



WAUSAU METROPOLITAN  
PLANNING ORGANIZATION

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# TRANSPORTATION IMPROVEMENT PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2022 - 2025

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MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

November 2021



U.S. Department of Transportation  
**Federal Highway Administration**



U.S. Department of Transportation  
**Federal Transit Administration**



**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)  
TRANSPORTATION IMPROVEMENT PROGRAM 2022-2025**

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## INTRODUCTION

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

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

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

The federal highway bill, 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 Metropolitan Transportation Plan,
- b) The TIP reflects investment priorities established in the plan,
- c) Once implemented, the TIP is designed to make progress toward achieving identified performance targets.

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

1. 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.

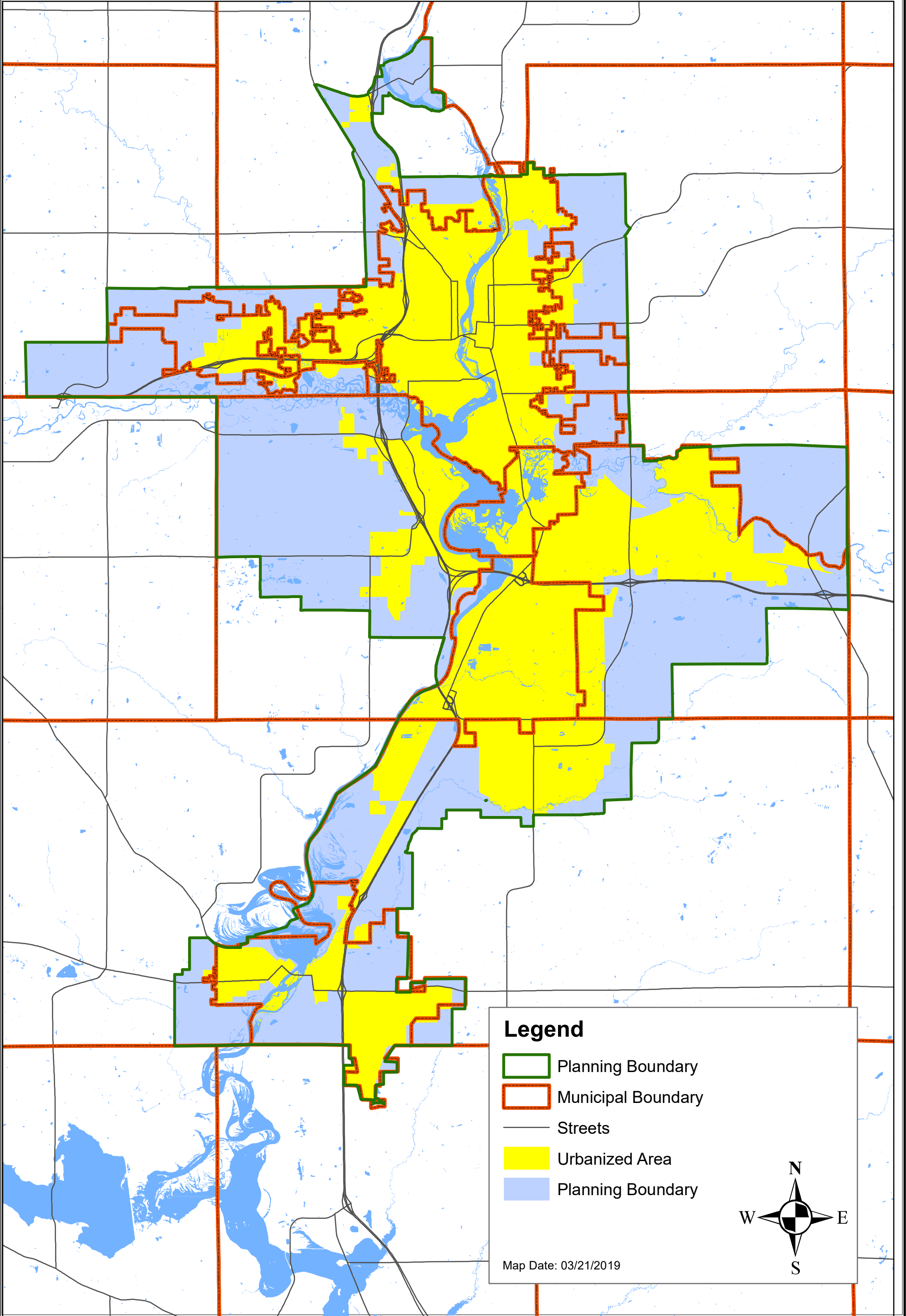
The TIP must be developed by the MPO in cooperation with the State, affected transit operators and local communities. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. The new Surface Transportation Block Grant Program (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](http://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.








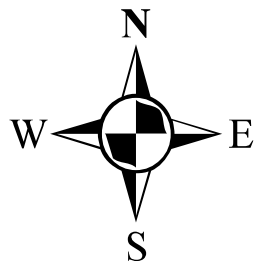


# WAUSAU METROPOLITAN PLANNING ORGANIZATION 2019 PLANNING BOUNDARY MARATHON COUNTY WI



## Legend

-  Planning Boundary
-  Municipal Boundary
-  Streets
-  Urbanized Area
-  Planning Boundary



Map Date: 03/21/2019



## **THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT AND THE MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> 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's (MPO) Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

### TIP Project Effects on Performance Measures

A total of 73 projects are programmed in this TIP. Seven of the projects are transit capital and/or operations projects; five are HSIP projects; three are TAP projects, which could be considered safety projects as they will provide safe options for bicycle and pedestrian travel; seven are National Highway Performance Program (NHPP) projects; three are Surface Transportation Block Grant (STBG) projects (one of which is also HSIP); and forty six projects that are being funded in whole by local funds.

The list of TIP projects have been identified by their potential to impact one or more of the federal performance measures. These include the transit operations projects and capital, infrastructure projects that also include rail, bridge, and trail. System performance and safety, freight projects, and new construction. Some projects may impact measures within more than one category and thus are counted more than once. Only 16% (12) of the TIP projects occur on non-NHS roads or involve transit operations that will not directly impact the federal measures.

Over three quarters (79%) of the projects are designed to improve infrastructure on the roadways, plus three projects (4%) to improve bridges; three (4%) rail safety project, six (8%) are intended to improve overall safety; and four (5%) can impact the state of good repair for transit.

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

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

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

These goals can be 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 provider and are identified on page 12. The CMAQ goals do not apply in the Wausau area because the Wausau area is an attainment area for air pollution, based on the Wisconsin Department of Natural Resources (WisDNR).

### **Long Range Transportation Plan Performance Indicators**

The Wausau MPO included a set of transportation related performance indicators in its 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 has begun tracking the other indicators as part of the national performance measure requirements.

## Safety Performance Measure Targets (PM1)

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 2022 Safety Performance Measure target(s) are as follows:

- Number of fatalities – 584.7,
- Rate of fatalities – 0.919 per 100 million vehicle miles traveled,



- Number of serious injuries – 2,995.5,
- Rate of serious injuries – 4.712 per 100 million vehicle miles traveled, and
- Number of non-motorized fatalities and non-motorized serious injuries – 358.5

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.

