

**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**

**October 10, 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)*

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


**AGENDA ITEMS:**

- 1. Call to Order
- 2. Welcome and Introductions

**POLICY DISCUSSION AND POSSIBLE ACTION:**

- 3. Approve Minutes of the August 15, 2017 Meeting
- 4. 2017-2022 STP-Block Grant (STP-Urban) Project Applications Ranking
- 5. 2018-2021 Draft Transportation Improvement Plan (TIP)
- 6. 2018 Draft Unified Planning Work Program (UPWP)
- 7. Next Meeting Date – November 14, 2017
- 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 or e-mail [infomarathon@mail.co.marathon.wi.us](mailto:infomarathon@mail.co.marathon.wi.us) one business day before the meeting.**

SIGNED   
PRESIDING OFFICER OR DESIGNEE

FAXED TO: 848-9361 848-5887 715-387-4175  
Daily Herald City Pages Marshfield News  
Midwest Radio Group – 848-3158  
CenterState Marketplace – 446-2370  
FAXED BY: BI  
FAX DATE/TIME: 10/3/2017 10:00 AM  
FAXED BY/DATE/TIME \_\_\_\_\_

NOTICE POSTED AT COURTHOUSE:

By: \_\_\_\_\_  
Date: \_\_\_\_\_  
Time: \_\_\_\_\_

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**  
**Minutes**  
**August 15, 2017**

**Commissioners:** George Peterson, Barbara Ermeling, Jeff Gates (for Jacobson), Raynard Zunker, Tom Mullaley (for Hoenisch), Randy Fifrick (for Voll), Milton Olson, Dave Meurett (for Habeck)

**TAC Members:** Dave Mack, Keith Donner, Darryl Landeau, Steve Kunst (for Rhoden)

**Others Present:** Gary Olsen, Diane Thoune, Christopher Johnson (Village of Kronenwetter)

1. Call to Order

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Vice-Chairman Peterson at 2:02 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 June 13, 2017 meeting

**Action:** MOTION / SECOND BY GATES / FIFRICK TO APPROVE THE JUNE 13, 2017 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. 2017 Transportation Improvement Plan (TIP) Amendment #5-17

**Discussion:** Mack submitted the resolution for the amendment to the TIP. The amendment is to include the road resurfacing project for USH 51 from Decator Drive to Lincoln County Line. Design on the project is scheduled to begin in 2017 with construction projected to start in 2022.

**Action:** MOTION / SECOND BY FIFRICK / KUNST TO APPROVE RESOLUTION #5-17 TO AMEND THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

**Follow Through:** The Amendment will be submitted to WisDOT and the Federal Highway Administration.

5. STP-Block Grant (STP-Urban) Applications Ranking

**Discussion:** Mack provided a summary of the Surface Transportation Block Grant Applications rankings. Approximately \$1.3 million is allocated with a total of 6 projects submitted for review this year. The top 3 projects are: North 6<sup>th</sup> St in the City of Wausau with \$500,000 being funded, Marathon County Road K with \$120,500 being funded, and the Ross, Kramer, and Kersten Rd. project in the Town/Village of Weston with the amount to be determined. The fourth ranked was Stewart Avenue in the City of Wausau, the fifth was Margaret Street in the Village of Rothschild, and the last application was Birch Street in the Village of Weston.

**Action:** MOTION / SECOND BY ZUNKER / GATES TO APPROVE THE GRANT APPLICATIONS BASED UPON THE 2017-2022 STBG PROJECTS RANKINGS INCLUDED IN THE AMENDMENT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM DATED AUGUST 15, 2017. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

**Follow Through:** Funding levels for the Ross, Kramer, and Kersten Rd. project to be addressed at a later date.

6. Next Meeting Date –

**Action:** September 12, 2017 meeting to be scheduled.

**Follow Through:** Meeting to be scheduled.

7. Adjourn

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

August 15, 2017

Action: There being no further business to come before the members, **MOTION / SECOND BY FIFRICK/ MULLALEY TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:16 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County

Conservation, Planning and Zoning

DM: BI

August 21, 2017

2017-2022 STBG PROJECTS RANKINGS

QUESTION WEIGHT	QUESTION NUMBER	SCORE	HIGHEST POSSIBLE SCORE		CITY OF WAUSAU NORTH 6TH STREET		CITY OF WAUSAU STEWART AVENUE		V. OF WESTON BIRCH STREET		MARATHON COUNTY COUNTY ROAD K		V. OF ROTHSCHILD MARGARET STREET		T/V. OF WESTON ROSS, KRAMER, KERSTEN	
			Points	Calc.	Points	Calc.	Points	Calc.	Points	Calc.	Points	Calc.	Points	Calc.	Points	Calc.
20%	1	0,2,4,6	6	1.2	4	0.8	4	0.8	2	0.4	4	0.8	2	0.4	2	0.4
15%	2	0,2,4,6	6	0.9	6	0.9	6	0.9	6	0.9	6	0.9	6	0.9	6	0.9
15%	3	0,2,4,6	6	0.9	6	0.9	4	0.6	2	0.3	6	0.9	2	0.3	2	0.3
5%	4	0,2,4,6	6	0.3	4	0.2	2	0.1	2	0.1	2	0.1	2	0.1	2	0.1
10%	5	0,2,4,6	6	0.6	0	0	0	0	0	0	4	0.4	0	0	4	0.4
20%	6	0,2,4,6	6	1.2	4	0.8	2	0.4	2	0.4	2	0.4	2	0.4	2	0.4
5%	7	0,2,4,6	6	0.3	2	0.1	2	0.1	2	0.1	2	0.1	2	0.1	2	0.1
10%	8	0,2,4,6	6	0.6	2	0.2	2	0.2	4	0.4	2	0.2	4	0.4	0	0

TOTAL SCORE	<b>6</b>	<b>3.9</b>	<b>3.1</b>	<b>2.6</b>	<b>3.8</b>	<b>2.6</b>	<b>2.6</b>
		<b># 1</b>	<b># 3</b>	<b># 4</b>	<b># 2</b>	<b># 4</b>	<b># 4</b>

Funding:	Construction Cost	\$1,000,000	\$1,800,000	\$1,132,880	\$241,000	\$1,490,000	\$953,493
	50% funded by STP-Urban	\$500,000	\$900,000	\$566,440	\$120,500	\$745,000	\$476,747

Ranked Projects	50% of Project	Running Total
N. 6th Street	\$500,000	\$500,000
County K	\$120,500	\$620,500
Stewart Ave	\$900,000	\$1,520,500
Ross, Kramer, Kerste	\$476,747	\$1,997,247
Margaret Street	\$745,000	\$2,742,247
Birch Street	\$566,440	\$3,308,687



