OFFICIAL NOTICE AND AGENDA

of a meeting of the County Board, Committee, Agency, Corporation or Sub-Unit thereof,

COUNTY OF MARATHON WAUSAU, WI 54403

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

February 14, 2017 2:00 p.m.

212 River Drive, Room 5 Wausau, WI

Marathon County Mission Statement: Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)

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)

<u>Members</u>: Allan Opall – Chair, George Peterson – Vice Chair, Kurt Kluck, Betty Hoenisch, Steve Hagman, Robert Mielke, Raynard Zunker, Jeff Weisenberger, James Riehle, Milton Olson, Chris Voll, Barbara J. Ermeling, Brent Jacobson, Kregg Hoehn, Russ Habeck - WisDOT NC Regional Director

AGENDA ITEMS:

- Call to Order
- 2. Welcome and Introductions

POLICY DISCUSSION AND POSSIBLE ACTION:

- 3. Approve Minutes of the November 8, 2016 Meeting
- 4. 2017-2020 Transportation Improvement Program (TIP) Amendment
- 5. Transit Development Plan (TDP) Update
- 6. Wisconsin Depart. Transportation Local Program
- 7. Wisconsin Riverwoods Trail City of Mosinee
- 8. Next Meeting March 14, 2017
- 9. 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 or e-mail infomarathon@mail.co.marathon.wi.us one business day before the meeting.

				SIGNED	m .
				PRESIDING OFFICER (OR DESIGNEE
	848-9361	848-5887	715-387-4175		
FAXED TO:	Daily Herald	City Pages	Marshfield News	NOTICE POSTED AT C	OURTHOUSE:
	Midwest Rad	io Group – 84	8-3158	By: County Clerk	
FAXED BY:	LJ Schultz			Date:	
FAX DATE/TIME:	2/3/17 1	0:38 am		Time:	a.m./p.m.
FAXED BY/DATE/TI	ME				

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION Minutes November 8, 2016

Commissioners: George Peterson, Robert Mielke, Gaylene Rhoden (for Opall), Keith Donner (for Ermeling), Jeff Gates (for Jacobson), Jon Graveen (for Hoenisch), Raynard Zunker, Jim Griesbach (for Kluck), Shannon Riley (for Habeck)

Absent: Jim Riehle, Kregg Hoehn, Milt Olson, Steve Hagman, Jeff Weisenberger, Chris Voll **TAC Members:** Dave Mack, Brad Lenz, Darryl Landeau

Others Present: Andrew Lynch – Conservation, Planning and Zoning (CPZ); Steve Kunst – Town of Rib Mountain; Joe Gehin – Becher-Hoppe; Diane Thoune – Clark Dietz, Inc.

1. Call to Order

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by vice-chair Peterson at 2:00 p.m. in Room 2, 212 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Approve Minutes of the October 11, 2016 meeting

Action: MOTION / SECOND BY GATES / ZUNKER TO APPROVE THE OCTOBER 11, 2016 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. 2017 Unified Planning Work Program (UPWP) Approval

<u>Discussion</u>: The UPWP outlined the activities and financial resources of the Metropolitan Planning Organization (MPO) for 2017; the draft document had been distributed prior to the October meeting. The list of changes to the UPWP was included in the meeting packet and briefly reviewed. Highlighted changes were:

- Clerical corrections made which did not change content
- Annual review meeting with WisDOT:
 - o The addition of a paragraph regarding an update to the Functional Classification System and the metro area's Planning Boundary (page 9)
 - Reference to the potential to hire a consultant to assist in the development of the Transit Development Plan (TDP) (page 12)
- No other comments had been received.

Action: MOTION / SECOND BY GRIESBACH / GATES TO ACCEPT AND INCORPORATE THE CHANGES AS PRESENTED AND APPROVE THE RESOLUTION TO ADOPT THE 2017 UNIFIED PLANNING WORK PROGRAM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

<u>Follow Through:</u> The adopted UPWP will be distributed to the commission, posted to the MPO's website, and submitted to WisDOT and the Federal Highway Administration.