Pavement and Bridge Condition Performance Measure Targets (PM2)

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

The following comments about the calculations for the pavement condition performance measure is provided by WisDOT:

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

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

<b>Exhibit A</b>		
WisDOT NHS Pavement Condition Targets		
	2-year Target	4-year Target
Measure	(2019)	(2021)
Interstate - Percentage of pavement in "Good" condition	N/A	> 45%
Interstate - Percentage of pavement in "Poor" condition	N/A	< 5%
Non - Interstate - Percentage of pavement in "Good" condition	> 20%	> 20%
Non - Interstate - Percentage of pavement in "Poor" condition	< 12 %	< 12%

<b>Exhibit B</b>		
WisDOT NHS Bridge Condition Targets		
	2-year Target	4-year Target
Measure	(2019)	(2021)
Percentage of NHS bridges by deck area in "Good" condition	> 50%	> 50%
Percentage of NHS bridges by deck area in "Poor" condition	< 3%	< 3%

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

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

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

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

Comments for FHWA on the PM3 Rule Calculations

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

The reliability measures are based on the following metrics:

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

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

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

The PM3 measures can be seen in Exhibit C:

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

<b>Exhibit C</b>			
WisDOT NHS Travel and Freight Reliability Targets			
	2017	2-year Target	4-year Target
Measure	Results	(2019)	(2021)
Travel Reliability			
1) Percent of person-miles traveled that are reliable on the Interstate	97.90%	94%	90%
2) Percent of person-miles traveled that are reliable on Non-Interstate	93.90%	N/A	86%
Freight Reliability			
3) Truck Travel Time Reliability Index on the Interstate	1.16	1.4	1.6

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

Wausau Area Transit System (Metro Ride) is the recipient of the following public transportation programs in the Wausau Metro area:

- Section 5307 Transit Formula Grant
- Section 5339 Bus and Bus Facilities Grant

Metro Ride has submitted a letter to WisDOT agreeing to be a part of and support the WisDOT TAM statewide group plan. Metro Ride will provide WisDOT with information pertaining to its fleet and the fleet's condition. Metro Ride will also appoint and account executive to execute the WisDOT TAM plan. Metro Ride will plan and develop programs that will adhere to the goals

established and assist WisDOT in achieving the performance targets develop in the WisDOT TAM plan.

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

In October, 2019, the WisDOT determined the performance measure targets for the TAM plan statewide group. In October, 2021, the WisDOT determined the performance measure targets for 2022 were the same as last year with the exception of School Buses that should have been 0% instead of 100%. This target was to indicate that 100% of the vehicles should be below their useful life. With this clarification, the same table was used from the 2020 TIP to identify the Transit Asset Management targets, which are as follows:

## WisDOT Transit Asset Management (TAM) Targets

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

Performance Measure	Useful Life (years)	2019 Target %	2020 Target %
Articulated Bus	n/a	n/a	n/a
Automobile	4	77	77
Over-the-Road Bus	n/a	n/a	n/a
Bus	12	44	44
Cutaway	7	47	47
Double Decker Bus	n/a	n/a	n/a
Minivan	4	51	51
Other	n/a	n/a	n/a
School Bus	12	100	100
SUV	n/a	n/a	n/a
Van	4	27	27

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

Performance Measure	Useful Life (years)	2019 Target %	2020 Target %
Automobiles	4	33	33
Trucks or other Rubber Tired Vehicles	4	29	29
Steel Wheeled Vehicles	n/a	n/a	n/a

Facilities - Percent of Facilities Rated Below a 3 on the Condition Scale

Performance Measure	2019 Target %	2020 Target %
Passenger/Parking Facilities	n/a	n/a
Administrative/Maintenance Facilities	10	10

## Public Transportation Agency Safety Plan (PTASP) Performance Measures

On July 13, 2021 the Marathon County Metropolitan Planning Commission (Wausau MPO) amended this 2021-2024 Transportation Improvement Program (TIP) to include the following text referencing the Public Transportation Agency Safety Plan (PTASP) Performance Measures.

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

In addition to greater safety oversight responsibilities, 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**

<i>Targets are based on review of the previous 5 years of Metro Rides safety performance data</i>								
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	403,720	0	0	0	0	7	27	16,467
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	19,979	0	0	0	0	0	0.10	19,979

### Safety Performance Target Coordination

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

Targets Transmitted to the State of Wisconsin	State Entity Name	Date Targets Transmitted
	WisDOT, Bureau of Transit	3/22/2021
Targets Transmitted to the Metropolitan Planning Organization (MPO)	Name of Metropolitan Planning Organization	Date Targets Transmitted
	Wausau Area Metropolitan Planning Organization (Wausau MPO)	3/22/2021

## **Transportation Improvement Program (TIP) Performance Indicators**

In this 2022-2025 Wausau MPO TIP, there are only two safety projects funded by the federal Highway Safety Improvement Program (HSIP). These include a railroad crossing and an intersection reconstruction project. To access the TIP, go to: [WausauMPO.org](http://WausauMPO.org)

### **Safety Projects in the 2022-2025 Wausau MPO TIP**

- Federal Highway Safety Improvement Program (HSIP) Projects
  - Railroad/Highway Crossing Safety Group Projects
  - CTH K – USH 51 to County Line – Intersection reconstruction component

Additionally, there are four 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
  - 6<sup>th</sup> Street - Union to Horseshoe Springs – Pavement replacement and wide shoulders
  - Main Street – 4<sup>th</sup> Street to Rangeline Rd. – Pavement Replacement
  - Stewart Ave – 48<sup>th</sup> Ave to 72<sup>nd</sup> Ave – Reconstruction with bike\ped. path

### **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**

	<b>Criteria</b>	<b>Measure</b>	<b>Measure Inputs</b>	<b>Scoring</b>	<b>Total Points Available</b>
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 *2022-2025 Transportation Improvement Program for the Wausau Metropolitan Area*. The Marathon County Metropolitan Planning Commission approved this TIP at their November 9, 2021 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.



## 2022 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 is a list of the 2022-2025 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 were prioritized at the Marathon County Metropolitan Planning Commission meetings in November and December 2019. Projects receiving STBG funds will be included in the 2022-2025 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.

There will not be any projects utilizing 2023-2027 funds allocated to the Wausau MPO. Because the four projects already using STBG funds have not been completed, no new funds are available in 2023-2027 for new projects.

Projects utilizing FTA - Section 5309 and Section 5307 funds in Table 1 were submitted by the Wausau Area Transit System, d/b/a Metro Ride. Projects utilizing Section 5310 and State 85.20 and 85.21 funds in Table 1 were submitted by the Wausau Area Transit System and North Central Health Care. Table 2 illustrates the programmed expenditures within the TIP (Table 1) and the estimated available funding from state and federal sources for the Wausau Metropolitan Area. The expenditures and available funding are itemized by funding source. Table 3 illustrates the actual and anticipated expenditures for Operations and Maintenance for the MPO communities as identified by the Wisconsin Department of Revenue and shown with the estimated inflation factors provided by WisDOT. Table 4 identifies the status of projects that were programmed in the *2021-2024 Transportation Improvement Program for the Wausau Metropolitan Area*.

**2022-2025 TABLE 1**

PRIMARY JURISDICTION/ PROJECT	PROJECT DESCRIPTION	TYPE OF COST	2022				2023				2024				2025				Federal and State Funding Program Number
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	

**TRANSIT**

<b>A</b>	City of Wausau - Metro Ride	Operating Assistance 373-22-001	PE ROW CONST TOTAL	\$1,557,648	\$979,186	\$1,276,473	\$3,813,307	\$1,516,627	\$1,006,716	\$1,404,362	\$3,927,705	\$1,401,626	\$1,036,918	\$1,606,993	\$4,045,537	\$1,387,675	\$1,068,025	\$1,711,203	\$4,166,903	s.5307 s.85.20 s.85.21 s.85.205
<b>B</b>	City of Wausau - Metro Ride	Fare Collection System Replacement 373-15-002	PE ROW CONST TOTAL	\$592,375			\$592,375													s.5307
<b>C</b>	City of Wausau - Metro Ride	Service Truck Replacement 373-19-003	PE ROW CONST TOTAL	\$44,175			\$44,175													s.5307
<b>D</b>	City of Wausau - Metro Ride	Transit Bus Replacements 373-21-002	PE ROW CONST TOTAL													\$3,535,470		\$883,868	\$4,419,338	s.5339
<b>E</b>	North Central Health Care	Specialized Transportation 373-22-002	PE ROW CONST TOTAL	\$105,422	\$72,335		\$177,757	\$107,530	\$73,802		\$181,332	\$109,681	\$75,278		\$184,959	\$111,875		\$76,784	\$188,659	s.5307
<b>F</b>	Marathon County CPZ	Specialized Transportation - 85.21 Program 373-22-003	PE ROW CONST TOTAL		\$28,942	\$5,788	\$34,730		\$29,521	\$5,904	\$35,425		\$30,111	\$6,022	\$36,133		\$30,713	\$6,142	\$36,856	s.85.21
<b>G</b>	North Central Health Care	Specialized Transportation - 85.21 Program 373-22-004	PE ROW CONST TOTAL		\$260,472	\$52,094	\$312,566		\$265,681	\$53,136	\$318,817		\$270,995	\$54,199	\$325,194		\$276,415	\$55,283	\$331,698	s.85.21