WAUSAU METROPOLITAN  
PLANNING ORGANIZATION

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# TRANSPORTATION IMPROVEMENT PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2018 - 2021

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MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

November 2017



U.S. Department of Transportation  
**Federal Highway Administration**



U.S. Department of Transportation  
**Federal Transit Administration**



**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)  
TRANSPORTATION IMPROVEMENT PROGRAM 2018-2021**

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

Robert Mielke	Mayor, City of Wausau
Chris Voll	President, Village of Kronenwetter
Jeff Weisenberger	President, Village of Brokaw
Betty Hoenisch	Chairman, Town of Maine
Steve Hagman	Chairman, Town of Mosinee
Allen Opall	Chairman, Town of Rib Mountain
Raynard Zunker	Chairman, Town of Stettin
John Prah	Chairman, Town of Wausau
Milton Olson	Chairman, Town of Weston
George Peterson, Vice Chairman	President, Village of Rothschild
Barbara J. Ermeling	President, Village of Weston
Brent Jacobson	Mayor, City of Mosinee
Kregg Hoehn	Mayor, City of Schofield
Kurt Kluck	Chairman, Marathon Co. Highway Committee
Russ Habeck	Director, WisDOT - North Central Region

**MPO TECHNICAL ADVISORY COMMITTEE**

Rebecca Frisch, Commission Sec./Dir.	Marathon Co. Conservation, Planning & Zoning Dept.
David Mack, Program Manager	Wausau MPO/Marathon County CPZ
Andrew Lynch, Transportation Planner	Wausau MPO/Marathon County CPZ
Jim Griesbach, Commissioner	Marathon County Highway Department
Brian Grefe, Manager	Central Wisconsin Airport
Darryl Landeau	North Central Wisconsin RPC
David Eckmann	Wausau Area Chamber of Commerce
Gaylene Rhoden, Administrator	Town of Rib Mountain
Scott Turner, Street & Parks Superintendent	Town of Rib Mountain
Richard Downey, Administrator	Village of Kronenwetter
Christopher Johnson, Public Works Director	Village of Kronenwetter
Randy Fifrick, Comm. Dev./Zoning Admin.	Village of Kronenwetter
Tim Vergara, Public Works Admin.	Village of Rothschild
Daniel Guild, Administrator	Village of Weston
Keith Donner, Public Works Admin.	Village of Weston
Jeff Gates, City Administrator	City of Mosinee
Mark Thuot, Public Works Admin.	City of Schofield
Eric Lindman, Public Works & Utilities Director	City of Wausau
Brad Lenz, City Planner	City of Wausau
Greg Seubert, Transit Director	Wausau Area Transit System
Dave Meurett	WisDOT – North Central Region
James Kuehn	WisDOT – Bureau of Planning
Matt Schreiber	WisDOT – Bureau of Planning
Mitch Batuzich	FHWA – Ex Officio Member
Marisol Simon	FTA – Ex Officio member

Marathon County Conservation, Planning and Zoning Department  
210 River Drive  
Wausau, WI 54403-5449  
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## INTRODUCTION

Federal laws and regulations mandate that urbanized areas over 50,000 in population develop and maintain a continuing, cooperative, and comprehensive transportation planning process to qualify for federal highway and transit monies. The planning process in these urbanized areas is administered by a Metropolitan Planning Organization (MPO). MPOs are required to develop a Transportation Improvement Program (TIP) and long range transportation plan for the area.

The 1980 Census indicated that the Wausau urbanized area population was 52,990, surpassing the 50,000 threshold for urban transportation planning requirements. The Marathon County Planning Commission was designated as the agent for the Wausau Metropolitan Planning Organization in 1983. In 1996, the Marathon County Planning Commission was renamed as the Marathon County Metropolitan Planning Commission.

The Marathon County Metropolitan Planning Commission reviews and approves the planning activities of the MPO including the TIP and long range transportation plan. The Marathon County Metropolitan Planning Commission is composed of the chief elected officials of the communities within the Wausau urbanized area and representatives of the agencies having jurisdiction over urban roadways within the urbanized area. Currently, the Marathon County Metropolitan Planning Commission includes representatives from the Cities of Schofield, Mosinee, and Wausau; the Villages of Brokaw, Kronenwetter, Maine, Rothschild, and Weston; and the Towns of Stettin, Rib Mountain, Wausau, Weston, and Mosinee; the Wisconsin Department of Transportation (WisDOT) – North Central Region, and the Marathon County Infrastructure Committee.

The federal highway bill, Fixing America's Surface Transportation (FAST Act), approved in December 2015 has regulations and guidance for highway, highway safety, and transit authorizations. The FAST Act continues to give the MPO the responsibility to develop a TIP and long range transportation plan for the area. Map 1 shows the identified Planning Boundary and Urbanized Area Boundary for the Wausau MPO area developed and approved in 2013.

The TIP lists the programmed projects in the MPO metropolitan area. The TIP must list all projects in the metropolitan area to be federally funded under Title 23 U.S.C. and 49 U.S.C., and may include projects to be funded entirely with state or local funds. New TIP development provisions in Section 134(j) (1)(A) indicate that:

- a) Projects must be consistent with the current Metro transportation plan,
- b) The TIP reflects investment priorities established in the plan,
- c) Once implemented, the TIP is designed to make progress toward achieving identified performance targets.

The TIP must also be updated at least every two years, though the Wausau MPO has historically updated the TIP every year. The TIP must be consistent with the transportation plan for the area and include at a minimum:

1. A prioritized list of projects and project segments to be carried out within each four-year period after initial adoption of the TIP; and
2. A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to

carry out the TIP, and recommends any innovative financing techniques to finance needed projects and programs.

The TIP must be developed by the MPO in cooperation with the State, affected transit operators and local communities. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. The new Surface Transportation Block Grant Program (STBG) or the former Surface Transportation Program (STP)/Urban projects are prioritized by the Wausau MPO. *The Policy for Approval of Transportation Improvement Programs* assists the Marathon County Metropolitan Planning Commission in approving the projects to be programmed with STBG funds. WisDOT administers the other federal transportation programs in the state. The Marathon County Metropolitan Planning Commission locally approves the TIP and forwards it to state and federal agencies. The Secretary of WisDOT, acting for the Governor, also approves the TIP. The TIP is then made part of the State Transportation Improvement Program (STIP). The Wausau MPO provides citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, public and private providers of transportation, and other interested parties with an opportunity to comment on the draft TIP. The strategy to provide a public review and input process is described in the MPO's *Public Participation Plan for its Transportation Plans and Programs* and is available on the MPO Website, [WausauMPO.org](http://WausauMPO.org).

