

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION  
AGENDA**

**MAY 10, 2022  
2:00 P.M.**

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

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

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

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

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

**Please Note: If you are prompted to provide an “Attendee Identification Number” enter the # sign. No other number is required to participate in the telephone conference.  
When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!**

**AGENDA ITEMS:**

1. CALL TO ORDER
2. PUBLIC COMMENT
3. APPROVE MINUTES OF THE APRIL 12, 2022, MEETING

**POLICY DISCUSSION AND POSSIBLE ACTION:**

4. LETTER OF SUPPORT FOR WISDOT ALTERNATIVE FUEL CORRIDOR DESIGNATION
5. APPROVAL OF THE CARBON REDUCTION PROGRAM PROJECTS
6. BIPARTISAN INFRASTRUCTURE LAW (BIL) UPDATE
7. COUNTY BROADBAND EFFORTS
8. PUBLIC WATER WORK GROUP CHARTER
9. NEXT MEETING DATE – JUNE 14, 2022
10. ADJOURN.

**Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk’s Office at 715-261-1500 one business day before the meeting.**

SIGNED \_\_\_\_\_  
PRESIDING OFFICER OR DESIGNEE



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

EMAILED BY: BI  
EMAIL DATE/TIME: 05/04/2022 11:30 am  
RE-EMAIL:

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



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**  
**Minutes**  
**April 12, 2022**

**Meeting Attendance:** John Robinson – Chair, George Peterson – Vice-Chair, Katie Rosenberg, Jeff Gates (for Jacobson), Tim Buttke, Gaylene Rhoden (for Opall), Keith Rusch (for Hoenisch), Brad Sippel, Greg Seubert, Keith Donner (for Maloney), Mark Thuot (for Hoehn), Andrew Lynch, Dave Meuret (for Wickham), Jordan Kelbley, Michael Wodalski, Brenda Iczkowski, Dave Mack, Gary Olsen

1. Call to Order

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

2. Public Comment – NONE

3. Approve Minutes March 8, 2022, meeting

**Action: MOTION / SECOND BY BUTTKE / RUSCH TO APPROVE THE MARCH 8, 2022, MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

4. 2022-2025 Transportation Improvement Program Amendment

**Discussion:** Included in the packet is an amendment to the Transportation Improvement Program with a resolution. Mack reviewed the changes that needed to be amended as provided in the meeting packet.

**Action: MOTION / SECOND BY BUTTKE / RUSCH TO ADOPT THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION #4-22 FOR THE WAUSAU METROPOLITAN AREA AS PRESENTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

**Follow Through:** STAFF WILL SEND THE RESOLUTION AND AMENDMENT TO FHWA AND WISDOT.

5. Bipartisan Infrastructure Law (BIL) Update

**Discussion:** Lynch shared two projects submitted for funding under the BIL: The Village of Weston, on Northwestern Ave, between CTH X and Village limits; and City of Wausau, 18<sup>th</sup> Street between Wausau Avenue and Sell Street. The amount of funds hasn't been released to staff yet by WisDOT.

Lynch continued to share with the committee that staff received from new information about the Carbon Reduction Program from WisDOT this morning, The new federal program provides funding in projects that reduce transportation emission and developing carbon reduction strategies. The Wausau MPO has been awarded \$204,370. Included in the packet is the information WisDOT provided which includes a brief background, FFY 2022 draft apportionments, timeline, project eligibility, and the WisDOT contacts. The Webinar that is scheduled for next week will be forwarded to the members once known.

**Action:** NONE AT THIS TIME.

**Follow Through:** STAFF WILL CONTINUE TO UPDATE THE COMMISSION.

6. County Broadband Efforts

**Discussion:** Robinson gave the following updates on County Broadband.

- Bug Tussel is about to start work on the middle mile fiber and tower project in Marathon County.
- Sixteen new towers to be installed and will be connecting with premises along the routes. This project should be completed by the end of this year.