<b>Totals</b>	\$2,299,620	\$1,340,935	\$1,334,355	\$4,974,910	\$1,624,157	\$1,375,720	\$1,463,402	\$4,463,279	\$1,511,307	\$1,413,302	\$1,667,213	\$4,591,823	\$5,035,020	\$1,375,153	\$2,733,280	\$9,143,453
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Year of Expenditure Dollars with a 1.78% annual increase	\$2,299,620	\$1,340,935	\$1,334,355	\$4,974,910	\$1,626,071	\$1,380,449	\$1,464,347	\$4,468,954	\$1,515,212	\$1,392,838	\$1,663,121	\$4,603,400	\$5,040,994	\$1,466,096	\$2,659,327	\$9,160,443
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**TABLE 1  
2022 - 2025  
TIP PROJECT LISTING (\$)**

PRIMARY JURISDICTION/ PROJECT	PROJECT	TYPE OF	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion		
			LOCATION	DESCRIPTION	COST	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED		STATE	LOCAL
<b>HIGHWAY</b>																					
1	State of Wisconsin	Statewide Utilities Group Projects 373-22-006	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		\$100,000 \$100,000	P	
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-22-007	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		\$100,000 \$100,000	P	
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-22-008	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		\$150,000 \$150,000	P	
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-22-009	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		\$350,000 \$350,000	P	
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-22-010	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 373-22-011	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		\$250,000 \$250,000	P	
7	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												6370-01-75/76 LET BY 11/1/21 P 6370-01-05/25/75/76	
8	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 LET BY: 11/1/21 P 6370-01-03/73	
9	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												2018-2022 TAP Grant 1009-46-37 LET: 10/25/2021 E	
10	City of Wausau	Resurface N. 6th Street Horseshoe Springs to Evergreen Road 373-19-016	PE ROW CONST TOTAL		\$552,066 \$552,066 (STBG)		\$477,838 \$477,838	\$1,029,904 \$1,029,904												6999-18-77; Let: 2/8/22 P 6999-18-07/77	
11	City of Wausau	Reconstruction Clark Street. 1st Ave to 3rd Ave	PE ROW CONST TOTAL					\$500,000 \$500,000				\$500,000 \$500,000								P	
12	City of Wausau	Reconstruction Stewart Avenue 48th Ave to 72nd Ave 373-17-013	PE ROW CONST TOTAL									\$585,000 \$150,000 \$2,730,000 (STBG)	\$585,000 \$150,000 \$3,237,000	\$585,000 \$150,000 \$3,972,000	\$585,000 \$150,000 \$5,967,000					6999-09-02/72 Let Date: 2/13/24 P	
13	City of Wausau	Construction of the Business Campus Bicycle/Pedestrian Trail 72nd Ave. 373-19-014	PE ROW CONST TOTAL		\$541,195 \$541,195 (TAP)		\$135,299 \$135,299	\$676,494 \$676,494												2018-2022 TAP Grant Let: 4/25/22 E 6999-18-09/79	
14	City of Wausau	Construction of the North River Drive Extension Wausau Ave. to Winton St.	PE ROW CONST TOTAL					\$800,000 \$800,000				\$800,000 \$800,000								E	
15	City of Wausau	Resurface 3rd Street South of Washington St.	PE ROW CONST TOTAL				\$300,000 \$300,000	\$300,000 \$300,000												P	

**TABLE 1  
2022 - 2025  
TIP PROJECT LISTING (\$)**

PRIMARY JURISDICTION/ PROJECT	PROJECT	TYPE OF	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion		
			LOCATION	DESCRIPTION	COST	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED		STATE	LOCAL
16	City of Wausau	Resurface Jackson Street 3rd Street to 5th Street	PE ROW CONST TOTAL			\$570,000 \$570,000															P
17	City of Wausau	Resurface 2nd Street South of Washington St.	PE ROW CONST TOTAL			\$620,000 \$620,000															P
18	City of Wausau	Resurface Washington Street 1st Street to 6th Street	PE ROW CONST TOTAL			\$360,000 \$360,000															P
19	City of Wausau	Reconfigure 5th Street Forest Street to Scott Street	PE ROW CONST TOTAL								\$260,000 \$260,000										P
20	City of Wausau	Construct Business Campus Trail 72nd Ave to Innovation Way	PE ROW CONST TOTAL									\$1,040,000 \$1,040,000									E
21	City of Wausau	Reconstruction 17th Avenue Stewart Ave. to Financial Way	PE ROW CONST TOTAL													\$1,200,000 \$1,200,000					P
22	City of Wausau	Reconstruction Forest Street Grand Ave intersection	PE ROW CONST TOTAL													\$750,000 \$750,000					P
23	City of Wausau	Reconfigure 1st Street Washington St. to Forest St	PE ROW CONST TOTAL													\$130,000 \$130,000					P
24	City of Wausau	Relocation and Reconstruction River Drive Intersection 1st St./Washington St./River Dr.	PE ROW CONST TOTAL										\$2,225,000 \$2,225,000								P
25	City of Wausau	Construction River Edge Trail Winton Street to Gilbert Park	PE ROW CONST TOTAL										\$475,000 \$475,000								E
26	City of Wausau	Construction River Edge Trail Sturgeon Eddy to Thomas St	PE ROW CONST TOTAL										\$475,000 \$475,000								E
27	City of Wausau	Reconstruction Fulton Street 1st St. - 6th St.	PE ROW CONST TOTAL								\$1,500,000 \$1,500,000										P
28	Town of Rib Mountain	Reconstruction Lilac Avenue/Morning Glory Ln Rib Mountain Dr. to Phlox Ln 373-17-016	PE ROW CONST TOTAL			\$100,000 \$100,000					\$137,000 \$138,000 \$1,833,000 \$2,108,000										STP Urban Application - Applied For P
29	Town of Rib Mountain	Construct Valley Inn Way Rib Mtn Dr to Lilac Ave	PE ROW CONST TOTAL			\$50,000 \$50,000					\$15,000 \$425,000 \$440,000										STP Urban Application - Applied For P
30	Marathon County	Reconstruction CTH Z 15th Street to CTH J 373-21-012	PE ROW CONST TOTAL			\$1,800,000 \$1,800,000															P

**TABLE 1**  
**2022 - 2025**  
**TIP PROJECT LISTING (\$)**

PRIMARY JURISDICTION/ PROJECT	PROJECT	TYPE OF	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion									
			LOCATION	DESCRIPTION	COST	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED		STATE	LOCAL	TOTAL						
31	Marathon County	Reconstruction CTH X STH 153 to Wood Road	PE ROW CONST TOTAL											\$500,000		\$500,000												P
32	Marathon County	Reconstruction CTH J STH 153 to Weston Ave	PE ROW CONST TOTAL											\$2,300,000		\$2,300,000												P
33	Marathon County	Reconstruction CTH U Bridge at Little Rib river	PE ROW CONST TOTAL													\$1,000,000		\$1,000,000										P
34	Marathon County	Reconstruction CTH WW CTH K to USH 51  373-21-013	PE ROW CONST TOTAL						\$1,000,000			\$500,000		\$1,500,000														P
35	Marathon County	Rehabilitation of County Highway N County Highway O to USH 51	PE ROW CONST TOTAL													\$825,000		\$825,000										P
36	Marathon County	Reconstruction of County Highway K USH 51 to County Line  373-18-014	PE ROW CONST TOTAL							\$3,330,765		\$1,930,920		\$5,261,685														P
37	Town of Weston	Reconstruction Ross Avenue, Kramer Ln, and Kersten Rd. Ross Ave to Lester Rd.	PE ROW CONST TOTAL			\$40,000		\$40,000				\$65,000		\$65,000														P
38	Village of Weston	Construction Northwestern Ave Extension to Sandy Meadow Neighborhood	PE ROW CONST TOTAL									\$200,000		\$200,000				\$250,000		\$250,000								E
39	Village of Weston	Reconstruction Weston Ave. Camp Phillips Rd. to Von Kanel	PE ROW CONST TOTAL								\$200,000		\$200,000			\$250,000		\$250,000										P
40	Village of Weston	Reconstruction Weston Ave. Von Kanel to Ryan Rd.	PE ROW CONST TOTAL								\$100,000		\$100,000			\$200,000		\$200,000										P
41	Village of Weston	Reconstruction Weston Ave. Birch St. to Alderson St.	PE ROW CONST TOTAL								\$100,000		\$100,000			\$100,000		\$100,000										P
42	Village of Weston	Reconstruction Fuller Street Ross Ave. to Schofield Ave.	PE ROW CONST TOTAL								\$125,000		\$125,000			\$120,000		\$120,000										P
43	Village of Weston	Reconstruction of Jelinek Avenue Alderson St. to Coronado St.	PE ROW CONST TOTAL													\$180,000		\$180,000										P
44	Village of Weston	Reconstruction Birch St. Weston Ave. to Shorey Ave	PE ROW CONST TOTAL			\$150,000		\$150,000																				P
45	Village of Weston	Reconstruction Weston Ave. Ryan Street to CTH J	PE ROW CONST TOTAL			\$175,000		\$175,000				\$200,000		\$200,000														P