The Wausau Metropolitan Planning Organization completed an update to the long range transportation plan in November 2016, which is the guidance for the selection and prioritization of area transportation projects. A list of illustrative projects for potential future funding is included for information purposes in Appendix D.

Map 1 Planning Boundary & Urbanized Area Boundary



## **THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT AND THE MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY (MAP-21) ACT**

Federal-aid highway and transit funding programs changed effective December 3, 2015 as a result of the 2015 transportation reauthorization act *Fixing America's Surface Transportation Act*, (FAST).

The following indicates how funding programmed in the TIP relates to the FAST Act revenue programs.

**Federal-aid Highway Programs:** National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Grade Crossing, Transportation Alternatives (TAP).

**Federal-aid Transit Programs:** Urbanized Area Formula Grants (5307), Enhanced Mobility of Senior's and Individuals with Disabilities (5310), Rural Area Formula Grants (5311), State of Good Repair Program (5337) (Formula), Bus and Bus Facilities Formula Program (5339), Fixed Guideway Capital Investment Grants (5309).

### **Development of Metropolitan Planning based on the FAST Act**

In the FAST Act, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. In the statewide and nonmetropolitan planning process, selection of projects in nonmetropolitan areas, except projects on the NHS or funded with money remaining from the discontinued Highway Bridge Program, must be made in cooperation with affected nonmetropolitan officials or any regional transportation planning organization.

### **Program Purpose**

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

**Statutory and regulatory citation(s):** FAST Act §§1105, 1201; 23 USC 104, 134; 23 CFR Part 450

### **Funding features**

The FAST Act's approach to formula program funding is authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is

calculated, an amount is set aside for the State's Metropolitan Planning program via a calculation based on the relative size of the State's FY 2009 Metropolitan Planning apportionment.

From the State's Metropolitan Planning apportionment, a proportionate share of funds for the State's Transportation Alternatives Program is to be set aside.

**Federal share:** Determined in accordance with 23 USC 120.

### **Key modifications**

Modifications to the metropolitan planning process include the following:

#### Performance-based planning

- Metropolitan planning organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Each MPO will establish performance targets that address the FAST Act surface transportation performance measures.
- The performance targets selected by a MPO will be coordinated with the WisDOT identified performance measures/targets to ensure consistency to the maximum extent practicable.
- Performance targets selected by a MPO will be coordinated with public transportation providers, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- MPOs are required to integrate into the metropolitan transportation planning process other performance-based transportation plans or processes.
- The MPOs will establish performance targets not later than 180 days after the date that the relevant State or public transportation provider establishes performance targets.
- In MAP-21, the structure of all MPOs is required to include officials of public agencies that administer or operate public transportation systems.

#### Long Range Transportation Plan (Plan)

- The Plan will include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- The Plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- MPOs have the option of developing multiple scenarios for consideration during the development of the Plan.



### Transportation Improvement Program (TIP)

- The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

### **Continuing provisions**

Significant continuing provisions include:

- The minimum population required for a MPO remains at more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.
- The Plan must be prepared and updated every 4 years (or more frequently if the MPO elects to do so) in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the Plan will be prepared and updated on a 5 year cycle (or more frequently if the MPO elects to do so).
- The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.
- Public involvement remains a hallmark of the metropolitan planning process.
- The TIP is to be updated at least once every 4 years and approved by the MPO and Governor.
- A congestion management system is required in TMAs and the planning process in TMAs must be certified by the Secretary.

### **Performance report**

The U.S. Secretary of Transportation is required to submit a report to Congress not later than 5 years after the date of enactment of the FAST Act. The report is to evaluate:

- The overall effectiveness of performance-based planning as a tool for guiding transportation investments;
- The effectiveness of the performance-based planning process for each metropolitan planning organization;
- The extent to which MPOs have achieved, or are making substantial progress towards achieving, the performance targets, and whether MPOs are developing meaningful performance targets; and
- The technical capacity of MPOs that operate within a metropolitan planning area of less than 200,000, and their ability to carry out the planning requirements.

## **POLICY FOR APPROVAL OF TRANSPORTATION IMPROVEMENT PROGRAMS**

The following policy is used by the Wausau MPO in developing the Transportation Improvement Program allocation of the STBG funds for the Wausau Metropolitan Area.

### **1. COST SHARE**

The Wausau MPO has established the federal share of STBG projects at fifty percent (50%). The balance of the project costs, fifty percent (50%), is the responsibility of the sponsoring local government.

### **2. PROJECT ELIGIBILITY**

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

- A. The STBG funding which is pooled by the Wausau MPO communities should be primarily utilized for roadways under county, city, village, or town jurisdiction.
- B. STBG funds will only be programmed within the Wausau adjusted urbanized area boundary approved by the Wausau MPO and state DOT.
- C. The sponsoring local government is required to present a letter of agreement indicating financial commitment to the STBG funded project.
- D. Transit capital and bikeway projects in conformance with the FAST Act requirements are eligible for STBG funding.
- E. The costs of feasibility studies are not eligible for STBG funding.
- F. Projects with total construction costs of less than \$100,000 are not eligible for STBG funding.
- G. Relocation costs are not eligible for STBG funding.
- H. Isolated traffic signal installation projects are not eligible for STBG funding.
- I. The cost of preliminary design is not eligible for STBG funding.
- J. Right-of-way acquisition costs are not eligible for STBG funding.
- K. Sidewalk projects are not eligible for STBG funding unless the project is in conjunction with an STBG funded project.
- L. Railroad crossing projects are not eligible for STBG funding unless the railroad crossing project is in conjunction with an STBG funded project.

### **3. PRIORITIZATION CRITERIA FOR TRANSPORTATION FACILITIES**

The recommended Transportation Improvement Program within the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the prioritization criteria within

this section assist the Marathon County Metropolitan Planning Commission in selecting projects for STBG funding. Project prioritization will be guided by the *Long Range Transportation Plan for the Wausau Metropolitan Area*. Projects eligible for STBG funding will be prioritized every two years in relation to the three year STBG funding allocation. With the communities submitting projects to the MPO, the following criteria and points system are applied to the projects by the MPO staff. Staff takes recommendations to the MPO Technical Advisory Committee who submits projects ranked by the criteria to the Marathon County Metropolitan Planning Commission for final approval. In 2013, the Technical Advisory Committee reviewed and consolidated the 16 criteria for reviewing projects for STBG funding to the following 8 criteria:

1. Key Component of Transportation System:

This criterion gives merit to projects according to their overall relationship with the rest of the transportation system as outlined in local and regional adopted comprehensive and land use plans.