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

April 12, 2022

- Charter is to begin expanding in the rural digital opportunity area.
- Marathon County partnered with Frontier, Bug Tussel, and Cirrinity to submit grant application to the public service commission.
- Frontier is proposing to expand service to 10,400 customers to provide fiber to homes already serviced. Robinson Shared a service map showing the areas of service whether good or poor service

Action: NONE AT THIS TIME.

Follow Through: STAFF WILL FORWARD THE LINK FOR FIBER SERVICE MAPPING AREA

7. Work Group to Address Area Public Water Issues

Discussion: Robinson asked the commission if there is any interest to form a work group on area public water issues. With all the PFAS and other contaminates going into the water and biosolids, there is a need to talk with municipalities and their issues.

Action: **MOTION / SECOND BY DONNER / ROSENBERG TO CREATE A MUNICIPAL WATER WORK GROUP TO CONTINUE TO DISCUSS WATER RELATED ISSUES IN THE METRO AREA.**

Follow Through: STAFF WILL ORGANIZE A MEETING TO KICK OFF THE WORKGROUP.

8. Next Meeting Date: May 10, 2022, at 2 PM, in the Large Conference Room at 210 River Drive, Wausau, WI and Webex.

9. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY ROSENBERG / BUTTKE TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:40 PM. MOTION CARRIES.**

Submitted by:

Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI



May 10, 2022

Secretary Craig Thompson  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue  
P O BOX 7910  
Madison, WI 53707-7910

RE: Letter in Support – WisDOT Alternative Fuel Corridor Round 6 Designation

The Marathon County Metropolitan Planning Commission/Wausau MPO is happy to provide this letter in support of the Wisconsin Department of Transportation's recommendation to designate USH 51 and STH 29 as Alternative Fuel Corridors. Designation of USH 51 and STH 29 as Alternative Fuel Corridors will benefit the state of Wisconsin by:

- Increasing awareness of the availability of Alternative Fuel stations along the corridor,
- Support future development of a geographically equitable statewide network of alternative fueling stations, and
- Allow National Electric Vehicle Infrastructure Program (NEVI) funds established by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, to be spent to develop alternative fuel infrastructure along the corridor.

Finally, the designation of USH 51 and STH 29 as Alternative Fuel Corridors will complement the previously designated corridors in Wisconsin. WisDOT has previously designated I-90, I-94, I-39, I-41, I-43, I-535, and portions of US-151, and US-53 as Alternative Fuel Corridors.

The Marathon County Metropolitan Planning Commission/Wausau MPO supports this designation and looks forward to the final determination.

Sincerely,

John Robinson  
Commission Chairman  
Marathon County Metropolitan Planning Commission/Wausau MPO