**TABLE 1  
2022 - 2025  
TIP PROJECT LISTING (\$)**

PRIMARY JURISDICTION/ PROJECT	PROJECT	TYPE OF	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion		
			LOCATION	DESCRIPTION	COST	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED		STATE	LOCAL
60	Village of Kronenwetter	Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road	PE ROW CONST TOTAL			\$900,000 \$900,000															P
61	Village of Kronenwetter	Resurface Old Hwy 51 Village Road to Nelson Road	PE ROW CONST TOTAL			\$739,200 \$739,200															P
62	City of Mosinee	Pavement Replacement Main Street 4th St. to Rangeline Rd. 373-22-012	PE ROW CONST TOTAL									\$396,343 \$396,343 (STBG)		\$305,755 \$305,755		\$702,098 \$702,098					6999-16-03/73 Let Date: 2/13/2024 P
63	Town of Wausau	Resurface Evergreen Road City Limits to Jim Moore Creek Rd.	PE ROW CONST TOTAL			\$340,638 \$340,638															P
64	State of Wisconsin C. of Wausau & V. of Maine	Resurfacing USH 51 Decator Dr to Lincoln Co Line 373-21-015	PE ROW CONST TOTAL				\$5,307,200 \$5,307,200 (NHPP)	\$1,326,800 \$1,326,800				\$6,634,000 \$6,634,000									1170-01-06/76 Let Date: 12/13/2022 P
65	State of Wisconsin T. & C. of Mosinee	Resurfacing STH 153 STH 107 to Rangeline Rd. 373-21-016	PE ROW CONST TOTAL				\$1,688,146 \$1,688,146 (NHPP)	\$422,036 \$422,036				\$2,110,182 \$2,110,182									6370-00-02/72 Let Date: 9/13/2022 P
66	State of Wisconsin T Knowlton	Resurfacing IH 39 Portage Co Line to Maple Ridge Rd, NB 373-21-017	PE ROW CONST TOTAL									\$3,368,925 \$3,368,925 (IM)	\$374,325 \$374,325			\$3,743,250 \$3,743,250					1166-00-13/83 Let Date: 3/12/2024 P
67	State of Wisconsin C. of Wausau	US 51 Bridge Polymer Overlays 373-20-024	PE ROW CONST TOTAL				\$751,607 \$751,607 (NHPP)	\$187,902 \$187,902				\$939,509 \$939,509									1170-01-35/65 LET: 08/10/2021 P
68	Village of Maine	Reconstruction CTH WW/ Second Street Railroad Crossing 373-20-025	PE ROW CONST TOTAL				\$144,430 \$144,430 (OCR Funds)	\$77,770 \$77,770				\$222,200 \$222,200									1009-88-02 P Let Date: 6/25/2022
69	City of Schofield	Concrete Pavement Repair Grand Ave Eau Claire River Bridge to Lakeview Dr.	PE ROW CONST TOTAL																		P
70	State of Wisconsin V. of Rothschild V. of Weston C. of Schofield	Pavement Replacement US Bus 51 Everest Drive to Eau Claire River Bridge	PE ROW CONST TOTAL				\$876,000 \$876,000 (NHPP)	\$218,000 \$218,000				\$1,090,000 \$1,090,000									6669-10-15/25/80/85/86/87/88/89 Let Date: 9/9/2025 P
71	State of Wisconsin C. of Mosinee	Regionwide Bridge Repair Project STH 153 Overflow Box Culvert (B-37-97) Wisconsin River	PE ROW CONST TOTAL													\$366,400 \$366,400 (NHPP)	\$91,600 \$91,600			\$458,000 \$468,000	1009-47-33/63 Let Date: 12/10/2024 P
72	State of Wisconsin C. of Wausau C. of Schofield	Curb Ramp Replacement Project US Bus 51 and STH 52 373-21-024	PE ROW CONST TOTAL											\$2,778,000 \$2,778,000			\$2,778,000 \$2,778,000				6999-19-00/20/70 Let Date: 2/09/2027 P



**TABLE 1  
2022 - 2025  
TIP PROJECT LISTING (\$)**

PRIMARY JURISDICTION/ PROJECT	PROJECT	TYPE OF	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion		
			LOCATION	DESCRIPTION	COST	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED		STATE	LOCAL
73	State of Wisconsin C. of Wausau C. of Mosinee	NC Regionwide Epoxy Project Bus 51; CTH U to N. 20th Avenue STH 153; Ranger Rd to Old Hwy 51/Ranger Rd	PE ROW CONST TOTAL		\$1,026,676 \$1,026,676			\$1,026,676 \$1,026,676													1009-42-27 Let Date: 1/11/2022 P
74	State of Wisconsin C. of Mosinee	Pavement Replacement STH 153 Old 51 to East View Drive 373-21-025	PE ROW CONST TOTAL	\$320,000 \$320,000 (NHPP)	\$80,000 \$80,000		\$400,000 \$400,000														6600-00-01/71 Let Date: 9/12/2028 P
75	State of Wisconsin C. of Mosinee	Resurfacing STH 153 WI River Bridge to Old 51 including roundabout 373-21-026	PE ROW CONST TOTAL	\$76,800 \$76,800 (NHPP)	\$19,200 \$19,200		\$96,000 \$96,000														6370-00-03/73 Let Date: 9/12/2028 P
76	State of Wisconsin V. of Rothschild	Resurfacing USH Bus 51 Eagles Nest Blvd to Everest Dr. 373-21-027	PE ROW CONST TOTAL	\$226,000 \$226,000 (NHPP)	\$56,700 \$56,700		\$282,700 \$282,700														6999-10-11/81 Let Date: 9/12/2028 P
<b>Totals</b>				\$6,349,971	\$3,123,300	\$11,261,490	\$20,734,761	\$10,506,111	\$3,718,836	\$19,383,920	\$33,608,867	\$6,675,268	\$4,122,325	\$27,514,755	\$38,312,348	\$546,400	\$1,061,600	\$11,145,000	\$12,753,000		
Year of Expenditure Dollars with a 1.78% annual increase				\$6,349,971	\$3,123,300	\$11,261,490	\$20,734,761	\$10,688,917	\$3,783,544	\$19,721,200	\$34,193,661	\$6,907,567	\$4,265,782	\$28,472,268	\$39,645,618	\$574,922	\$1,117,016	\$11,726,769	\$13,418,707		