6 Points: The roadway, transit, bicycle or pedestrian project would have a high, positive impact on the overall transportation system. Examples: projects that occur on principal arterials; transit projects that enhance system-wide transit service, bicycle/pedestrian projects that are included in adopted bike/pedestrian plans or occur along identified bicycle routes, or provide a critical link in the transportation system.

4 Points: The roadway, transit, bicycle or pedestrian project would have a moderately positive impact on the overall transportation system. Example: projects that occur on minor arterials.

2 Points: The roadway, transit, bicycle or pedestrian project would have a low, positive impact on the overall transportation system.

0 Points: The roadway, transit, bicycle or pedestrian project would have little or no positive impact on the overall transportation system.

2. Preserves Existing System:

This criterion rewards those projects that strive to preserve the existing transportation infrastructure.

6 Points: The roadway, transit, bicycle or pedestrian project preserves the existing system, and includes replacement and/or rehabilitation along a transportation corridor. Examples: roadway projects that enhance travel along major transportation corridors or address pavement conditions; transit projects that enhance service along existing routes or enhance the overall system; bicycle/pedestrian projects that enhance the existing bicycle or pedestrian system, including replacement and rehabilitation of existing facilities.

4 Points: The roadway, transit, bicycle or pedestrian project preserves the existing system, but may include some new construction to provide connections and continuity along a major corridor.

- 2 Points: The roadway, transit, bicycle or pedestrian project preserves some of the existing system, but is dominated by significant changes in alignments, routes, and facilities along a minor corridor.
- 0 Points: The roadway, transit, bicycle or pedestrian project does not strive to preserve the existing system.
3. Cost Effectiveness:  
This criterion reflects the results of a candidate project compared to the costs of the project (i.e. number of bus riders attracted per day). Using an estimated cost of the project, and number of users, a measure of the project's cost-per-user may be calculated to provide a point of comparison among the projects.
- 6 Points: The roadway, transit, bicycle or pedestrian project is highly cost effective.
- 4 Points: The roadway, transit, bicycle or pedestrian project is moderately cost effective.
- 2 Points: The roadway, transit, bicycle or pedestrian project is not very cost effective.
- 0 Points: The roadway, transit, bicycle or pedestrian project is not cost effective.
4. Promotes Efficient System Management and Operation:  
This criterion rewards those projects that promote an increase in density (population and/or employment), serve areas of mixed land uses, and reduce auto dependency.
- 6 Points: The roadway, transit, bicycle, or pedestrian project meets all three criteria (density, mixed use, and auto dependency).
- 4 Points: The roadway, transit, bicycle, or pedestrian project meets two of the criteria.
- 2 points: The roadway, transit, bicycle, or pedestrian project meets only one criterion.
- 0 Points: The roadway, transit, bicycle, or pedestrian project meets none of the criteria.
5. Project Coordination:  
This criterion gives weight to projects that can be coordinated with other projects in the area.
- 6 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in significant cost and time savings.
- 4 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in moderate cost and time savings.
- 2 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in minimal cost and time savings.

0 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in no cost or time savings.

6. Safety:

This criterion is based on an assessment of existing safety and security problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering roadway and bicycle/pedestrian projects, while safety and security aspects of passengers should be considered for transit projects. Some Intelligent Transportation Systems (ITS) measures may be used for this criterion.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on safety and security (i.e. reduction in crashes).

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on safety and security.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low positive impact on safety and security.

0 Points: The roadway, transit, bicycle, or pedestrian project would have no impact on safety and security.

7. Congestion Relief:

This criterion is based on an assessment of existing congestion problems and the impact a proposed project may have in reducing such problems. Existing congestion can be evaluated across all modes by looking at the volume of traffic or the number of people affected by the congestion. This criterion will also look at differing levels of ITS measures for congestion relief.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on reducing congestion. Examples: roadway projects that may include new arterial roadways, traffic operations systems/ITS improvements; transit projects that increase service capacity, increase service reliability, decrease vehicle crowding, or reduce travel time; bicycle/pedestrian projects that provide bicycle path/lanes, or sidewalks to serve commuters, new sidewalks along principal arterials, or connections between communities.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on reducing congestion. Examples: roadway projects that may include minor arterial roadways that would provide auxiliary lanes, left-turn bays, or park-and-ride lots; transit projects that increase service capacity and reliability, but to a lesser extent than other projects may; bicycle/pedestrian projects that would fill in sidewalk gaps between origins and destinations or provide a bicycle path/lanes with mixed commuter or other non-recreational use.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low, positive impact on reducing congestion. Examples: roadway projects that would

provide minor traffic signalization enhancement; transit projects that may increase passenger comfort or convenience (i.e. bike racks); bicycle/pedestrian projects that would provide signage or a bicycle path/lane or sidewalk that is primarily for recreational travel or not on the system.

0 Points: The roadway, transit, bicycle, or pedestrian project would have little to no positive impact on reducing congestion.

8. Multimodalism:

This criterion rewards projects that accommodate more than one mode of travel.

6 Points: The roadway, transit, bicycle, or pedestrian project accommodates more than three modes of travel.

4 Points: The roadway, transit, bicycle, or pedestrian project accommodates only three modes of travel.

2 points: The roadway, transit, bicycle, or pedestrian project accommodates only two modes of travel.

0 Points: The roadway, transit, bicycle, or pedestrian project accommodates only one mode of travel.

#### 4. TIP APPROVAL AND AMENDMENTS

Please refer to Appendix A for the resolution by the Marathon County Metropolitan Planning Commission adopting the *2018-2021 Transportation Improvement Program for the Wausau Metropolitan Area*. The Marathon County Metropolitan Planning Commission approved this TIP at their November 14, 2017 meeting.

The FAST Act will continue to provide flexibility as to which year the projects are shown in the TIP. Federal regulations allow for WisDOT and the Wausau MPO to establish expedited procedures regarding the advancement of projects from the second, third or fourth year of the improvement schedule. The FAST Act will also provide flexibility in the federal funding program that may ultimately be used to fund the project. Each year the TIP must be fiscally constrained. There are a number of different funding programs that can be utilized for transportation improvements, and the range of projects that could be covered under any one program has been expanded. While there is flexibility among programs, it must be demonstrated that the transportation project provides a benefit within the final funding program.

WisDOT has provided the Metropolitan Planning Organizations guidance on how to resolve these dynamic funding issues. To preclude the need for frequent amendments to the TIP, and to clarify the local planning procedures:

#### TIP PUBLIC PARTICIPATION PROCEDURES

- The MPO staff will prepare project information including project name and location, project description, lead agency, estimated cost and funding sources.
- MPO staff will prepare a draft TIP for public review.