5. 2050 Long Range Transportation Plan Approval

<u>Discussion</u>: The list of changes to the 2050 Long Range Transportation Plan (LRTP) was included in the meeting packet and briefly reviewed. The LRTP needs to be adopted prior to the commission adopting the Transportation Improvement Program (TIP). The next LRTP would have to be adopted in five (5) years. Of note:

- ➤ A public informational meeting (PIM) was held on October 18 no public attended and no comments had been received from the public
- > Comments had been received from the communities, WisDOT and FHWA
- The Land Use Cover map will be corrected (page 3-6)
- ➤ The addition to the Future Regional Projects Village of Kronenwetter, I39 / Kowalski Road interchanges evaluation (page 6-7)

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

November 8, 2016

- 2 percent (2%) inflation factor for costs of state and federal expenditures (page 10-6)
- 2 percent (2%) inflation factor for costs of local community expenditure (page 10-6)
- ➤ The addition of 2 maps Pavement Conditions Rating System (Map 4-3) and Recommended Projects (Map 6-1).

Action: Motion / Second by Gates / Griesbach to accept and incorporate the changes as presented and approve the Resolution to Adopt 2050 Long Range Transportation Plan. Motion carried by voice vote, no dissent.

<u>Follow Through:</u> The adopted LRTP will be distributed to the commission, posted to the MPO's website, and submitted to WisDOT and the Federal Highway Administration.

6. 2017-2020 Transportation Improvement Program (TIP) Approval

<u>Discussion</u>: The list of changes to the 2017-2020 TIP was included in the meeting packet and briefly reviewed. A PIM was held on October 18 in conjunction with the LRTP. Again, no public attended and no comments had been received from the public. Of note:

- Comments had been received from the communities and WisDOT
- ➤ Changes have been made to Tables 1, 2, and 3 to reflect the comments received items 1-12 on the change list
- Four maps will be included in the final document.

Action: MOTION / SECOND BY DONNER / ZUNKER TO ACCEPT AND INCORPORATE THE CHANGES AS PRESENTED AND APPROVE THE RESOLUTION TO ADOPT THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

<u>Follow Through:</u> The adopted TIP will be distributed to the commission, posted to the MPO's website, and submitted to WisDOT and the Federal Highway Administration.

7. Next Meeting – December 13, 2016

Discussion:

Action: Consensus reached that the next meeting will be scheduled for December 13, 2016 at 2:00 pm.

Follow Through: This meeting will be scheduled.

8. Adjourn

Action: There being no further business to come before the members, MOTION / SECOND BY GRIESBACH / RHODEN TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:21 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Submitted by: Dave Mack, MPO Director Marathon County Conservation, Planning and Zoning DM:ljs November 14, 2016

AMENDMENT

TO THE

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FOR THE

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION/WAUSAU AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

February 14, 2017

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION #1-17

RESOLUTION AMENDING THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 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 Conservation, Planning, and Zoning Department will develop 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; and
- **WHEREAS**, the Transportation Improvement Program is a dynamic program and subject to amendment as needed;
- **NOW, THEREFORE, BE IT RESOLVED**, that since the approval of the 2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area corrections have been made to Tables 1 and 2 that should be included in the 2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area; and
- **BE IT FURTHER RESOLVED**, that the Marathon County Metropolitan Planning Commission amends the *2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area* to incorporate the corrected Tables 1 and 2 as referenced on the attachment; and
- **BE IT FURTHER RESOLVED**, in accordance with 23 CFR 450.334(a), 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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005, a Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) 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 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	day of	, 2017.
		George Peterson, Commission Vice-Chairman
		Rebecca J. Frisch, Commission Secretary Director, Marathon County Conservation, Planning and Zoning Department

2017 - 2020 TABLE 1 AMENDMENT

TIP PROJECT LISTING (\$)

February 14, 2017

Rec	text	Indicates	Changes
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COMMENTS

6600-00-31,61

(NHPP)