TABLE 1 TOTALS

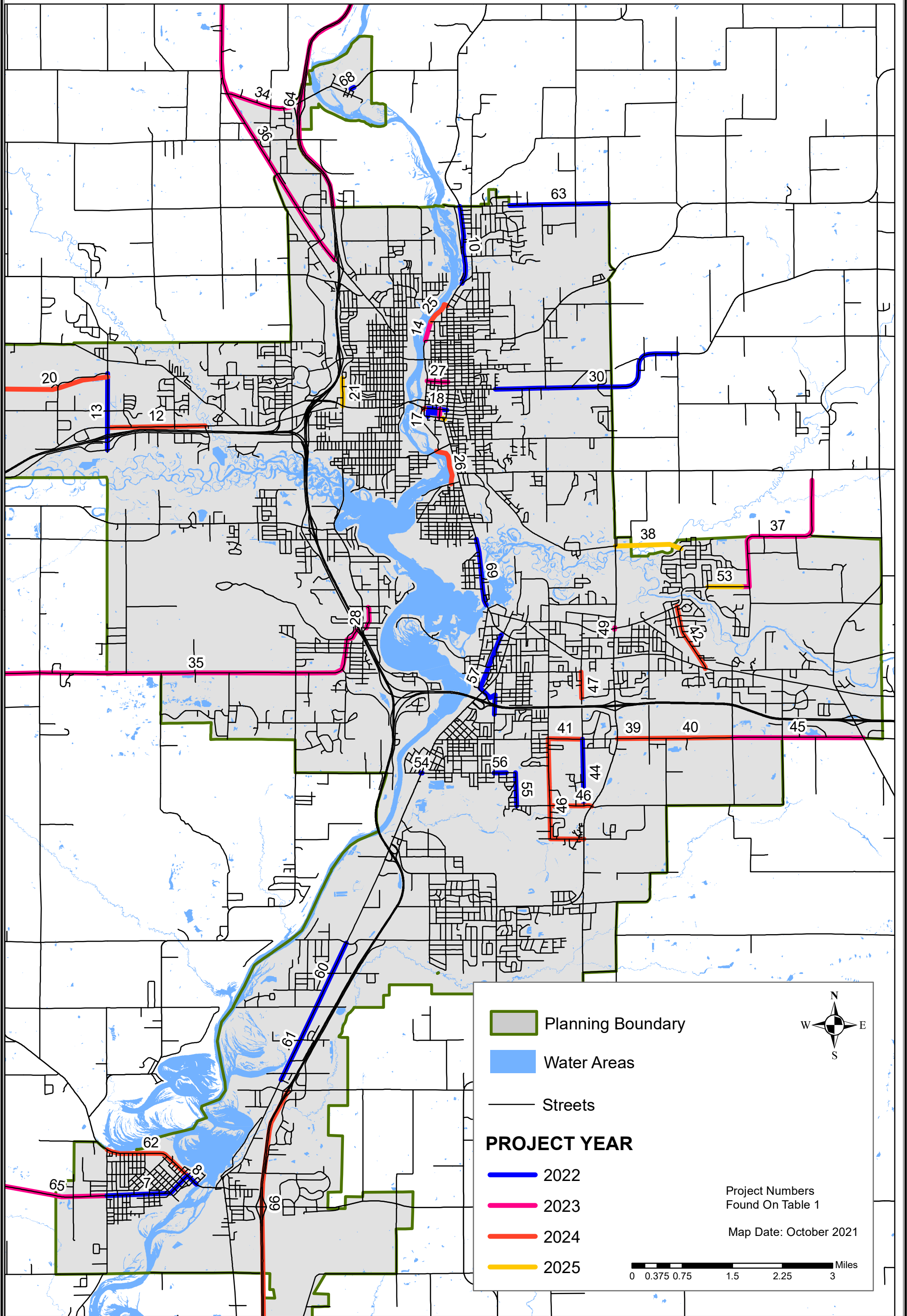
2022-2025

TIP PROJECT LISTING (\$)

	FEDERAL	STATE	LOCAL	TOTAL
2022 SYSTEM PRESERVATION =	\$ 4,929,119	\$ 3,123,300	\$ 10,962,777	\$ 19,015,196
2022 SYSTEM EXPANSION =	\$ 1,194,852	\$ -	\$ 298,713	\$ 1,493,565
2022 TOTALS =	\$ 6,123,971	\$ 3,123,300	\$ 11,261,490	\$ 20,508,761
2023 * SYSTEM PRESERVATION =	\$ 10,688,917	\$ 4,262,088	\$ 18,780,105	\$ 33,744,372
2023 * SYSTEM EXPANSION =	\$ -	\$ -	\$ 941,095	\$ 941,465
2023 * TOTALS =	\$ 10,688,917	\$ 4,262,088	\$ 19,721,200	\$ 34,672,206
2024 * SYSTEM PRESERVATION =	\$ 6,907,567	\$ 4,265,782	\$ 23,562,142	\$ 34,735,492
2024 * SYSTEM EXPANSION =	\$ -	\$ -	\$ 4,910,126	\$ 4,910,126
2024 * TOTALS =	\$ 6,907,567	\$ 4,265,782	\$ 28,472,268	\$ 39,645,618
2025 * SYSTEM PRESERVATION =	\$ 574,922	\$ 1,117,016	\$ 6,202,719	\$ 7,894,657
2025 * SYSTEM EXPANSION =	\$ -	\$ -	\$ 5,524,050	\$ 5,524,050
2025 * TOTALS =	\$ 574,922	\$ 1,117,016	\$ 11,726,769	\$ 13,418,707
<b>TOTALS:</b> SYSTEM PRESERVATION =	\$ 23,100,526	\$ 12,768,185	\$ 59,507,744	\$ 95,376,455
SYSTEM EXPANSION =	\$ 1,194,852	\$ -	\$ 11,673,984	\$ 12,868,836
TOTALS =	\$ 24,295,378	\$ 12,768,185	\$ 71,181,728	\$ 108,245,291

\* Amounts show a 1.74% Annual increase to reflect Year of Expenditure Dollars

# Wausau MPO TIP Projects 2022 - 2025



**TABLE 2**

**Assessment of Available Funding for the 2022-2025 Transportation Improvement Program**

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2022	2023	2024	2025	2022	2023	2024	2025
Federal Highway	NHPP	\$4,279,423	\$6,995,346	\$0	\$366,400	\$4,279,423	\$6,995,346	\$0	\$366,400
Administration	STBG	\$552,066	\$144,000	\$3,126,343	\$0	\$552,066	\$144,000	\$3,126,343	\$0
	BR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	IM	\$0	\$0	\$3,368,925	\$0	\$0	\$0	\$3,368,925	\$0
	TAP	\$1,194,852	\$0	\$0	\$0	\$1,194,852	\$70,400	\$0	\$0
	HSIP	\$180,000	\$3,366,765	\$180,000	\$180,000	\$180,000	\$3,366,765	\$180,000	\$180,000
	OCR	\$144,430	\$0	\$0	\$0	\$144,430	\$0	\$0	\$0
Totals		\$6,350,771	\$10,506,111	\$6,675,268	\$546,400	\$6,350,771	\$10,506,111	\$6,675,268	\$546,400
Totals	Inflated by 1.74% Annually	\$6,350,771	\$10,688,917	\$6,907,567	\$574,922	\$6,350,771	\$10,688,917	\$6,907,567	\$574,922

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,557,648	\$1,516,627	\$1,401,626	\$1,387,675	\$1,557,648	\$1,516,627	\$1,401,626	\$1,387,675
	Section 5339	\$0	\$0	\$3,535,470		\$0	\$0	\$3,535,470	\$0
	Section 5307 - Other	\$636,550	\$107,530	\$109,681	\$111,875	\$636,550	\$107,530	\$109,681	\$111,875
Totals		\$2,194,198	\$1,624,157	\$5,046,777	\$1,499,550	\$2,194,198	\$1,624,157	\$5,046,777	\$1,499,550
Totals	Inflated by 1.74% Annually	\$2,194,198	\$1,652,417	\$5,222,405	\$1,577,827	\$2,194,198	\$1,652,417	\$5,222,405	\$1,577,827