- The public comment period on the draft TIP will last for a minimum of 30 days and be provided to the websites, mailing lists and interested parties as described in the Public Participation Plan.
- MPO staff will host at least one formal public meeting to solicit comments and to evaluate the projects proposed for inclusion in the final document. The public meeting will occur toward the end of the public comment period.
- The MPO will utilize the comments obtained during the public comment period to finalize the TIP.
- The MPO will adopt the final TIP and make the document available for public use based on the MPO's Public Participation Plan.

## TIP AMENDMENT PROCEDURES

No Amendment is required if:

- Changes to the implementation schedule for projects are within the first four years of the approved TIP.
- Changes in the scope or character of work or project limits remain reasonably consistent with the approved project.
- Changes to the funding sources, categories or amount for a project without changing the scope of work or schedule within the first four years of the TIP.

Minor Amendment is needed if:

- There is an addition of a preservation project to the first four years of the TIP, including advancing a project for implementation from the out-years of the TIP.
- Moving a preservation project out of the first four years of the TIP.
- Changing the scope of a preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Changes in a project funding that impacts the funding for other projects within the first four years of the TIP forcing any preservation project out of the four-year window.

The Amendment process goes through the MPO committee structure and the WisDOT and FHWA if:

A Major Amendment is need:

- An addition of an expansion project into the first four years of the TIP, including advancing a project for implementation from the out-years of the TIP.
- Moving an expansion project out of the first four years of the TIP.
- Significantly changing the scope of an expansion project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- The addition or deletion of any project that exceeds the lesser of:
  - 10 % of the federal funding programmed for the calendar year or \$1,000,000.

The Amendment process goes through a public involvement opportunity then through the MPO committee structure and the WisDOT and FHWA. These procedures were taken from the MPO's *Public Participation Plan*.

## 5. PROJECT COST MONITORING

The costs of TIP projects involving MPO funds will be monitored by the MPO on an ongoing and regular basis from the time of initial identification until the time of let. Sponsoring

jurisdictions are responsible for notifying the MPO of significant changes in estimated project cost and/or scope. Changes are significant when:

- Cost increase is greater than \$30,000 for projects with an initial cost estimate of \$200,000 or less.
- Cost increase is greater than 15% for projects with an initial cost estimate over \$200,000.

Re-approval by the MPO is required for all TIP projects incurring a significant change in estimated cost, whether the change is due to estimate revisions or a change in scope. At the time of reconsideration, the Marathon County Metropolitan Planning Commission action may include a change in project priority, deletion of the project from the program, requiring the sponsoring entity to cover the cost increase, funding up to 50 percent of the cost increase with STBG funds, delaying the project until additional STBG funds are available, or other actions deemed appropriate by the Marathon County Metropolitan Planning Commission. Some actions may require formal amendment of the TIP document.

## 6. EXPEDITED PROJECT SELECTION PROCEDURES

The Wausau MPO, WisDOT and the area transit system, Metro Ride, hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator(s) to proceed with federal funding commitment.
2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or the transit operator(s) for federal fund commitment without further project selection action by the MPO.
3. Concerning the federal funding sources identified for individual project in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the State and MPO, and subject to reconciliation under item 5.
4. WisDOT can unilaterally interchange FTA section 5309 and section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a TIP amendment, FTA should be notified of any interchange of funds.
5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and the transit operator(s) will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year.



## 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 is a list of the 2018-2021 federal and state funded projects within the Wausau Metropolitan Area and reflects projects programmed based on the FAST Act funding programs. Projects within Table 1 have been grouped by mode: Transit and Highway projects. Map 2 identifies the locations of the projects listed in Table 1. Project numbers located to the left of the project jurisdiction in Table 1 correspond to the numbering system used on the maps.

Table 1 uses the following codes to identify funding sources:

Federal Transit:

FTA Section 5307	5307
FTA Section 5309	5309
FTA Section 5310	5310

State Transit:

Wisconsin Statute 85.20	85.20
Wisconsin Statute 85.21	85.21

New Federal Programs based on FAST Act:

NHPP –  
National Highway Performance Program

STBG –  
Surface Transportation Block Grant  
Sub Categories for urban, flex,  
bridge and TA

HSIP –  
Highway Safety Implementation Program

HSIP-RR –  
Rail-Highway Grade Crossing Set-aside

Prior Funding Programs:

IM, NHS, BR (on the NHS)

STP, BR (not on the NHS), TAP,  
TE, SRTS

HSIP

HSIP-RR

Projects involving facility expansion are identified by an "E" in the comment column, while projects involving facility preservation are identified by a "P." The total cost for each category is summarized at the bottom of the project listing. The WisDOT ID number is also included in the comment column.

The following statements are provided to allow the flexible use of Federal funding programs and clarify planning procedures:

- The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment.
- If WisDOT or the transit operator(s) wish to proceed with a project(s) that is not in the first year of the TIP, the MPO agrees that projects for the second, third, or fourth year of the TIP can be advanced to proceed with federal fund commitment without further action by the MPO.

- Even though a new TIP has been developed and approved by the MPO, WisDOT can continue seek federal fund commitment for projects in the previous TIP until FHWA and FTA have jointly approved a new STIP.
- Highway and transit projects reflected in any of the four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP.
- It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.
- Concerning the federal sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement of Allocated STP funds and Congestion Mitigation and Air Quality (CMAQ) funds for projects not identified for that source of funding in the TIP.
- WisDOT can also unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a STIP or TIP amendment.

The projects that will utilize the 2017-2022 STBG allocation were prioritized at the Marathon County Metropolitan Planning Commission meeting in October 2017 and are included in this TIP. The projects that will utilize the 2015-2020 STP/Urban allocation were prioritized at the Marathon County Metropolitan Planning Commission meeting in June 2015 and are also included in this TIP. Projects sponsored by WisDOT in Table 1 are included in the WisDOT North Central Region *Six Year Highway Improvement Program*. These projects are programmed utilizing funds identified in Table 1 on the next page.

Tables 1 and 2 may need minor revisions based on WisDOT finalizing the STBG funding with the old STP/Urban and STP/Transportation Alternatives programs, final program year determinations, funding source and cost share clarifications, and review comments received from WisDOT and FHWA.

Projects utilizing FTA - Section 5309 and Section 5307 funds in Table 1 were submitted by the Wausau Area Transit System, d/b/a Metro Ride. Final project selection is contingent upon available federal, state, and local funds. Projects utilizing Section 5310 and State 85.20 and 85.21 funds in Table 1 were submitted by the Wausau Area Transit System and North Central Health Care. Final funding levels are dependent upon funding approvals by WisDOT.