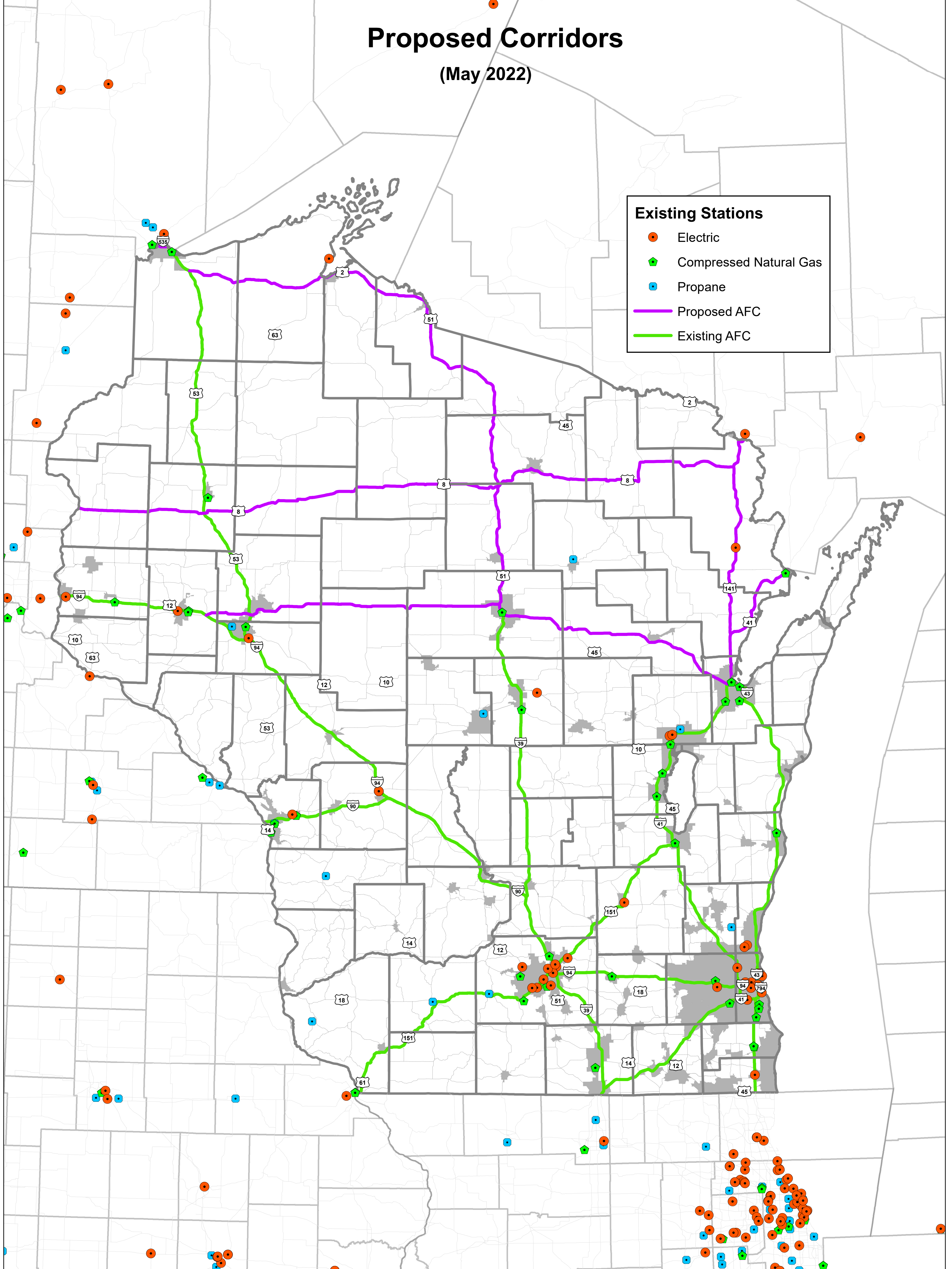
Cc David Mack, Wausau MPO Director

# Proposed Corridors

(May 2022)

## Existing Stations

- Electric
- ◆ Compressed Natural Gas
- Propane
- Proposed AFC
- Existing AFC





# Carbon Reduction Program Announcement

4/11/2022

## Background

- The Bipartisan Infrastructure Law of 2021 (BIL) establishes a Carbon Reduction Program. This new federal program provides funding for projects that reduce transportation emissions and requires states to develop comprehensive carbon reduction strategies.
- Wisconsin's Federal Fiscal Year (FFY) 2022 estimated suballocation requirement for the Carbon Reduction Program is \$15.6M.
- The federal cost share on projects eligible for Carbon Reduction funding is 80 percent and 20 percent local share. Projects in areas over 200,000 population must be selected in coordination with the metropolitan planning organization that represents the urbanized area prior to obligating funding.
- This solicitation is to obligate funds to meet the FFY22 draft apportionments.

## FFY 2022 Draft Apportionments

Population	Over 200K	50K – 200K	5K – 50K	< 5K
Federal Funding	\$6,111,075	\$2,578,811	\$1,791,560	\$5,091,611

- WisDOT will utilize an expedited process to ensure that available funds are obligated by 9/30/22.
- TMAs representing population areas over 200,000 and MPOs representing population areas between 50,000 and 200,000 will pick their projects (\$8,689,886 of FFY22 funding) that meet eligibility guidelines for the Carbon Reduction Program.
  - MPOs should coordinate applications and submit selected projects to WisDOT by June 1<sup>st</sup>.