**TABLE 3**  
**Actual and Anticipated Expenditures for Operations and Maintenance**

MPO Community	2017	2018	2019	2020	2021	2022	2023	2024	2025
City of Wausau	\$4,995,400	\$5,005,391	\$5,014,401	\$5,022,925	\$5,030,761	\$5,038,609	\$5,046,469	\$5,055,452	\$5,064,248
City of Mosinee	\$644,468	\$645,757	\$646,919	\$648,019	\$649,030	\$650,042	\$651,057	\$652,215	\$653,350
City of Schofield	\$331,526	\$332,189	\$332,787	\$333,353	\$333,873	\$334,394	\$334,915	\$335,511	\$336,095
Village of Weston	\$2,155,277	\$2,159,588	\$2,163,475	\$2,167,153	\$2,170,533	\$2,173,920	\$2,177,311	\$2,181,186	\$2,184,982
Village of Rothschild	\$809,283	\$810,902	\$812,361	\$813,742	\$815,012	\$816,283	\$817,556	\$819,012	\$820,437
Village of Kronenwetter	\$864,964	\$866,694	\$868,254	\$869,730	\$871,087	\$872,446	\$873,807	\$875,362	\$876,885
Village of Maine	\$491,275	\$492,258	\$493,144	\$493,982	\$494,753	\$495,524	\$496,297	\$497,181	\$498,046
Town of Mosinee	\$208,348	\$208,765	\$209,140	\$209,496	\$209,823	\$210,150	\$210,478	\$210,853	\$211,220
Town of Rib Mountain	\$824,236	\$825,884	\$827,371	\$828,778	\$830,070	\$831,365	\$832,662	\$834,144	\$835,596
Town of Stettin	\$371,536	\$372,279	\$372,949	\$373,583	\$374,166	\$374,750	\$375,334	\$376,002	\$376,657
Town of Wausau	\$579,678	\$580,837	\$581,883	\$582,872	\$583,781	\$584,692	\$585,604	\$586,647	\$587,667
Town of Weston	\$59,171	\$59,289	\$59,396	\$59,497	\$59,590	\$59,683	\$59,776	\$59,882	\$59,987
	\$12,335,162	\$12,359,832	\$12,382,080	\$12,403,130	\$12,422,478	\$12,441,858	\$12,461,267	\$12,483,448	\$12,505,169

Source : <https://www.revenue.wi.gov/Pages/RA/Local-Government-Dashboard.aspx>, Dept of Revenue, Expenditures for Highway Maintenance and Administration, 2017

Note: Inflation factors were applied to calculate the expenditures for 2018-2024. The inflation factors applied were those provide by WisDOT for the out years of the TIPs: 2% for 2018, 1.8% for 2019, 1.7% for 2020, 1.56% for 2021, 2022, 2023, and 1.78% for 2024 and 1.74% for 2025.

**Table 4**  
**Implementation Status of 2021-2024 Wausau Urbanized Area Projects**  
**Nov-21**

Number from 2021 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2021-2024 Projects
1	State of Wisconsin	Statewide Utilities Group Projects 373-21-006	Ongoing
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-21-007	Ongoing
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-21-008	Ongoing
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-21-009	Ongoing
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-21-010	Ongoing
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-21-011	Ongoing
7	State of Wisconsin City of Mosinee	Pavement Replacement STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	Completed in 2021
8	State of Wisconsin City of Mosinee	Resurface STH 153 C Mosinee, Western Avenue Pine Street to Wisconsin River Bridge 373-11-016	Deferred to 2022
9	State of Wisconsin C. of Wausau	Bridge Rehabilitation Grand Ave. Wis Central LTD Bridge (B-37-0100) 373-17-024	Completed in 2021
10	State of Wisconsin C. of Wausau	Bridge Rehabilitation Scott Street Wisconsin River Bridge (B-37-203) 373-17-023	Completed in 2020
11	City of Wausau	Safe Routes to Schools Plan 373-19-013	Deferred to 2023
12	City of Wausau	Resurface N. 6th Street Horseshoe Springs to Evergreen Road 373-19-016	Deferred to 2022

**Table 4**  
**Implementation Status of 2021-2024 Wausau Urbanized Area Projects**  
 Nov-21

Number from 2021 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2021-2024 Projects
13	City of Wausau	Reconstruction Clark Street. 1st Ave to 3rd Ave	Defered to 2023
14	City of Wausau	Reconstruction Stewart Avenue 48th Ave to 72nd Ave  373-17-013	Defered to 2024
15	City of Wausau	Construction of the Business Campus Bicycle/Pedestrian Trail 72nd Ave. 373-19-014	Defered to 2022
16	City of Wausau	Construction of the North River Drive Extestion Wausau Ave. to Winton St.	Defered to 2023
17	City of Wausau	Resurface 3rd Street South of Washington St.	Removed From Consideration
18	City of Wausau	Resurface Jackson Street 3rd Street to 5th Street	Deferred to 2022
19	City of Wausau	Resurface 2nd Street South of Washington St.	Deferred to 2022
20	City of Wausau	Resurface Washington Street 1st Street to 6th Street	Deferred to 2022
21	City of Wausau	Resurface 5th Steet Forest Street to Scott Street	Deferred to 2023
22	City of Wausau	Construct Business Campus Trail 72nd Ave to Innovation Way	Deferred to 2024
23	City of Wausau	Reconstruction 17th Avenue Stewart Ave. to Financial Way	Deferred to 2025
24	City of Wausau	Reconstruction Forest Street 1st St to 6th St including Grand Ave intersection	Deferred to 2025
25	City of Wausau	Resurface 1st Street Washington St. to Forest St	Deferred to 2025

**Table 4**  
**Implementation Status of 2021-2024 Wausau Urbanized Area Projects**  
**Nov-21**

Number from 2021 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2021-2024 Projects
26	City of Wausau	Relocation and Reconstruction River Drive Intersection 1st St./Washington St./River Dr.	Deferred to 2024
27	City of Wausau	Construction River Edge Trail Winton Street to Gilbert Park	Deferred to 2024
28	City of Wausau	Construction River Edge Trail Sturgeon Eddy to Thomas St	Deferred to 2024
29	Town of Rib Mountain	Reconstruction Lilac Avenue/Morning Glory Ln Rib Mountain Dr. to Phlox Ln 373-17-016	Deferred to 2023
30	Marathon County	Rehabilitation of County Highway X Howland Ave to Weston Ave	Completed in 2021
31	Marathon County	Reconstruction CTH WW CTH K to USH 51  373-21-012	Deferred to 2023
32	Marathon County	Rehabilitation of County Highway N County Highway O to USH 51	Deferred to 2023
33	Marathon County	Reconstruction of County Highway K USH 51 to County Line  373-18-014	Deferred to 2022
34	Town of Weston	Reconstruction Ross Avenue, Kramer Ln, and Kersten Rd. Ross Ave to Lester Rd.	Deferred to 2023
35	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood	Deferred to 2025
36	Village of Weston	Reconstruction Weston Ave. Camp Phillips Rd. to Von Kanel	Deferred to 2024
37	Village of Weston	Reconstruction Weston Ave. Von Kanel to Ryan Rd.	Deferred to 2024
38	Village of Weston	Reconstruction Weston Ave. Birch St. to Alderson St.	Deferred to 2024



**Table 4**  
Implementation Status of 2021-2024 Wausau Urbanized Area Projects  
Nov-21

Number from 2021 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2021-2024 Projects
39	Village of Weston	Reconstruction Fuller Street Ross Ave. to Schofield Ave.	Deferred to 2024
40	Village of Weston	Reconstruction of Jelinek Avenue Alderson St. to Coronado St.	Deferred to 2025
41	Village of Weston	Reconstruction Birch St. Weston Ave. to Shorey Ave	Deferred to 2022
42	Village of Weston	Reconstruction Weston Ave. Ryan Street to CTH J	Deferred to 2023
43	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 2024
44	Village of Weston	Reconstruction Birch St Jelinek Ave to Community Center Dr.	Deferred to 2024
45	Village of Weston/Marathon County	Reconstruction Schofield Ave Camp Phillips Road Intersection	Deferred to 2025
46	Village of Weston/Marathon County	Reconstruction Ross Avenue and Camp Phillips Road Intersection	Deferred to 2022
47	Village of Weston/Marathon County	Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	Deferred to 2025
48	Village of Weston	Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	Deferred to 2025
49	Village of Weston	Construct a Road Connection Between Transport Way and Weston Ave	Deferred to 2024
50	Village of Weston	Reconstruction Ross Ave/Kramer Ln River Bend Rd to Quentin St	Deferred to 2025
51	Village of Rothschild	Installation Bike/Pedestrian Crossing Bus USH 51 and Military Road Intersection	Deferred to 2022

