocated tasks commensurate with their skills.

We have established safety performance targets to help us measure the overall effectiveness of our processes and ensure we meet our safety objectives. We will issue quarterly reports to the entire organization documenting how well we met our safety performance targets and describing the safety risk mitigations we implemented to reduce safety risk.



Greg Seibert

Transit Director and Accountable Executive

OBLIGATED PROJECTS - FHWA

MPOs need to post a list of 2021 obligated projects within their planning area by March 31, 2022.

Annual listing of [obligated projects](#). 23 CFR § 450.334

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the [State](#), public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under [23 U.S.C. or 49 U.S.C. Chapter 53](#) were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with [§ 450.314\(a\)](#) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under [§ 450.326\(g\)\(1\) and \(4\)](#) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

[[81 FR 34135](#), May 27, 2016, as amended at [81 FR 93473](#), Dec. 20, 2016; [82 FR 56545](#), Nov. 29, 2017]

The tables contain the basic reference data for funding awards issued to direct funding recipients in Wisconsin in CY 2021.

The purpose of the annual listing is to increase public accountability and transparency in the TIP process at the local level. The key requisite of this publication is that each obligated project listed is relevant to the MPO's local area and connected back to the TIP. This includes the funding programs used and contains a clear and transparent description of the federally funded project and includes any other relevant local project selection and TIP information to the extent practicable. The MPO worked with Metro Ride, the communities, and the state, to obtain the data for their region and present it to the public in a clear and accessible way that delivers transparency in government spending and promotes public participation in the TIP process.

List of Obligated Federal Highway Funds, 2021
Identified in the 2022-2025 Transportaiton Improvement Program (TIP)

State of Wisconsin City of Mosinee	Resurface STH 153 C Mosinee, Western Avenue Pine Street to Wisconsin River Bridge 373-11-016	PE ROW CONST TOTAL	\$380,883 \$380,883 (NHPP)	\$95,221 \$95,221	\$13,660 \$13,660	\$489,764 \$489,764	6370-01-73
State of Wisconsin City of Mosinee	Pavement Replacement STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	PE ROW CONST TOTAL	\$1,647,333 \$1,647,333 (NHPP)	\$375,139 \$375,139	\$36,694 \$36,694	\$2,059,166 \$2,059,166	6370-01-75
City of Wausau	Safe Routes to Schools Plan 373-19-013	PE ROW CONST TOTAL	\$70,400 \$70,400 (TAP)		\$17,600 \$17,600	\$88,000 \$88,000	1009-46-37
City of Wausau	Resurface N. 6th Street Horseshoe Springs to Evergreen Road 373-19-016	PE ROW CONST TOTAL	\$321,704 \$321,704 (STBG)		\$340,942 \$340,942	\$662,646 \$662,646	6999-18-77
State of Wisconsin C. of Wausau	US 51 Bridge Polymer Overlays 373-20-024	PE ROW CONST TOTAL	\$838,143 \$838,143 (NHPP)	\$209,535 \$209,535		\$1,047,678 \$1,047,678	1170-01-65



Bipartisan Infrastructure Law (BIL) Update

Staff Report

On January 25th, during the MPO/RPC statewide quarterly Director's meeting, WisDOT discussed the funding and new policies related to the BIL (aka IJA aka Infrastructure Bill). Due to the size of the BIL and the need for passage of the Congressional appropriations bill, we still do not have all the answers. The following points are the most relevant to MPO communities immediate needs:

- FY22 Solicitation for projects will be released on January 31, 2022.
- FY23 Solicitation for projects will be released sometime in February 2022.
- Current timelines are still based on federal appropriations bill passing in April or May.
- TAP funding will change beginning with FY23. Apportionments will be given to all census defined areas.

More information is available on the included slides. Please keep in mind, the timeline presented is tentative and exact funding amounts are unknown. It is our goal to maximize the funding available to the Wausau Metro Area during this historic opportunity.

What is Pending for FFY 2022?

- Apportionment Details: as of January, WisDOT has not received specific apportionment amounts for each federal appropriation.
- Obligation Authority: apportionments provide the ability to spend federal funds – they are not actual federal funds. The federal obligation authority for FFY 2022 requires passage of an appropriations bill.
- Implementation Guidance: specific details on new or modified federal program requirements and project eligibility are still forthcoming.



Where Does This Leave Us?