Table 2 illustrates the programmed expenditures within the TIP (Table 1) and the estimated available funding for the Wausau Metropolitan Area. The expenditures and available funding are itemized by funding source.

Table 3 identifies the status of projects that were programmed in the *2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area*.

**2018-2021 TABLE 1**

TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT	PROJECT	TYPE OF	2018				2019				2020				2021				Federal and State Funding Program Number
			SPONSOR	DESCRIPTION	COST	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	

**TRANSIT**

A	City of Wausau - Metro Ride	Operating Assistance 373-18-001	PE ROW CONST TOTAL	\$818,702	\$1,130,976	\$1,489,057	\$3,438,735	\$1,089,308	\$927,508	\$1,525,082	\$3,541,898	\$1,122,093	\$955,073	\$1,570,989	\$3,648,155	\$1,156,021	\$983,071	\$1,618,507	\$3,757,599	5307 85.20 85.21
B	City of Wausau - Metro Ride	Engine Rebuild 373-018-002	PE ROW CONST TOTAL					38,400		9,600	48,000									5309
C	City of Wausau - Metro Ride	Roof Rehabilitation Bus Garage 373-14-003	PE ROW CONST TOTAL	136,000		34,000	170,000													5309
D	City of Wausau - Metro Ride	Floor Scrubber Replacement 373-14-004	PE ROW CONST TOTAL					36,800		9,200	46,000									5309
E	City of Wausau - Metro Ride	Supervisor Van Replacement 373-14-005	PE ROW CONST TOTAL																	5309
F	City of Wausau - Metro Ride	Transit Buses (7) seven 373-18-003	PE ROW CONST TOTAL		3,027,769		3,027,769													5309
G	City of Wausau - Metro Ride	Revenue Collection System (Fareboxes) 373-15-002	PE ROW CONST TOTAL									446,566		111,642	558,208					5309
H	City of Wausau - Metro Ride	Transmission Rebuild 373-15-003	PE ROW CONST TOTAL	20,800		5,200	26,000													5309
I	North Central Health Care	Specialized Transportation - 373-18-004	PE ROW CONST TOTAL	101,488	69,865		171,353	102,433	70,390		172,823	103,355	70,917		174,272	103,355	70,917		174,272	5307
J	Marathon County CPZ	Specialized Transportation - 373-18-005	PE ROW CONST TOTAL		31,573	6,315	37,888		32,204	6,441	38,646		32,204	6,441	38,646		32,849	6,570	39,419	85.21
K	North Central Health Care	Specialized Transportation - 373-18-006	PE ROW CONST TOTAL		204,052	40,810	244,862		210,174	42,034	252,208		210,174	42,034	252,208		216,479	43,295	259,774	85.21
Transit Totals				1,076,990	4,464,235	1,575,382	7,116,607	1,266,941	1,240,276	1,592,358	4,099,575	1,672,014	1,268,368	1,731,107	4,671,489	1,259,376	1,303,315	1,668,372	4,231,064	

Year of Expenditure Dollars with a 1.8% annual increase	1,076,990	4,464,235	1,575,382	7,116,607	1,289,746	1,262,601	1,621,020	4,173,367	1,732,207	1,314,029	1,793,426	4,839,662	1,327,382	1,373,694	1,758,465	4,459,541
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**2018 - 2021 TABLE 1**  
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2018				2019				2020				2021				COMMENTS FOS# & Let Date P=preservation E=expansion	
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL		
<b>HIGHWAY</b>																				
1	State of Wisconsin	Statewide Utilities Group Projects 373-18-007	PE ROW CONST TOTAL		100,000		100,000		100,000		100,000		100,000		100,000		100,000		100,000	P
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-18-008	PE ROW CONST TOTAL		100,000		100,000		100,000		100,000		100,000		100,000		100,000		100,000	P
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-18-009	PE ROW CONST TOTAL		150,000		150,000		150,000		150,000		150,000		150,000		150,000		150,000	P
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-18-010	PE ROW CONST TOTAL		350,000		350,000		350,000		350,000		350,000		350,000		350,000		350,000	P
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-18-011	PE ROW CONST TOTAL	180,000	20,000	20,000	220,000	180,000	20,000	20,000	220,000	180,000	20,000	20,000	220,000	180,000	20,000	20,000	220,000	P
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-18-012	PE ROW CONST TOTAL		250,000		250,000		250,000		250,000		250,000		250,000		250,000		250,000	P
7	State of Wisconsin	Recondition Bus 51 Wausau, Grand Ave Broadway Ave, Townline Rd & Thomas S C. of Wausau 373-10-024	PE ROW CONST TOTAL	225,000		75,000	300,000		100,700		100,700									6999-02-79 LET : 3/8/22 P 6999-02-09/28/79
8	State of Wisconsin	Resurface STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	PE ROW CONST TOTAL		12,000		12,000					1,066,240	266,560	156,000	1,488,800	1,066,240	266,560	156,000	1,488,800	P 6370-01-05/25/75/76 9474-01-70 LET : 12/11/18
9	State of Wisconsin	Redeck Wisconsin River Bridge CTH WW V. of Brokaw 373-14-019	PE ROW CONST TOTAL					1,821,600	455,400		2,277,000									P 9474-01-00/70
10	State of Wisconsin	Resurface STH 153 C Mosinee, Western Avenue Pine Street to Wisconsin River Bridge 373-11-016	PE ROW CONST TOTAL		12,000		12,000					265,072	66,268	13,660	345,000	265,072	66,268	13,660	345,000	P 6370-01-73 LET : 12/10/19 6370-01-03/23/73
11	State of Wisconsin	Roadway Maintenance STH 153 Mosinee - Elderon Old 51 Road to East View Drive 373-17-018	PE ROW CONST TOTAL									\$928,800	\$232,200		\$1,161,000	\$928,800	\$232,200		\$1,161,000	P 6600-00-61 LET : 5/12/20 6600-00-31/61
12	State of Wisconsin	OCR Rail/Highway Safety Program Railroad Crossing Improvement Northern Road, City of Schofield Crossing Signals/Gates 373-16-016	PE ROW CONST TOTAL	132,960	71,593		204,553	132,960	71,593		204,553									P 1009-94-55 LET : 6/25/18 1009-94-55
13	State of Wisconsin	Install a Skid-Resistant Surface, STH 29, WB STH 29 Ramp NB USH 51 373-16-017	PE ROW CONST TOTAL									779,172	86,575		865,747	779,172	86,575		865,747	P 1053-02-80 LET : 4/14/20 1053-02-10/80
14	State of Wisconsin	Bridge Rehabilitation Grand Ave. Wis Central LTD Bridge (B-37-0100) C. of Wausau 373-17-024	PE ROW CONST TOTAL													378,480	94,620	267,900	741,000	P 378,480 (NHPP) 94,620 267,900 741,000

