

Cost Share

The following policy is used by the Wausau MPO in allocating the STBG funds for the Wausau Metropolitan Area.

The Wausau MPO has established the federal share of STBG projects at seventy percent (70%). The balance of project costs, thirty percent (30%), is the responsibility of the sponsoring local government. No project will be funded below the fifty-five percent (55%) federal level. Any remaining funds will be distributed in rank order to bring projects to the eighty percent (80%) federal level.

Project Eligibility

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

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

The STBG funding should be primarily utilized for roadways under county, city, village, or town jurisdiction.

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

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

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

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

Relocation costs are not eligible for STBG funding.

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

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

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

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

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

Project Scoring

[Prioritization Criteria for Transportation Facilities](#)

In 2018-9, the Technical Advisory Committee reviewed and revised the system for scoring projects into eight criteria. A component of this scoring system is an opportunity for the applicants to provide detailed information about certain criteria on a worksheet that serves to better inform MPO staff. The criteria are also weighted as indicated by the % in each title.

Key Component of Transportation System (20%)

This criterion gives merit to projects according to their functional classification status and their overall relationship with the rest of the transportation system.

Functional Classification: Arterials = 2 points, Collector = 1 point
Impact on Region: Project with regional impact = 2 points

System Condition (15%)

This criterion rewards projects that focus on road segments in need of repair.

Condition Rating: <5 = 2 points, 5-7 points = 1, 7+ = 0 points

Project Coordination (10%)

This criterion rewards municipalities that work together on shared roads or projects.

Two or more communities coordinating on project = 2 points

Safety (20%)

This criterion points to projects that create safer conditions and where project areas have a high crash rate.

Roadway safety improvements: Same road profile = 0 points, Some improvements = 1 points, Major safety improvements = 2 points;
Crash Rate calculation for projects that create safer conditions: Highest crash incidence = 2 points, 2nd highest incidence = 1 point

Congestion (5%)

This criterion rewards projects that alleviate congestion issues as identified by local municipalities or the MPO traffic model.

Identified area of congestion: Level of Service (LOS) is D = 2 points, LOS is C = 1 point, LOS is B or A = 0 points
Local input on congestion issue = Maximum of 1 points

Freight (10%)

This criterion awards points on the projects proximity to or increasing access to industrial or concentrated commercial areas.

Project is within one mile of freeway system interchange = 1 point
Project facilitates access to industrial or concentrated commercial corridor area = 1 point

Multimodal (15%)

This criterion rewards projects that that accommodate multimodal use.

Complies with Federal Regulations on bicycle and pedestrian accommodations = 1 point
Context-sensitive design = 1 point
Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need = 2 points

Environmental Justice (5%)

This criterion awards points to projects in identified areas of low income or racial minorities.

Project is in an area of low-income or racial minority = 1 point

Wausau MPO Worksheet for STBG Scoring

This worksheet will assist MPO staff and the Technical Advisory Committee in scoring your project for STBG funding. Please explain in detail and attach any necessary diagrams or maps.

Key Component of Transportation System

Describe the Regional Impact of this project

Safety

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

Congestion

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

Freight

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

Multimodal

Describe in detail the bicycle and pedestrian facilities designed for this project

If applicable, 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.