PRIMARY

14

61

373-17-018

JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	FED	20 STATE	017 LOCAL	TOTAL	FED	2018 STATE LOCAL TOTA	L FED	STATE	2019 LOCAL	TOTAL	FED	20 STATE	020 LOCAL	TOTAL	FOS# & Let Date P=preservation E=expansion
Highway Section	on - Projects Modificatio	ons															
	Reconstruction	PE			\$180,000	\$180,000											ID# 6999-18-73
City of	1st Avenue	ROW															Let: 12/11/18
Vausau	Thomas St. to	CONST							\$738,99	3	\$864,802	\$1,603,800					ID# 6999-18-53
	Stewart Ave.	TOTAL			\$180,000	\$180,000			\$738,99	3	\$864,802	\$1,603,800					Let: 9/25/17
																	Р
	373-14-023								(STBG)							6999-18-01.51.73
	Poodway Maintananaa	PE		\$100 000		¢100 000							<u> </u>				ID# 6000 00 64
State of	Roadway Maintenance STH 153	ROW		\$180,000		\$180,000											ID# 6600-00-61 Let: 7/14/20
Visconsin	Mosinee-Elderon	CONST											\$1,075,200	\$268.80	0	\$1,344,000	
	Old 51 to East View Dr.	TOTAL		\$180,000		\$180,000							\$1,075,200			\$1,344,000	
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2017-2020 TABLE 1 TIP PROJECT LISTING (\$)

Changes in Red February 14, 2017

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^{*} Amounts show a 2.0% Annual increase to reflect Year of Expenditure Dollars

TABLE 2

Assessment of Available Funding for the 2017-2020 Transportation Improvement Program
Amended February 14, 2017

F	unding Source			Estimated Available Funding					
Agency	Program	2017	2018	2019	2020	2017	2018	2019	2020
Federal Highway	NHPP	\$485,632	\$225,000	\$0	\$2,021,232	\$485,632	\$225,000	\$0	\$2,021,232
Administration	STBG	\$1,979,578	\$1,121,339	\$2,560,598	\$492,800	\$1,979,578	\$1,121,339	\$2,560,598	\$492,800
	HSIP	\$747,824	\$180,000	\$180,000	\$180,000	\$747,824	\$180,000	\$180,000	\$180,000
Totals		\$3,213,034	\$1,526,339	\$2,740,598	\$2,694,032	\$3,213,034	\$1,526,339	\$2,740,598	\$2,694,032
Totals	Inflated by 2.0% Annually	\$3,213,034	\$1,556,866	\$2,850,222	\$2,855,674	\$3,213,034	\$1,556,866	\$2,850,222	\$2,855,674

Federal Transit Administration	Section 5307 Wausau Urbanized Area	\$973,811	\$976,406	\$1,018,777	\$1,052,789	\$973,811	\$976,406	\$1,018,777	\$1,052,789
	Section 5309	\$192,800	\$59,200	\$446,566	\$2,267,802	\$192,800	\$59,200	\$446,566	\$2,267,802
	Section 5307 - Other	\$100,542	\$101,488	\$102,433	\$103,355	\$100,542	\$101,488	\$102,433	\$103,355
Totals		\$1,267,153	\$1,137,094	\$1,567,776	\$3,423,946	\$1,267,153	\$1,137,094	\$1,567,776	\$3,423,946
Totals	Inflated by 2.0% Annually	\$1,267,153	\$1,159,836	\$1,630,487	\$3,629,383	\$1,267,153	\$1,159,836	\$1,630,487	\$3,629,383

O:\PLDATA\MPO\Resolutions\TIPResolutions\2017\WausauTIPTable2-TIPAmendment_2-14-17.xls

Wausau MPO Transit Development Plan and Community Outreach

Transit Development Plan (TDP)