**2018 - 2021 TABLE 1**  
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2018				2019				2020				2021				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
			15	State of Wisconsin C. of Wausau	Bridge Rehabilitation Scott Street Wisconsin River Bridge (B-37-203) 373-17-023	PE ROW CONST TOTAL		\$88,875	\$29,625	\$118,500									
16	State of Wisconsin Rib Mountain	Bridge Rehabilitation USH 51/STH 29 Interchange Structures 373-17-022	PE ROW CONST TOTAL		\$1,042,577	\$260,644	\$1,303,221												ID# 1009-45-36/66 Let: 11/14/17 P
17	State of Wisconsin Mosinee	Surface Treatment I-39 Bull Jr Creek Bridge 373-17-021	PE ROW CONST TOTAL							\$66,425	\$7,380		\$73,805						ID# 1160-01-07/77 Let: 8/13/19 P
18	State of Wisconsin Mosinee	Roadway Maintenance STH 153 I39 Ramp to I39 Ramp 373-17-020	PE ROW CONST TOTAL							\$111,360	\$27,840		\$139,200						ID# 6600-00-62 Let: 5/12/20 P
19	State of Wisconsin Wausau	Bridge Rehabilitation Structure Painting Thomas Street WI River Bridge	PE ROW CONST TOTAL		\$94,500		\$94,500												6999-03-34/64 P Construction Year: 2024 Advanceable Year: 2019
20	State of Wisconsin Mosinee	Resurfacing STH 153 STH 107 to Rangeline Road 373-17-020	PE ROW CONST TOTAL		\$180,000		\$180,000												6370-00-02/72 P Construction Year: 2025 Advanceable Year: 2021
21	State of Wisconsin Mosinee	Bridge Rehabilitation Regionwide Bridge Project Polymer Overlay STH 153 WI River Bridges	PE ROW CONST TOTAL		\$220,000		\$220,000												1009-47-31/61 P Construction Year: 2025 Advanceable Year: 2019
22	City of Mosinee	Construction Wisconsin Riverwoods Trail Chuck's Landing to Rangeline Rd. 373-11-025	PE ROW CONST TOTAL																6999-11-76 LET : 9/25/16 E 6999-11-06/76
23	City of Wausau	Reconstruction/Realign Bridge Street Westwood Dr. - 28th Ave	PE ROW CONST TOTAL										2,500,000		2,500,000				E
24	City of Wausau	Reconstruction Pine Ridge Blvd Bridge St. - Plaza Dr.	PE ROW CONST TOTAL										400,000		400,000				P
25	City of Wausau	Reconstruction 1st Avenue Thomas St. to Stewart Ave 373-14-023	PE ROW CONST TOTAL					738,998		864,802		1,603,800							6999-18-73 Let: 12/11/18, 6999-18-53 Let: 10/25/18 P
26	City of Wausau	Reconstruction Townline Road Grand Ave. to Northwestern Ave. 373-14-022	PE ROW CONST TOTAL					636,002		823,948		1,459,950							6999-18-03,53,73 Let: 3/12/19, 6999-18-51/71 Let: 2/25/19 P
27	City of Wausau	Intersection Improvement 72nd Ave. and Stewart Ave. 373-06-060	PE ROW CONST TOTAL			200,000	200,000												P
28	City of Wausau	Resurface N. 6th Street Riverview Court to Evergreen Road	PE ROW CONST TOTAL												1,100,000		1,100,000		P

**2018 - 2021 TABLE 1**  
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2018				2019				2020				2021				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
29	City of Wausau	Reconstruction Thomas St. 17th Ave. to 4th Ave.			5,200,000	5,200,000													E
30	City of Wausau	Reconstruction Thomas St. 4th Ave. to WI River Bridge										2,100,000	2,100,000						E
31	City of Wausau	Reconstruction Clark Street. 1st Ave to 3rd Ave										500,000	500,000						P
32	City of Wausau	Reconstruction Stewart Avenue 48th Ave to 72nd Ave														585,000	585,000		
		373-17-013														3,900,000	3,900,000	P	
33	City of Wausau	Reconstruction 2nd Street Bridge St. to E Wausau Avenue			335,775	335,775													P
		373-17-014			335,775	335,775													
34	City of Wausau	Reconstruction 72nd Avenue Stewart Avenue to Packer Drive										1,500,000	1,500,000						P
		373-17-015										1,500,000	1,500,000						
35	City of Wausau	Construction Stettin Drive Multi-Use Path Lazy Acres Rd. to 44th Ave										570,000	570,000						E
		373-18-013										570,000	570,000						
36	Town of Rib Mountain	Reconstruction Lilac Avenue Rib Mountain Dr. to Phlox Ln										130,000	130,000						P
		373-17-016										72,000	72,000						
												1,014,000	1,014,000						
												1,216,000	1,216,000						
37	Town of Rib Mountain	Trillium Lane Trail Trillium Lane to Foxglove Road										492,800	123,200	616,000					6675-02-00/70 LET: 1/25/20
		373-17-017										492,800	123,200	616,000					E
												(STBG)							
38	Marathon County	Reconstruction of County Highway K USH 51 to County Line			58,200	58,200						3,001,265	142,500	3,143,765					9491-06-00/70 LET: 2/11/20
		373-18-014			58,200	58,200						3,001,265	142,500	3,143,765					P
												(HSIP/STBG)							
39	Marathon County	Reconstruction of County Highway N (Townline Rd.) Skyline Dr. to CTH X										485,337	382,887	868,224					6999-18-75 Let: 3/12/19
		373-14-025										485,337	382,887	868,224					P
												(STBG)							6999-18-05/75
40	Village of Weston	Reconstruction Ross Avenue River Bend Road to Kraemer Lane			40,000	40,000						65,000	65,000						P
					40,000	40,000						850,000	850,000						
												915,000	915,000						
41	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood										200,000	200,000			250,000	250,000		
												100,000	100,000						
												300,000	300,000			5,000,000	5,000,000	E	
												5,250,000	5,250,000			5,250,000	5,250,000		
42	Village of Weston	Construction of streets within SE Quadrant of STH 29 and Camp Phillips Rd north of Weston Ave			150,000	150,000						300,000	300,000			250,000	250,000		
					2,000,000	2,000,000						4,780,000	4,780,000			5,000,000	5,000,000		
					2,150,000	2,150,000						5,080,000	5,080,000			5,250,000	5,250,000		