**Table 4**  
**Implementation Status of 2021-2024 Wausau Urbanized Area Projects**  
**Nov-21**

Number from 2021 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2021-2024 Projects
52	Village of Rothschild	Construction of Margaret Street Military Ave. to Shorey Ave	Deferred to 2022
53	Village of Rothschild	Construction of Military Road Volkman St. to Evelyn St.	Deferred to 2022
54	Village of Rothschild/ City fo Schofield	Construction of the Business 51 Bypass Bicycle/Pedestrian Trail  373-19-015	Deferred to 2022
55	Town of Weston	Pavement Replacement Ross Avenue Trotzer Lane to Gusman Road  373-21-013	Deferred to 2022
56	Town of Weston	Pavement Replacement Ross Avenue Kersten Road to Paul's Avenue  373-21-014	Deferred to 2022
57	Village of Kronenwetter	Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road	Deferred to 2022
58	Village of Kronenwetter	Resurface Old Hwy 51 Village Road to Nelson Road	Deferred to 2022
59	City of Mosinee	Resurface Rangeline Rd. Western Ave to Main St.	Deferred to 2024
60	City of Mosinee	Pavement Replacement Main Street 4th St. to Rangeline Rd.	Deferred to 2024
61	Town of Wausau	Resurface Evergreen Road City Limits to Jim Moore Creek Rd.	Deferred to 2022
62	State of Wisconsin  C. of Wausau & V. of Maine	Resurfacing USH 51 Decator Dr to Lincoln Co Line  373-21-015	Deferred to 2023
63	State of Wisconsin  T. & C. of Mosinee	Resurfacing STH 153 STH 107 to Rangeline Rd.  373-21-016	Deferred to 2023
64	State of Wisconsin  T Knowlton	Resurfacing IH 39 Portage Co Line to Maple Ridge Rd, NB  373-21-017	Deferred to 2024

**Table 4**  
**Implementation Status of 2021-2024 Wausau Urbanized Area Projects**  
 Nov-21

Number from 2021 TIP	Implementing Jurisdiction & Location	Project Description	Status of 2021-2024 Projects
65	State of Wisconsin C. of Wausau	US 51 Bridge Polymer Overlays 373-20-024	Deferred to 2022
66	Village of Maine	Reconstruction CTH WW/ Second Street Railroad Crossing 373-20-025	Deferred to 2022
67	State of Wisconsin V. of Rothschild	CN Railroad Crossing Military Rd. & Bus US 51 New Crossing Gates & Signals 373-19-017	Deferred to 2022
68	City of Schofield	Concrete Pavement Repair Grand Ave Eau Claire River Bridge to Lakeview Dr.	Deferred to 2022



**APPENDIX A - RESOLUTION ADOPTING  
2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM**



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

**RESOLUTION # 9 -21**

**RESOLUTION ADOPTING THE  
2022-2025 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 *2022-2025 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 9th day of November 2021



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John Robinson, Chairman



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David Mack, Commission Secretary,  
Director, Wausau Area Metropolitan Planning  
Organization





**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 2012, Marathon County through North Central Health Care and Metro Ride dissolved their joint contract with a private provider for the paratransit 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 whole County including the metro area.

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. The 2022 TDP that is being developed will again review the need for the service delivery area into surrounding communities.

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

## PRIVATE TRANSPORTATION PROVIDERS

2022

K-K Way Transportation 1323 S. 11 <sup>th</sup> Ave. Wausau, WI 54401	Community Industries Corp. 1027 S. 17 <sup>th</sup> Ave. Wausau WI 54401	North Central Health Care 1100 Lake View Drive Wausau WI 54403
A-1 Wausau Cab 1412 E. Wausau Ave Wausau WI 54403	Northwestern Transportation 1235 Junction St. Wausau WI 54403	Taxi Time 1709 Merrill Ave Wausau WI 54401
ACC Medlink (888) 279-6118	Ames Transport 3701 Pine Siskin Ln Wausau WI 54401	Wausau Taxi 104 N 10 <sup>th</sup> Ave Wausau WI 54401
Medical Transport Services (727) 203-4877	Abbyvans Inc W5621 Todd Road Neillsville WI 54456	Lamers Bus Lines Inc 2415 Trailwood Ln Rothschild WI 54474
American Elite Transportation 5815 Bus 51 S. Schofield WI 54476	All American Taxi 1705 Merrill Avenue Wausau WI 54401	Metro Cab of Wausau 4013 Central Dr. Wausau WI 54401
AK Transport, LLC 3811 Schoonover Rd. Schofield WI 54476	B&D Motors 300 S Park St. Merrill, WI 54452	Comfort Carriers W7417 Pine Avenue Medford, WI 54451
Northwoods Cab Wausau 5207 Scott Street Wausau WI 54403	Badger Taxis PO Box 27 Wausau WI 54402	Opportunity Inc. 740 N Third Street Wausau WI 54403
Metro Cab of Wausau 4013 Central Dr. Wausau WI 54401	Burnett Transit B3866 State Highway 13 Spencer WI 54449	Progressive Travel Inc B3872 Hwy 13 Spencer WI 54449
United Taxi 1705 Merrill Dr. Wausau WI 54401	Krug Bus Service 549 Billings Avenue Medford WI 54451	Div of Vocational Rehab Marathon County Job Center 364 Grand Avenue Wausau WI 54403
A1 Cab & Delivery 942 Washington St. Wausau WI 54403	First Student 6206 Alderson Schofield WI 54476	Northern Valley Industries Debbie Reinicke 5404 Sherman St. Wausau, WI 54403
Executive Cab of Wausau 100 Grand Ave Wausau WI 54403	NCTI Vision & Hearing Program 1000 Campus Drive Wausau WI 54401	North Central CAP 911 Jackson Street 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

Becky Zoromski  
Wheels to Work  
PO Box 1542  
Wausau, WI 54452

First Student  
730 S 17th Ave  
Wausau, WI 54401

Northwoods Mobility Service  
9548 Boehm Drive  
Hazelhurst, WI 54531

Wirsbinski Bus Service Inc  
558 Fox Road  
Mosinee WI 54455



## **APPENDIX C - PUBLIC PARTICIPATION**



## **PUBLIC PARTICIPATION**

The development of the *2022-2025 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 2022-2025 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 2022-2025 TIP availability on the MPO website. The draft TIP was available for public review at the Marathon County Conservation, Planning and Zoning Department and on the MPO website for 30 days before its adoption. Public review of the draft TIP was solicited in advertisements placed in the *Wausau Daily Herald* on October 11, 2021 and October 17, 2021.

A public informational meeting on the draft 2022-2025 TIP was held on October 20, 2021. Persons receiving the draft TIPs also were sent meeting notices on the public informational meeting. Copies of the advertisements in the *Wausau Daily Herald* and a copy of the flyer announcing the public informational meeting are included on the following pages. The notices and comment opportunities can also be found on the MPO website.

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

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

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

All substantive comments received during the public comment period were incorporated into the document. No comments were received at the informational meeting held on October 21, 2021.

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](http://WausauMPO.org)

## **ENVIRONMENTAL JUSTICE**

Taken in whole, the projects in the 2022-2025 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 2022-2025 TIP projects in relation to the minority population groups within the Wausau Area. Map 4 illustrates the 2022-2025 TIP projects in relation to the Transit routes within the Wausau Area.

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

**NOTICE OF AVAILABILITY**

**Published:**

**October 11 and 17, 2021**

**NOTICE OF AVAILABILITY**

The Wausau Metropolitan Planning Organization (MPO) announces that the draft 2022-2025 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](http://www.wausaumpo.org). The plan is available for public review and comment from October 12, 2021 to November 9, 2021. A public informational meeting on the draft TIP will be held from 4:30 p.m. to 6:00 p.m. on October 21, 2021 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 9, 2021. 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](mailto:Dave.Mack@co.marathon.wi.us), or telephone (715) 261-6043.