- 1. Introduction and Purpose
 - a. Process, Requirements, Timeline
- 2. Vision, Goals, and Objectives
- 3. Overview of Existing System
 - a. Governance/Organizational Structure
 - b. System Performance/Evaluation
 - i. Services Provides
 - ii. Fare Structure
 - iii. Fleet
 - iv. Facilities
 - v. Technology
 - vi. Peer Review
- 4. Public/Stakeholder Engagement
 - a. Public Engagement Team
 - b. Benefits of Transit
 - c. Coalition Building
 - 1. Public Engagement Model
 - 2. Stakeholder Engagement
 - d. Community Involvement
 - 1. Metro Area Municipalities
 - 2. Rider/Driver/Community Surveys
 - e. General Public Involvement
 - 1. Media/Social Media
- 5. Recommendations
 - a. Community Destinations/Service Areas
 - b. System Expansion
 - c. Financial/Capital Improvements
 - d. Policy Creation/Municipal Agreements
 - e. 5-Year Timeline/Milestones

Public/Stakeholder Engagement

- A. Create a Public Engagement Team
 - 1. Team will collaborate to create the best approaches to interact with, coordinate with, educate, build consensus with area stakeholders, communities, and the public
- B. Benefits of Transit
 - 1. Create educational information to establish a consistent message
- C. Coalition Building
 - 1. Public Engagement Model

Utilize the Public Engagement Model developed for Marathon County by WIPPS and UW-St. Point

2. Stakeholder Engagement

Hold individual interviews with: Chamber of Commerce, Community Foundation of North Central Wisconsin, MCDEVCO, Civic Organizations, Schools Districts, United Way, Economic Development Groups, Job Placement Agencies, Health Care, Transit Advocacy Groups, Community Services Groups, Elderly and Disabled Advocacy Group.

- D. Community Involvement
 - Hold individual interviews with metro area municipal leaders in the: Cities of Mosinee, Schofield, Wausau; Villages of Maine, Brokaw, Kronenwetter, Rothschild, Weston; and the Towns of Stettin, Rib Mountain, Mosinee, Wausau, Weston, and Marathon County to discuss regional transit opportunities and participation options.
 - 2. On Board Rider/Driver/Community Surveys
- E. General Public Involvement
 - 1. Media/Social Media Engagement

MetroRide Transit Development Plan

	2017											
	J	F	М	Α	М	J	J	Α	S	0	N	D
Project Scoping												
Existing System Data												
Public/Stakeholder Engagement												
Passenger Survey												
Origin Destination Model												
Recommendations												
Draft completed												
Public Review												
Plan Approval												



Wisconsin Department of Transportation 2017-2022 Local Program Guidelines

STP-Urban, STP-Rural and Local Bridge

Jan. 6, 2017

Purpose and Description

These guidelines provide direction for project requests for the Wisconsin Department of Transportation's (WisDOT's) 2017-2022 "Local Program cycle," defined in this solicitation as the statewide Surface Transportation Program (STP)-Urban, STP-Rural and Local Bridge programs.

It is important to note that local improvement projects on connecting highways are **not** eligible for STP-Urban, STP-Rural and Local Bridge funds. Per Wisconsin Statutes, funds provided to local units of government are to be used for eligible projects on routes other than state trunk highway or connecting highway routes (Wis. Stats. 20.395(2)(eq); 20.395(2)(ev); 20.395(2)(ex); 20.395(2)(fx); and 84.18(2)(d)). Once a project is approved and authorized, the sponsor has a maximum of six and a half years to construct the project and have it in final acceptance. This WisDOT sunset policy was implemented in the 2011-2014 program cycle and continues to provide ample time for local sponsors to program and build improvements without being impacted by the Federal Highway Administration's (FHWA's) 10-year requirement. It also helps ensure statewide funding provided by Congress and the state Legislature for local improvements is utilized within a reasonable timeframe.

To continue statewide program stability efforts, WisDOT will manage a full five fiscal year program of projects for each of these programs. In each odd year, this provides the department and local sponsors the ability to review and adjust the already scheduled first three years of the programs (2018, 2019, and 2020) as needed, and add another two full years of approved projects to the schedule (2021 and 2022). WisDOT will solicit for the 2019-2024 program cycle and repeat the same process, beginning with a review and adjustment opportunity for 2020, 2021 and 2022.