Population Areas > 200K		Population 50K ≤ Areas ≤ 200K	
<b>TOTAL</b>	<b>\$ 6,111,075</b>	<b>TOTAL</b>	<b>\$ 2,578,811</b>
Appleton	\$ 591,909	Beloit	\$ 123,563
Green Bay	\$ 565,528	Duluth	\$ 74,059
Madison	\$ 1,099,895	Eau Claire	\$ 281,647
Milwaukee	\$ 3,769,297	Fond du Lac	\$ 150,339
Minneapolis--St. Paul	\$ 756	Janesville	\$ 190,749
Round Lake Beach	\$ 83,690	Kenosha	\$ 339,722
		La Crosse	\$ 261,541
		Oshkosh	\$ 203,995
		Racine	\$ 366,120
		Sheboygan	\$ 195,281
		Wausau	\$ 204,370
		West Bend	\$ 187,425

- For population areas less than 50,000 (\$6,883,171 of FFY22 funding), local units of government submit applications to WisDOT Regions (see end of document for a list of contacts).
  - Applications must include project cost estimate showing project cost eligible for federal reimbursement. The federal cost share is 80 percent and 20 percent local share.
  - WisDOT reviews and picks projects utilizing a discretionary selection committee structure similar to the Transportation Alternatives Program (TAP).
  - Project award announcements are anticipated in June 2022.

## Timeline

- **Week of April 11** – Carbon Reduction Program solicitation distributed to locals (Guidelines, Application, Application Instructions)
- **Week of April 18** – WisDOT holds informational webinar for Carbon Reduction Program
- **May 6, 2022** – Carbon Reduction Program application deadline
- **May 2022** – Project Selection
- **June 2022** – Project Awards

## Project Eligibility

- Note Aug 1 PS&E would be required for all FFY22 construction projects.
- The following project activities are listed in the BIL as eligible for Carbon Reduction Program funding:
  - Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems ([23 USC, Section 149\(b\)\(4\)](#));
  - A public transportation project that is eligible for federal assistance (23 USC, Section 142);
  - Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists;
  - Advanced transportation and congestion management technologies ([23 USC, Section 503\(c\)\(4\)\(E\)](#));
  - Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems;
  - Replacement of street lighting and traffic control devices with energy-efficient alternatives;
  - Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies;
  - Efforts to reduce environmental and community impacts of freight movements;
  - Deployment of alternative fuel vehicles and charging/fueling infrastructure;
  - Purchase or lease of zero-emissions construction equipment and vehicles;
  - Diesel engine retrofit projects as described in [23 USC, Section 149\(b\)\(8\)](#);
  - A project that does not result in the construction of new capacity ([23 USC, Section 149\(b\)\(5\)](#));
  - Reduction of transportation emissions at port facilities, including through the advancement of port electrification; and
  - Projects eligible under the federal Surface Transportation Block Grant Program (23 USC, Section 133(b)), if the US DOT secretary certifies that the project will reduce transportation emissions.

## WisDOT Contacts

To determine which region should receive your application, consult the WisDOT region map

<http://wisconsin.gov/Pages/about-wisdot/who-we-are/dtsd/dtsd-region-offices.aspx>.

WisDOT Region	Contact	Phone	Email
SE Region	Jacob Varnes	(262) 548-8789	<a href="mailto:jacob.varnes@dot.wi.gov">jacob.varnes@dot.wi.gov</a>
SW Region	Michael Erickson	(608) 246-5361	<a href="mailto:michael.erickson@dot.wi.gov">michael.erickson@dot.wi.gov</a>
NW Region	Randy Kirk	(715) 392-7860	<a href="mailto:randall.kirk@dot.wi.gov">randall.kirk@dot.wi.gov</a>
NC Region	Ben Roskoskey	(715) 365-5783	<a href="mailto:benjamin.roskoskey@dot.wi.gov">benjamin.roskoskey@dot.wi.gov</a>
NE Region	Alex Dums	(920) 492-5707	<a href="mailto:alex.dums@dot.wi.gov">alex.dums@dot.wi.gov</a>
Statewide	Kia Her	(608) 267-7350	<a href="mailto:kia.her@dot.wi.gov">kia.her@dot.wi.gov</a>

# S | S SAFE STREETS AND ROADS FOR ALL 4 | A (SS4A) FACT SHEET

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## What is this program and its goal?

