

**AMENDMENT
TO THE
2022-2025
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)
FOR THE
MARATHON COUNTY METROPOLITAN PLANNING
COMMISSION/WAUSAU AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)**

March 8, 2022

MARATHON COUNTY METROPOLITAN PLANNING

COMMISSION RESOLUTION # 2-22

**RESOLUTION ADOPTING THE AMENDMENT TO 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 (TIP) 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 Public Transit Agency Safety Plan (PTASP) Performance Measures and the amendments identified in the attached 2022-2025 TIP Amendment Spreadsheet* as part of the amendment to 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 Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
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 CRF Parts 27, 37, and 38;
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 Transportation Improvement Program 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 8th day of March 2022



John Robinson, Commission Chairman



David Mack, MPO Director, Marathon County Metro Planning Commission Secretary

Metro Ride - Public Transportation Agency Safety Plan (PTASP)

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

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

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

Safety Performance Targets

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

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

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

Safety Management Policy

Safety Management Policy Statement

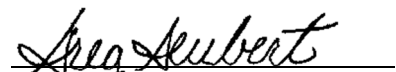
Safety is Metro Ride’s first priority. Metro Ride is committed to implementing, developing, and improving strategies, management systems, and processes to ensure that all our activities uphold the highest level of safety performance and meet required safety standards.

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

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

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

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



 Greg Seibert

Transit Director and Accountable Executive

2022 - 2025 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 3/8/2022

Red text Indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	

Transit Section - Project Additions

H Marathon County	Opportunity of NC Wisconsin, Inc. Vehicle - Replacement FTA 5310 Funds 373-22-016	PE ROW CONST TOTAL																1 Minivan Rear-load P
			\$35,200		\$8,800	\$44,000												
			\$35,200		\$8,800	\$44,000												
			(5310)															
I Marathon County	Center for Independent Living Mobility Management FTA 5310 Funds 373-22-017	PE ROW CONST TOTAL																Call-Center Mobility Management P
			\$89,521		\$22,380	\$111,901												
			\$89,521		\$22,380	\$111,901												
			(5310)															
J Marathon County	Center for Independent Living Operating Assistance FTA 5310 Funds 373-22-018	PE ROW CONST TOTAL																Volunteer Drivers Travel Coordination P
			\$376,128		\$376,128	\$752,256												
			\$376,128		\$376,128	\$752,256												
			(5310)															

Highway Section - Project Amendments

TIP Project #64 Let Date is 9/12/2023

TIP Project #71 TIP ID # is 373-22-019

TIP Project #72 TIP ID # is 373-22-020

TIP Project #73 TIP ID # is 373-22-021

70 State of Wisconsin V. of Rothschild V. of Weston C. of Schofield	Pavement Replacement US Bus 51 Everest Dr. to Eau Claire River Bridge 373-22-013	PE ROW CONST TOTAL	\$876,000	\$218,000		\$1,094,000												6999-10-15/25/80/86/87/88/89 P
							\$160,000		\$160,000									
			\$876,000	\$218,000		\$1,094,000												
			(NHPP)															

Highway Section - Project Additions

74 State of Wisconsin C. of Wausau	Emergency Bridge Repair CTH U/Merrill Ave Bridge Over USH 51 (B-37-0436) 373-22-022	PE ROW CONST TOTAL																6999-12-01/71 Let Date 7/12/2022 P
							\$851,250		\$851,250									
								\$851,250		\$851,250								

75 State of Wisconsin V. of Rothschild	Polymer Overlays I-39; Wisconsin River Bridges (B-37-0075, B-37-0108) 373-19-023	PE ROW CONST TOTAL																1166-00-36/66 Let Date 9/9/2025 P
							\$91,800		\$91,800									
								\$91,800		\$91,800								

TABLE 2

Assessment of Available Funding for the 2022-2025 Transportation Improvement Program
 Amendment March 8, 2022

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	\$0	\$3,535,470	\$0
	Section 5310	\$500,849	\$0	\$0	\$0	\$500,849	\$0	\$0	\$0
	Section 5307 - Other	\$636,550	\$107,530	\$109,681	\$111,875	\$636,550	\$107,530	\$109,681	\$111,875
Totals		\$2,695,047	\$1,624,157	\$5,046,777	\$1,499,550	\$2,695,047	\$1,624,157	\$5,046,777	\$1,499,550
Totals	Inflated by 1.74% Annually	\$2,695,047	\$1,652,417	\$5,222,405	\$1,577,827	\$2,695,047	\$1,652,417	\$5,222,405	\$1,577,827

Wausau CY2022 Section 5310 Specialized Transit Projects

Subrecipient	Counties Served	Project Type	Project Detail	Award	Local Match	MPO
Opportunity of NC Wisconsin, Inc.	Marathon, Wood, Portage	Vehicle - Replacement	1 Minivan, Rear-load	\$ 35,200	\$ 8,800	Wausau

We provide transportation for our passengers to and from their homes, to places of employment, to medical/dental appointments, as well as for shopping, entertainment, socialization, and recreation. Passengers may need transportation to their jobs and/or their Day Services Programs. Requested vehicles will be used as replacement vehicles for existing services for individuals with disabilities and elderly. While these vehicles will be used to provide all of the services mentioned in the above section, the primary service these vehicles will provide is transportation to and from medical appointments and for shopping, which includes trips to the pharmacy and stores such as Walgreens, Walmart, Sam's Club, Kohls, Best Buy, Kwik Trip, Pick 'n Save, etc.

Center for Independent Living -	Adams, Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Crawford, Douglas, Dunn, Eau Claire, Florence, Forest, Grant, Iowa, Iron, Jackson, Juneau, La Crosse, Lafayette, Langlade, Lincoln, Marathon, Monroe, Oneida, Pepin, Pierce, Polk, Portage, Price, Richland, Rusk, Sauk, Sawyer, St. Croix, Taylor, Trempealeau, Vernon, Vilas, Washburn, Wood	Mobility Management	Call-center; mobility management	\$ 89,521	\$ 22,380	
		Operating Assistance	Volunteer Drivers; Travel Coordination	\$ 376,128	\$ 376,128	

The Center has grown geographically to one of the largest volunteer driver and voucher program in the nation. The program currently staffs, 1 full time Transportation Director/Regional Mobility Manager, 1 full time Transportation Program Coordinator, 1 Transportation Program Assistant, 5 full time Transportation Specialist who do dispatching and information and referral in a 41 county service area in North Western and Central Wisconsin. The Center's transportation programs operate 7 days a week 24 hours a day. (Which would include weekends and holidays) These hours insure that all riders get their unmet needs taken care of when other programs are closed. The Center has found that the riders need flexible transportation options and provides these services to meet their ever-changing needs. The Center can also provide rides that cross state lines and boundaries that other programs cannot. Since 2009 we have increased our geographically service area by 95%. In 2019 our volunteer driver program and voucher program provided 30,061 rides to 4180 riders. The volunteer drivers logged 1,388,160 miles, gave more than 51,001.9 volunteer hours of service to help transport the elderly, and disabled in our service areas.