There are additional challenges that may impact funding levels for the 2017-2022 program, including:

- Continuation of the current program cycle length after expanding in the previous program cycles
- Projects approved in past cycles that have not yet been delivered, and
- State and federal budget pressures.

WisDOT will provide County Highway Commissioners with summaries of current entitlement balances. An updated application form, specifically developed for the 2017-2022 program cycle, will be required for all project requests. WisDOT regional representatives will review and approve the completed applications. The cost estimates in the approved applications will not be included in the Concept Definition Report (CDR) and will be kept confidential for the purpose of baseline costs for program tracking or reporting.

The state's multimodal freight network is a topic of increased interest for transportation stakeholders. The freight network is composed of highways, local roads, rail lines, ports and airports. The network identifies the role of different transportation facilities in shipping freight to and from Wisconsin. Please refer to the following link for additional information: http://wisconsindot.gov/Pages/projects/sfp/default.aspx

STP-Urban

Federal law allocates STP-Urban funding using population as a basis for funding distribution. Urbanized and urban area designations are federally determined by population density. State borders are irrelevant in this initial designation. Funding for these multi-state entities is provided to each state based on its share of the urban or urbanized area population. As a result of the 2010 Census, there are now six Transportation Management Areas (TMAs) (Appleton, Green Bay, Madison, Milwaukee, Minneapolis-St. Paul, and Round Lake Beach) in Wisconsin. STP-Urban projects are funded 80 percent federal and 20 percent local, except within an urbanized area, where the federal share may be as low as 50 percent federal at project approval.

Urbanized Areas

Within urbanized areas, the Metropolitan Planning Organizations (MPOs) are responsible for the approval of projects at a reasonable participating federal limit, not to exceed 80 percent federal. STP-Urban funds may be spent inside or outside the urban boundaries of urbanized areas. Because urbanized areas receive a fixed allocation, they may choose to extend a project outside the urbanized area boundary to the Metropolitan Planning Area (MPA) boundary. MPAs include the census-defined urbanized area plus contiguous areas expected to become urbanized within the 20-year forecast period of the MPO long-range transportation plan.

Wisconsin's 18 urbanized areas receive an annual allocation based on their population. Urbanized areas must program all available funds in each program cycle. Funds may not be reserved for cost increases or as carryover.

All 18 urbanized areas must stay within their allocation of funds; allocations cannot be adjusted upward. Project growth will need to be monitored by WisDOT regional staff, the MPO and communities within the region through cooperative agreements within the urbanized area. Responsible choices based on mutual decision-making and consultation with WisDOT will enhance the ability of the MPOs to manage their allocation and reduce the need for state intervention. Because allocations are a finite amount of funding, all MPO projects must be capped, as specified in the State Municipal Agreement (SMA).

All projects in areas above 50,000 in population should be part of the Transportation Improvement Program (TIP) process, and must be contained in their TIP prior to project authorization. If the project is not included in the TIP, an amendment to the TIP will be necessary before the project will be authorized.

WisDOT no longer provides entitlement balances to TMAs and urbanized areas, as a WisDOT statewide formula process is not used to distribute funds to communities in urbanized areas.

Urban Areas

For urban areas, annual funding for each of the two categories (5,000 to 20,000 and 20,000 to 50,000 in population) continues to be allocated by population. Wisconsin uses a statewide formula ranking process to distribute funds to communities in urban areas based on eligible centerline mileage. As a result of the 2010 Census, there are 52 urban areas in the state.

STP-Rural

Wisconsin uses a statewide formula ranking process to distribute STP-Rural funding. The formula is based 60 percent on a county's proportionate share of statewide rural centerline mileage and 40 percent on its proportionate share of statewide rural registration.

STP-Rural funds may only be spent outside urban boundaries. The current formula generates funding priority based on factors completely outside of urban and urbanized areas. By long-standing department policy, in Wisconsin, county highway commissioners set priorities for STP-Rural funding within their counties. In Wisconsin it is not appropriate to allow counties to propose the funding of projects within urban boundaries. It is the county highway commissioners' responsibility to ensure no projects are submitted for STP-Rural funding that are located within urban boundaries. STP-Rural projects are funded 80 percent federal and 20 percent local. A roadway must be functionally classified as a major collector or higher to apply for STP-Rural funding.