- Current Continuing Resolution is in place until Feb. 18.
 - Provides 4 ½ months of FFY 2022 funding (obligation authority) at the FFY 2021 (FAST Act Extension) levels.
 - States have not received federal funding based on BIL levels for continuing programs, and new BIL formula and discretionary programs are not funded.
 - Timeline for funding is based on appropriations. Mid-March? Late May?
- Congress must pass a transportation appropriations bill to fund the BIL. If another CR is passed instead, the current situation will persist.



Local Roads Improvement Program (LRIP) - Supplemental

- 2019-2021 Biennial Budget: \$90M
 - Counties: \$32M
 - Towns: \$35.15M
 - Cities/Villages: \$22.85M
- 2021-2023 Biennial Budget: \$100M
 - Counties: \$35.56M
 - Towns: \$39.05M
 - Cities/Villages: \$25.39M



BIL Impacts: FFY22 Local Bridge & STP Funding Preliminary Estimates

- Local Bridge: \$42.9M → \$87.9M
 - Increase of 104% (\$45M)
- STP: \$72.2M → \$138.2M
 - Increase of 91% (\$66M)



BIL Impacts: Transportation Alternatives Program (TAP)

- Eligibility: New STBG eligible activities/Areas of emphasis
 - Electric vehicle charging and vehicle-to-grid infrastructure
 - Emerging intelligent transportation technologies
 - Cybersecurity
 - Intermodal connections
- Apportionments for all census defined population areas (Urban & Rural)
 - Final amounts dependent on final Federal funding tables, final approval of state appropriations, and future FHWA guidance

2022 BIL Action Plan Timeline

Late January 2022 Solicitation

- Obligate **FFY 2022** funding
- STP, Local Bridge – **New solicitation**
- TAP, CMAQ – **Use current projects/applications**
- Construction projects only
 - June 2022 PS&E → Sept 2022 lets
 - August 2022 PS&E → Nov 2022 lets

February 2022 Solicitation

- Focus on scheduling **FFY 2023 and forward**
- STP, Local Bridge, TAP, CMAQ – **New solicitation**
- Design and construction projects

Resourcing Needs

- Provide applicant assistance in concentrated and highly available manner
- DTSD Region Staff
 - LES application entry
- DTIM Central Office Staff
 - Webinar
 - Email Q&A responses
 - STP-Local program facilitation

Draft Concept

Simplified BIL January Application Forms

- Primary focus of January solicitation:
 - STP-Urban, STP-Rural, STP-Local
 - Local Bridge
- New STP-Local Program (~\$8M)
 - BIL enables a maximum of 15% of the funding allocated to census defined areas with populations of 50K and lower to be utilized on minor collectors and local roads

Draft Concept

**WisDOT FFY22 STP-Local Program Application
CONSTRUCTION ONLY**

**WisDOT FFY22 STP-Urban, STP-Rural and Local Bridge
Program Application
CONSTRUCTION ONLY**

NOTE: This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). An individual application is required for each new potential FFY22 STP-Urban, STP-Rural and Local Bridge program project. Please review the application instructions in link below:

[FFY22 STP-Urban Application Instructions](#)

Program:

Population Category for STP Projects:

Project Description

Project Sponsor: Facility Owner:

Project Location:

Municipality: County:

On Route:

At Route (Start): Offset: (tenths of a mile)

Toward Route (End):

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is **REQUIRED** (refer to the following link)
<http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>

For STP Projects Functional Classification:

NOTE: Roadway must be functionally classified as a Collector or higher to be eligible for funding.

For Local Bridge Projects Existing Bridge ID#:

For Local Bridge Projects Does the bridge project meet the criteria for Standardized Bridge Plans? Yes No
<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/lp-standardized-bridge-plan-pilot.aspx>

Late January 2022 Solicitation Rough Schedule

Goal: Fully utilize all BIL/IIJA FFY 2022 funding

(i.e., obligation by 9/30/2022)

- **Construction projects**
- **Keep it simple! – Minimal to no environmental, real estate, utilities, railroad**
- **Solicitation Opens: End of January**
- **Anticipated Application Deadline: April 1, 2022**
- **April/May: Project selection**
- **Plan, Specifications and Estimate (PS&E) Deadlines**
 - **June 1, 2022 for September 2022 letting**
 - **August 1, 2022 for November 2022 letting**



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Late January 2022 Solicitation Programs

