

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S  
TRANSPORTATION  
TECHNICAL ADVISORY COMMITTEE**

**May 10, 2022  
1:00 P.M.**

**Large Conference Room  
210 RIVER DR., WAUSAU, WI**

**Commission Purpose:** *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 6-12-08)*

**Transportation Technical Advisory Committee (TAC):** *Gaylene Rhoden, Jared Grande, Tim Vergara, Keith Donner, Jeff Gates, Mark Thout, Brad Lenz, Dave Mack, Andrew Lynch, Darryl Landeau, Jim Griesbach, Greg Seubert, Richard Downey, Scott Turner, Keith Rusch, Brian Grefe, Eric Lindman, David Eckmann, James Kuehn, David Meurett, Gary Olsen*

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 Technical Advisory Committee members and the public to attend this meeting remotely. To this end, instead of attendance in person, Metropolitan Planning Commission Technical Advisory Committee members and the public may attend this meeting by **telephone conference**. If Metropolitan Planning Commission Technical Advisory Committee 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: 920 620 244**

**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

**Policy Discussion and Possible Action:**

3. APPROVE MINUTES OF THE APRIL 12, 2022, TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
4. SURFACE TRANSPORTATION PROGRAM FFY23-26 APPLICATION INFORMATION
5. CARBON REDUCTION PROGRAM PROJECT SELECTION
6. SUPPLEMENTAL TRANSPORTATION ALTERNATIVES PROGRAM (TAP) INFORMATION
7. FEDERAL SAFE STREETS AND ROADS FOR ALL PROGRAM OVERVIEW
8. 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  
NOTICE POSTED AT COURTHOUSE:

By: \_\_\_\_\_

Date: \_\_\_\_\_

EMAILED TO: Daily Herald, City Pages,  
Midwest Radio Group  
CenterState Marketplace

EMAILED BY: BJ

EMAILED DATE/TIME: 05/04/2022 11:30 am



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION  
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE  
Minutes – April 12, 2022**

**Meeting Attendance:** Andrew Lynch, John Robinson, Mark Thout, Dave Meuret, Kevin Lang, Greg Seubert, Brad Sippl, Jeff Gates, Michael Wodalski, Jared Grande, Brenda Iczkowski, Eric Lindman, Keith Rusch, Tim Vergara, Gaylene Rhoden, Allen Wesolowski

1. Call to Order / Introductions

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Commission Chair Robinson at 1:00 p.m., at 210 River Drive, Wausau and virtually via WebEx.

2. Public Comment – None.

3. Approve Minutes of the March 8, 2022 Transportation TAC meeting

**Action:** MOTION / SECOND BY RUSCH / VERGARA TO APPROVE THE MARCH 8, 2022 MINUTES OF THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE, MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. STP-Urban Scoring and Criteria Discussion and Possible Revisions

**Discussion:** Lynch refreshed the committee at the February meeting, members were given the chance to give feedback on the STP scoring used by the MPO staff to rank projects that are applied for STP funds. Included in the packet is a summary of the feedback for the committee to consider for the FFY23 cycle. Committee chose to make no further changes to the scoring system.

**Action:** FOR INFORMATIONAL PURPOSES ONLY.

**Follow Through:** STAFF WILL CONTINUE TO REVIEW THE CRITERIA AND INFORM THE COMMITTEE OF UPDATES.

5. Bipartisan Infrastructure Law (BIL) Update

**Discussion:** Lynch shared two projects are available 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.

Lynch continued to share with the committee, staff received from WisDOT this morning, Carbon Reduction Program. 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:** FOR INFORMATIONAL PURPOSES ONLY.

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

6. Adjourn

**Action:** There being no further business to come before the members, MOTION / SECOND BY LINDMAN / VERGARA TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AT 1:45 PM. MOTION CARRIES.

Submitted by:  
David Mack, MPO Director  
Marathon County Conservation, Planning and Zoning

# 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>



RE: WisDOT Local Programs Action Plan: Bipartisan Infrastructure Law (BIL)

TO: TAP Applicants from 2022-2026 & Potential TAP Applicants

FROM: WisDOT DTIM Local Programs & Finance

The Bipartisan Infrastructure Law (BIL) represents a historic increase in the federal funding available for local and state programs over the next five fiscal years, beginning in the current federal fiscal year (FFY) 2022. WisDOT has an immediate need to obligate additional BIL funding in FFY 2022 and FFY 2023. Exact numbers to be made available are subject to the Joint Committee on Finance’s approval of WisDOT’s Federal Expenditure Plan proposal that was submitted for consideration on 4/11/22. If WisDOT’s proposal is approved as submitted, the following funding amounts will be made available.

- WisDOT is proposing a \$17.6 million TAP program for legislative consideration. The BIL also establishes new funding limits delineated by population area and requires each state award projects to a limit based on these sub-allocated population areas (see Table 1).

	<b>2022 Federal Set-Aside</b>	
<b>TAP &lt; 5 000</b>	\$5,751,969.00	33%
<b>TAP 5 000 - 50 000</b>	\$2,023,917.00	12%
<b>TAP 50 000 - 200 000</b>	\$2,913,271.00	17%
<b>TAP &gt; 200 000</b>	\$6,903,652.00	39%
<b>TOTAL:</b>	<b>\$17,592,809.00</b>	<b>100%</b>

- For FFY 2022, WisDOT anticipates opportunities to add projects in specific population area. Table 2 identifies population areas where funding is available in FFY 2022

	FFY 2022 Set-Aside	Scheduled	FFY 2022 Available
TAP < 5 000	\$5,751,969.00	\$1,504,891.00	\$4,247,078.00
TAP 5 000 - 50 000	\$2,023,917.00	\$2,217,676.00	\$(193,759.00)
TAP 50 000 - 200 000	\$2,913,271.00	\$1,212,089.00	\$1,701,182.00
TAP > 200 000	\$6,903,652.00	\$6,027,408.00	\$876,244.00
<b>TOTAL:</b>	<b>\$17,592,809.00</b>	<b>\$10,962,064.00</b>	<b>\$6,630,745.00</b>

- To use FFY 2022 funding, projects must be advanced with funding obligated/committed by 9/30/22

- To address BIL funding increases in FFY 2022 and FFY 2023, WisDOT invites project applicants from the 2022-2026 program solicitation – projects not yet selected or scheduled -- to consider submitting revised application materials to account for changes in federal legislation. This includes revision of preferred scheduling year and justifiable cost estimate increases on all projects, regardless of population subgroup. 2022-2026 TAP solicitation applicants in the who wish to submit revisions must complete modifications and re-submit a complete application by Friday June 3, 2022.
- In addition to this opportunity for existing applicants, WisDOT will announce a new solicitation that exclusively focuses on non-infrastructure projects such as planning studies and Safe Routes to School programing or planning projects. This solicitation will roll out by 5/1/2022 and will also have a submission deadline of Friday June 3, 2022. The purpose of this new solicitation is to identify local project needs that could be programed and obligated in FFY 2022 or FFY 2023 where remaining obligation authority exists.
- WisDOT will also coordinate with DPI to ensure the solicitation and selection process informs a wide array of eligible non-infrastructure sponsors and prioritizes local need. To leverage the full amount of funding made available in FFY 2022, project proposals must be able to meet a 9/30/2022 obligation deadline.
- Applicants must bear in mind that project requests are not guaranteed for selection, as programming and scheduling are based on funding constraints. WisDOT estimates approximately \$6 million of funding available for use in FFY 2022.

## 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

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

---

## 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.