Local Bridge

Wisconsin uses a statewide ranking process to distribute Local Bridge funding as required in Wisconsin Statute <u>84.18(5)</u>. The formula uses Statewide Bridge Replacement Cost as a basis for distribution of funds. Each county gets a proportional share of the total allocation based on a statewide average cost of replacing those bridges with a sufficiency rating (SR) less than 50. While the cost analysis is based on replacement, the SR determines whether the bridge is eligible for replacement or rehabilitation funds at the cost share of 80 percent federal or state and 20 percent local.

County highway commissioners establish bridge priorities within their county per <u>TRANS 213</u>. To be eligible for federal aid, structures must be located on a locally owned public roadway (not on a connecting highway), the structure must have a span of greater than 20 feet, a SR of 80 or less for rehabilitation or a SR of less than 50 for replacement, and be either "functionally obsolete" or "structurally deficient." In addition, the bridge must not have been constructed or reconstructed in the last 10 years regardless of the funding source. This requirement excludes routine maintenance work. These definitions are part of the federal requirements. In general, "functionally obsolete" means that the width, vertical clearance or load rating of the bridge does not meet modern standards (rating of 3 or less). In general, "structurally deficient" means that a major element of the bridge is seriously deteriorated or damaged (rating of 4 or less for deck, abutments or girders).

TRANS 213 also allows rehabilitation projects to occur on bridges with a SR of 80 or less if certain conditions are met. An engineering study must be undertaken independently by the local agency (i.e., using local dollars) **prior** to application. The consulting firm that completes the independent

engineering study is not eligible to work on the design project. The study needs to show the rehabilitation would satisfy all three of the following:

- Be cost effective
- Extend the life of the bridge by at least 10 years
- Correct all deficiencies

Projects cannot be submitted for rehabilitation with a SR greater than 80. The state requirements of functionally obsolete and structurally deficient will determine an eligible project, not its ability to return the SR above 80.

Local Bridge Policy/Process Issues

1. Bridge Inventory List

Bridges must be on the 2016 or newer bridge inventory list, which is now created by the WisDOT Bureau of Structures, and have both the SR and the necessary deficient components that make up the SR, to be eligible to apply for federal funding. The 2016 bridge inventory list will be published and distributed to all county highway commissioners. Contact your county highway commissioner to determine if a bridge is on the list. An exception to the above-mentioned eligibility requirements may be made for emergency bridge rehabilitation or replacement projects. This exception will only be approved upon review of the latest inspection reports and acceptance by a WisDOT bridge engineer that determines the structure has both the SR and necessary deficient components to make it eligible for funding.

2. Bridge Approaches

The "Policy on Local Program Bridge Approaches" has been completed and is incorporated into WisDOT's Facilities Development Manual (FDM). The FDM chapter with this policy is available on WisDOT's roadway standards webpage: http://wisconsindot.gov/rdwy/fdm/fd-03-05.pdf#fd3-5

3. State Municipal Agreements-Local Bridge Program

Local Bridge projects must have only one sponsor identified in the SMA. Applicable local resolutions must be attached to the back of the SMA.

General Policy/Process Issues

1. Statewide Consistency

WisDOT continues to strive for statewide consistency within the Local Program in order to streamline processes for internal and external stakeholders. Statewide consistency improvements that will be implemented for the 2017-2022 program cycle include:

- Maintaining a six-year program cycle (five fiscal years of funding)
- Updated electronic statewide project application forms
- Updated statewide SMA templates and processes
- Revised WisDOT reports that will provide information on existing and new projects
- Revised project cost estimating tools for local project sponsors, including a new bridge estimating tool and prioritization criteria created by the WisDOT Bureau of Structures.