The Bipartisan Infrastructure Law (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the Department's [National Roadway Safety Strategy](#) and a goal of zero deaths and serious injuries on our nation's roadways.

## Who is eligible to apply?

- Metropolitan planning organizations;
- Counties, cities, towns, and other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Partnerships comprised of the entities above.

## What kind of activities are eligible?

- Develop or update a "Comprehensive Safety Action Plan" or Action Plan (e.g., Vision Zero plans).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan. Illustrative examples of projects and strategies could include but are not limited to:
  - **Implementing improvements** along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
  - **Applying low-cost safety treatments** such as rumble strips, wider edge lines, flashing beacons, and better signage along high-crash rural corridors.
  - **Conducting speed management projects** such as implementing traffic calming road design changes and setting appropriate speed limits for all road users.
  - **Installing safety enhancements** such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
  - **Addressing alcohol-impaired driving** along key corridors through education, outreach, and publicized sobriety checkpoints on weekends and holidays.
  - **Making street design changes** informed by culturally competent education and community outreach.
  - **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.

## When can I apply for funding?

A Notice of Funding Opportunity (NOFO) is anticipated to be released in the **spring of 2022, likely in May**. Award announcements are expected to be made by the end of 2022 or early 2023.

## What should I be preparing for in the meantime?

The development and establishment of an Action Plan is a key component of this program. If you are interested in applying for funds to develop a new Action Plan, start identifying who your partners will be, such as government stakeholders (e.g., in transportation, planning, health, law enforcement), private-sector entities, and community groups. Consider how to engage community members, specifically those historically underrepresented in transportation decision-making. Applicants seeking funding for projects and strategies identified in an established Action Plan could begin considering which specific activities and projects would address their most pressing roadway safety issues. For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act or the National Historic Preservation Act.

[Subscribe to email updates](#) to receive program announcements and get notified when the NOFO is released.



## Safe Streets and Roads for All (SS4A) Grant Program

Website: <https://www.transportation.gov/SS4A>

Notice of Funding Opportunity: Available **May 2022**

Funding: \$1 billion/year nation-wide.

Provides funding for a Comprehensive Safety Action Plan and to carry out projects identified in the Safety Plan. More details will be forthcoming.

### SEC. 24112. SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM.

(a) DEFINITIONS.—In this section:

(1) **COMPREHENSIVE SAFETY ACTION PLAN**.—The term “comprehensive safety action plan” means a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a “Vision Zero” or “Toward Zero Deaths” plan, that may include—

(A) a goal and timeline for eliminating fatalities and serious injuries;

(B) an analysis of the location and severity of vehicle-involved crashes in a locality;

(C) an analysis of community input, gathered through public outreach and education;

(D) a data-driven approach to identify projects or strategies to prevent fatalities and serious injuries in a locality, such as those involving—

(i) education and community outreach;

(ii) effective methods to enforce traffic laws and regulations;

(iii) new vehicle or other transportation-related technologies; and

(iv) roadway planning and design; and

(E) mechanisms for evaluating the outcomes and effectiveness of the comprehensive safety action plan, including the means by which that effectiveness will be reported to residents in a locality.

(2) **ELIGIBLE ENTITY**.—The term “eligible entity” means—

(A) a metropolitan planning organization;

(B) a political subdivision of a State;

(C) a federally recognized Tribal government; and

(D) a multijurisdictional group of entities described in any of subparagraphs (A) through (C).

(3) **ELIGIBLE PROJECT**.—The term “eligible project” means a project—

(A) to develop a comprehensive safety action plan;

(B) to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or

(C) to carry out projects and strategies identified in a comprehensive safety action plan.

(4) **PROGRAM**.—The term “program” means the Safe Streets and Roads for All program established under subsection (b).

(b) **ESTABLISHMENT**.—The Secretary shall establish and carry out a program, to be known as the Safe Streets and Roads for All program, that supports local initiatives to prevent death and