**NOTICE OF PUBLIC INFORMATIONAL MEETING**

**Published:**

**October 17, 2021**

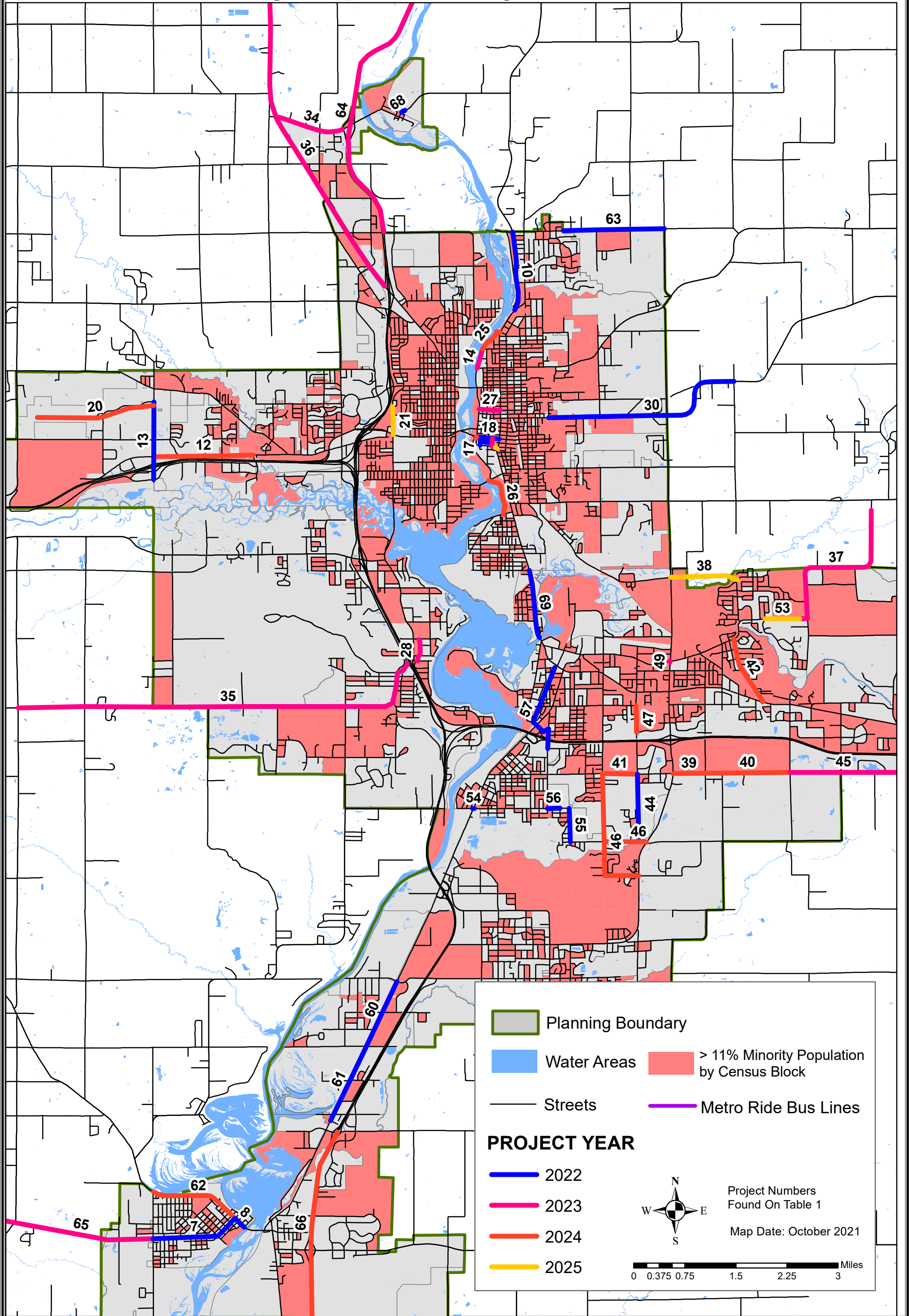
**NOTICE OF PUBLIC INFORMATIONAL MEETING**

The Marathon County Metropolitan Planning Commission announces that a public informational meeting on the draft 2022-2025 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 Wednesday, October 21, 2021 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 9, 2021. The draft plan is available at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at [www.wausaumpo.org](http://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](mailto:Dave.Mack@co.marathon.wi.us), or telephone (715) 261-6043.



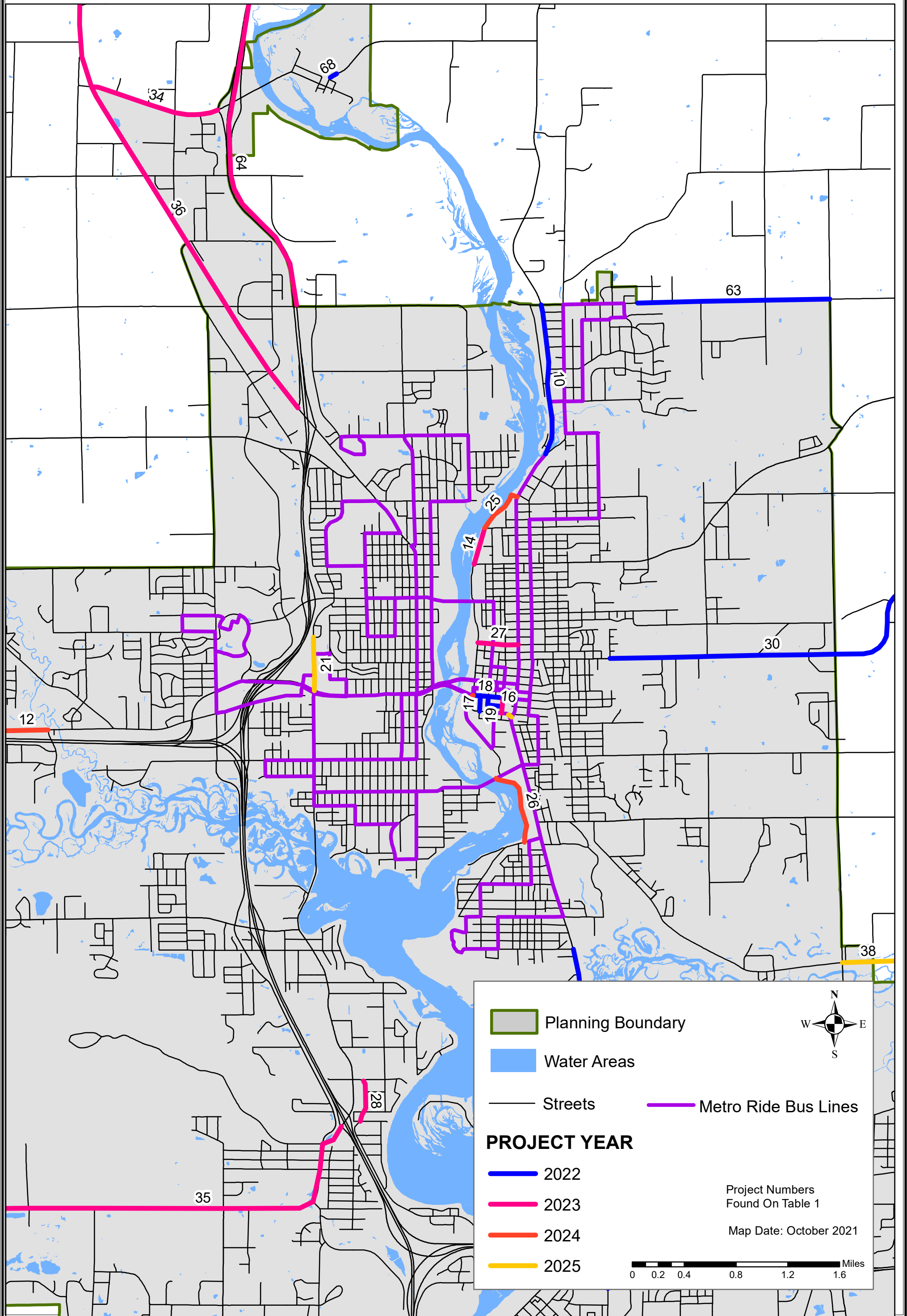
# Wausau MPO TIP Projects 2022 - 2025

## Minority Population by Census Block





# Wausau MPO TIP Projects 2022 - 2025







**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 *2022-2025 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 (6<sup>th</sup> 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)

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)

Construct a Bike/Ped. bridge over Bus 51 at Summer Street (City of Schofield) Estimated at \$822,500, unknown timeframe.

Construct a Bike/Ped. bridge over the Eau Claire River from Grossman Rd. to E. Kent St. (City of Schofield) Estimated at \$2,415,000, unknown timeframe.

Construct a Bike/Ped. trail in the Industrial park from south side of the Eau Claire River to Northern Rd. (City of Schofield) Estimated at \$77,725, unknown timeframe.

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.