2. Project Application Review and Estimate Verification

WisDOT staff in each region office will provide application assistance to local units of government for the 2017-2022 program cycle. This includes WisDOT review and approval of applications' project scope, accurate improvement type, estimated costs, and a realistic project schedule. Local officials should contact their WisDOT Region Local Program Manager with application process questions. The final project scope, improvement type, cost and delivery schedule continues to be the responsibility of the local sponsor. The applications will serve as the concept definition report (CDR) for all approved projects excluding the confidential cost estimate section. Additional information on application and cost estimating tools can be found at the following WisDOT webpage: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx. WisDOT Region staff may revise estimates in the applications based on the complexity of the project or other factors.

3. Evaluation of Rail Issues

To ensure compliance with both state and federal law and policy, all projects with any of the following conditions must be evaluated for rail issues:

- A railroad crossing located within the project limits or within 1,000 feet of the project location and/or on the designated detour route.
- Grade separations between a highway and a railroad.
- Projects that parallel a railroad on adjacent right of way.
- Projects that use railroad properties.
- Projects that involve adjustments to railroad facilities.
- Projects that will impact a corridor reserved under an applicable recreational trails program.

Evaluation may require coordination with the railroad company at an early stage (sometimes even prior to submitting the project application). WisDOT Region Railroad Coordinators are available to assist with this coordination. Project limits should not be adjusted to "gap" the railroad crossing to avoid coordination.

Approved projects that meet any of the above conditions will require railroad coordination and will likely require the development and execution of a railroad agreement. It is not uncommon for this step to take a substantial amount of time. Project development schedules should provide for sufficient time for these activities.

4. <u>Bicycle and Pedestrian Accommodations</u>

As part of the 2015-2017 Wisconsin budget bill Act 55, State Statute 84.01(35) was modified. A frequently asked questions (FAQs) document has been developed with regards to the modifications to the Bicycle and Pedestrian State Statute 84.01(35). The purpose of this document is to provide consistent direction to Department staff as well as our consultants and local partners. There is no prescribed process yet developed for establishing bicycle and pedestrian facilities for projects with federal funding and for projects on the National Highway System (NHS). The Department and FHWA have been working for a while and continue to work on

a process that coordinates both state and federal requirements. In the meantime, Central Office staff can provide assistance on an individual project-by-project basis. Coordinate this request with the Regional Oversight Engineer and the Bike/ Pedestrian Coordinator for Central Office assistance.

The FAQs may be found on the multimodal projects and studies web site under complete streets: http://wisconsindot.gov/Pages/projects/multimodal/ped.aspx

5. <u>Prohibition on Charging Local Oversight Costs to Federal Aid Projects</u>

Local project sponsors cannot charge local staff oversight or administrative costs to any federal aid project.

6. Timely Use of Funds

Projects are expected to utilize federal or state funds within a reasonable timeframe. Failure to do so unnecessarily reserves spending authority that could be used by other eligible local governments. In accordance with the WisDOT sunset policy, 2017-2022 program cycle projects must be constructed and in final acceptance within six and a half years from the start of calendar year 2018, or by June 30, 2024.

7. Project Substitutions

Project sponsors are limited to **two** substitutions per project. One substitution request may be based on any reason provided by the project sponsor. A second substitution can be requested based on documented issues with a project.

8. Additional Federal Funding Source - Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a federal reimbursement program that funds highway safety projects at sites that have experienced a high crash history. The overall objective of HSIP is to develop and implement, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (state and local). The funding ratio for HSIP funds is 90 percent federal, and usually requires a 10 percent match of state and/or local funds. Emphasis is on low-cost and data-supported safety treatments that can be implemented quickly. Refer to the following link to reference the WisDOT HSIP web page: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx

General Instructions

- 1. Regions should not allow local communities to request design and construction for the same project in the same fiscal year.
- 2. No applications for design only will be approved for funding, and all designs that are requested must be tied to a construction project.

- 3. Existing projects that were approved in previous program cycles may not request additional funding through new program cycle in programs where the statewide rating and ranking process is used (STP-Rural, STP-Urban 5,000-20,000, STP-Urban 20,000-50,000, and Local Bridge).
- 4. Because a new program is being developed, project substitutions will not be accepted between July 10, 2017, and October 16, 2017. This window may be lengthened or shortened based on the determination of WisDOT Bureau of Transit, Local Roads, Railroads, and Harbors staff. WisDOT Region staff will be notified of any changes to these dates as soon as possible.
- 5. All projects **must** have a signed, accepted SMA in place before any funds can be obligated.
- 6. Funding for all projects will be capped at the original approved amount.