- **Surface Transportation Program (STP) – 80/20 Funding Split Action Plan:**
 - Metropolitan Planning Organizations (MPOs) select STP-Urban projects
 - STP-Local (15% Flex), projects selected by special stakeholder committee
 - Eligibility determined by location and road classification
 - New STP-Tribal program funded from the 15% Flex
- **Local Bridge – Action Plan:**
 - Working to focus on critical needs across Wisconsin
 - Additional time to obligate funding – 4 years (9/30/25 for FFY-2022 funds)
- **Transportation Alternatives Program (TAP) – 80/20 Action Plan:**
 - Complete review of 2022-2026 Program Cycle applications
 - 2022-26 TAP Program Cycle application Deadline: 1/28/2022
- **Congestion Mitigation and Air Quality (CMAQ) Program Action Plan**
 - Accelerate 2022-2026 CMAQ Program Cycle and scheduled TSTs

Late January 2022 Solicitation Project Types

- Focus on simple projects than can be expedited through the letting process
- Surface Transportation Program

Examples:

- Preservation -mill & overlay
- Resurface
- Pavement Replacement
- Bridge Rehabilitation– deck repairs
- Bridge Replacement – replace deck, girders, or abutments.

- **Multimodal Projects**

- Follow Transportation Alternatives Program Guidelines for applicability to bike/ped facilities, etc...
- CMAQ; eligibility in air quality areas

- Design isn't the Endpoint**
- Follow Facilities Development Manual, Chapter 15
 - Develop Plans, Specifications and Estimates Package
 - Load into AASHTOware

February 2022 Solicitation

Goal: Schedule projects for FFY 2023 and forward

- Design and Construction projects
- Anticipated Application Deadline: June 1, 2022
- **STP/Local Bridge Action plan (similar to January solicitation parameters):**
 - Metropolitan Planning Organizations (MPOs) select STP-Urban projects
 - STP-Local (15% Flex)
 - STP-Tribal
- **Transportation Alternatives Program (TAP) Action Plan:**
 - Solicit for additional projects
- **Congestion Mitigation and Air Quality (CMAQ) Program Action Plan:**
 - Solicit for additional projects



Draft Concept



STP-Rural/Urban and Local Bridge Application

READ THIS PAGE CAREFULLY BEFORE

BEGINNING TO FILL OUT APPLICATION

The Bipartisan Infrastructure Law (BIL) is expected to provide significant increases in federal transportation funding for the next five years, beginning with Federal Fiscal Year 2022 (FFY22). Time is of the essence in planning for the use of FFY22 federal funding. The Federal Highway Administration (FHWA) requires FFY22 funding to be obligated by September 30th, 2022. As such, to use the FFY22 funding, WisDOT is now soliciting for local program construction projects only; funding for design will not be considered in this solicitation to use FFY22 federal funding. If a construction project is selected to use FFY22 funding, locals must submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet federal obligation deadlines.

Local agencies should apply between January 31, 2022 and April 1, 2022 for FFY22 CONSTRUCTION projects ONLY if there is a high probability that the project can be designed to WisDOT standards, with the environmental document, Design Study Report and all other required documentation being complete to allow for an August 1, 2022 PS&E at the latest. If this August 1, 2022 PS&E cannot be met, there will be future opportunities for local agencies to apply for BIL dollars when there is not a compressed timeline. A subsequent solicitation will be made available in February 2022. This solicitation will consider construction and/or design and construction applications.

The following is a screening checklist that should give a strong indication if your proposed project could meet these tight deadlines. If you cannot answer YES to the following questions, PLEASE DO NOT APPLY FOR FFY22 FUNDS:

- After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of 8/01/2022 with little to no concerns or issues. Yes No
- There are no outstanding real estate issues within the project area. Yes No
- There are no remaining utility issues which will impact the project area. Yes No
- (For Bridge Projects) Is the bridge on the current WisDOT Eligible Bridge List?
 Yes No Bridge ID #
- (For Bridge Projects) A recent inspection has been conducted. Yes No
- (For Roadway Projects) Is the roadway *functionally classified* as a Rural/Urban Collector or higher? Yes No

Refer to the following links to the approved functional classification maps:

<http://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>

Please contact WisDOT if you are uncertain about the answers to any of the 6 questions listed above.



The STP-Urban/STP-Rural/Local Bridge application materials for the FY 2022 funds that the state will be receiving through federal Bipartisan Infrastructure Law have been posted on the WisDOT web site.

The following provides a link to the page containing the information on the application materials:

[Wisconsin Department of Transportation Bipartisan Infrastructure Law \(BIL\) - FFY22 Local Programs Solicitation \(wisconsin.gov\)](https://www.wisconsin.gov/dot/bipartisan-infrastructure-law/bil-ffy22-local-programs-solicitation).