Schedule for Program Approvals

As the schedule below indicates, the STP-Urban, STP-Rural and Local Bridge programs will be developed and approved within the same timeframe.

WisDOT Schedule
2017-2022 Local Highway Improvement Program

Program	Project Applications Due to WisDOT	Approved Programs Sent to Regions	Approved Programs Published
STP-Urban	Monday, July 10, 2017	Monday, October 9, 2017	Monday, October 16, 2017
STP-Rural	Monday, July 10, 2017	Monday, October 9, 2017	Monday, October 16, 2017
Local Bridge	Monday, July 10, 2017	Monday, October 9, 2017	Monday, October 16, 2017

Because the STP-Urban, STP-Rural and Local Bridge programs involve close cooperation with local units of government, guidelines for the cyclical development of these programs, along with subsequent information updates, will continue to be published on WisDOT's Assistance Programs website. http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/default.aspx

WisDOT Region Contact List

WisDOT Region	Contact	Phone	Email
SE Region	Bob Schmidt	(262) 548-8789	robert1.schmidt@dot.wi.gov
SW Region	Michael Erickson	(608) 246-5361	michael.erickson@dot.wi.gov
NW Region	Bill Zimmer	(715) 635-5014	william.zimmer@dot.wi.gov
NC Region	Sandy Stankevich	(715) 365-5784	sandy.stankevich@dot.wi.gov
NE Region	Sandy Carpenter	(920) 492-5681	sandra.carpenter@dot.wi.gov

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Wisconsin Riverwoods Trail

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The beautiful 10'-wide asphalt Wisconsin Riverwoods Multi-Use (pedestrians & bicycles) Trail extends south from Main Street (adjacent to the west Wisconsin River Bridge) through Chuck's Boat Landing and then southwest through Edgewood Park. The trail is then located on Edgewood Drive from Edgewood Park west to South Rangeline Road.

The original segment (Main St. to Chuck's Boat Landing) of the trail is approximately 0.4-mile in length and was constructed in the fall of 2009 on an 18-acre urban forest parcel that was graciously donated by the Wausau (Mosinee) Paper Corporation to the City. The City was very fortunate able to obtain Community Sensitive Design Funds from the State of Wisconsin Department of Transportation (as part of the Wisconsin River Bridge Reconstruction Project) and also a generous contribution from the Mosinee Flowage Trust Fund (established by the Wausau {Mosinee} Paper Corporation) to construct the original segment of the trail.

The 2nd segment (Chuck's Boat Landing to Rangeline Road) of the trail is approximately 1.3-miles in length and was constructed in the fall of 2016 Easements for the 2nd segment of the trail were graciously donated by Norbert & Joan Dupuis and also by the Consolidated Water Power Company. The City was fortunate to be awarded a \$255,458 Bicycle & Facilities Program (BPFP) Transportation Enhancement Grant from the State of Wisconsin Department of Transportation (WisDOT) to assist with funding the

construction of the 2nd segment of the Wisconsin Riverwoods Multiuse Trail.

In addition to the primary trail there are three (3) additional 10'-wide asphalt paved access points to the main trail from the following locations:

- * From the east side of 3rd Street (between High & Jackson Streets).
- * From the south end of Elm Street.
- * From the south end of Novak Street.

The trail includes 12'-wide elevated timber boardwalks across two wetland areas and also two beautiful river overlook areas.

WISCONSIN RIVERWOODS TRAIL MILEAGE DATA

- * Main Street to Edgewood Drive (Edgewood Park west parking lot): 1.5 miles
- * Edgewood Park to Rangeline Road: .3 miles

Click here for a park map

Send mail to mailto:clerks@mosinee.wi.us?subject=City%20Web%20Site with questions or comments about this web site.

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