**2018 - 2021 TABLE 1**  
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2018				2019				2020				2021				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
			43	Village of Weston Reconstruction Weston Ave. Camp Phillips Rd. to Von Kanel	PE ROW CONST TOTAL			200,000	200,000			250,000	250,000						
44	Village of Weston Reconstruction Weston Ave. Von Kanel to Ryan Rd.	PE ROW CONST TOTAL							100,000	100,000			125,000	125,000			200,000	200,000	P
45	Village of Weston Ryan Street Commerce Drive to Weston Ave.	ROW CONST TOTAL											180,000	180,000			105,000	105,000	P
46	Village of Weston Reconstruction Weston Ave. Birch St. to Alderson St. 373-04-015	PE ROW CONST TOTAL											100,000	100,000			100,000	100,000	E
47	Village of Weston Reconstruction Fuller Street Ross Ave. to Schofield Ave.	PE ROW CONST TOTAL											125,000	125,000			120,000	120,000	P
48	Village of Weston Reconstruction of Jelinek Avenue Alderson St. to Coronado St.	PE ROW CONST TOTAL															180,000	180,000	P
49	Village of Weston Reconstruction Birch St. Weston Ave. to Shorey Ave	PE ROW CONST TOTAL			75,000	75,000			150,000	150,000									P
50	Village of Weston Reconstruction Weston Ave. Ryan Street to CTH J	PE ROW CONST TOTAL											175,000	175,000			200,000	200,000	P
51	Village of Weston Construction of Bicycle Lanes on Alderson (Weston to Howland), Howland (Alderson to CTH X), and Shorey (Alderson to CTH X)	PE ROW CONST TOTAL							50,000	50,000			250,000	250,000					E
52	Village of Weston Reconstruction Camp Phillips Road STH 29 to Weston Ave	PE ROW CONST TOTAL							200,000	200,000			175,000	175,000					P
53	Village of Weston Reconstruction Schofield Ave Camp Phillips Road Intersection	PE ROW CONST TOTAL							75,000	75,000			75,000	75,000					P
54	Village of Weston Reconstruction Ross Avenue and Camp Phillips Road Intersection	PE ROW CONST TOTAL							50,000	50,000			50,000	50,000					P
55	Village of Weston Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	PE ROW CONST TOTAL							75,000	75,000			75,000	75,000					P
57	Village of Weston Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	PE ROW CONST TOTAL											200,000	200,000					P

**2018 - 2021 TABLE 1**  
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2018				2019				2020				2021				COMMENTS FOS# & Let Date P=preservation E=expansion		
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL			
			58	Village of Weston	Construct a Road Connection Between Transport Way and Weston Ave			50,000	50,000				100,000	100,000							
		PE ROW								50,000	50,000										
		CONST								1,050,000	1,050,000										
		TOTAL			50,000	50,000				1,200,000	1,200,000										
59	Village of Rothschild	Construction of Military Ave Pflieger Street to Bus Hwy 51								179,054	179,054										E
		PE ROW																			
		CONST								1,981,670	1,981,670										
		TOTAL								2,160,724	2,160,724										
60	Village of Rothschild	Construction of Margaret Street Military Ave. to Shorey Ave										142,732	142,732								P
		PE ROW																			
		CONST										1,119,352	1,119,352								
		TOTAL										1,262,084	1,262,084								
61	Village of Rothschild	Reconstruction Becker Street US Bus 51 to Kamke Street			78918	78918															P
		PE ROW																			
		CONST			608230	608230															
		TOTAL			687148	687148															
62	Village of Rothschild	Construction of Katherine Street Leroy Avenue to Becher Street			104,089	104,089															P
		PE ROW																			
		CONST			714,363	714,363															
		TOTAL			818,452	818,452															
63	Village of Rothschild	Construction of Johnson Street Leroy Avenue to Florence Street			40,720	40,720															P
		PE ROW																			
		CONST			279,581	279,581															
		TOTAL			320,301	320,301															
64	City of Schofield	Reconstruction of Grossman Ave the Water Tower to Northern Road			519,750	519,750															P
		PE ROW																			
		CONST																			
		TOTAL			519,750	519,750															
65	City of Schofield	Reconstruction of Grossman Ave Mason Street to the Water Tower			761,400	761,400															P
		PE ROW																			
		CONST			761,400	761,400															
		TOTAL			761,400	761,400															
66	City of Schofield	Reconstruction of Alderson Ave. from Grossman Ave to Mallard Lane								842,725	842,725										P
		PE ROW																			
		CONST								842,725	842,725										
		TOTAL								842,725	842,725										
67	Village of Kronenwetter	Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road								110,000	110,000										P
		PE ROW																			
		CONST										900,000	900,000								
		TOTAL								110,000	110,000	900,000	900,000								
68	Village of Kronenwetter	Construction of Old Hwy 51 Multi Use Path 373-12-019			412,764	515,955															E
		PE ROW																			
		CONST			412,764	103,191	515,955														
		TOTAL			412,764	103,191	515,955														
69	Village of Kronenwetter	Resurface Old Hwy 51 Village Road to Nelson Road			20,000	20,000				739,200	739,200										P
		PE ROW																			
		CONST								739,200	739,200										
		TOTAL			20,000	20,000				739,200	739,200										
Totals			\$1,580,537	\$1,909,612	\$11,663,842	\$15,153,991	\$3,861,937	\$1,526,100	\$21,004,786	\$26,392,823	\$6,891,134	\$1,656,823	\$25,113,444	\$33,661,401	\$1,363,480	\$1,265,870	\$27,294,900	\$29,924,250			
Year of Expenditure Dollars with a 1.8% annual increase			\$1,580,537	\$1,909,612	\$11,663,842	\$15,153,991	\$3,931,452	\$1,553,570	\$21,382,872	\$26,867,894	\$7,139,215	\$1,716,469	\$26,017,528	\$34,873,211	\$1,437,108	\$1,334,227	\$28,768,825	\$31,540,160			



2018-2021 TABLE 1

TIP PROJECT LISTING (\$)

	FEDERAL	STATE	LOCAL	TOTAL
2018 SYSTEM PRESERVATION =	\$ 1,580,537	\$ 1,909,612	\$ 4,210,651	\$ 7,700,800
SYSTEM EXPANSION =	\$ -	\$ 412,764	\$ 7,453,191	\$ 7,865,955
TOTALS =	\$ 1,580,537	\$ 2,322,376	\$ 11,663,842	\$ 15,566,755

2019 * SYSTEM PRESERVATION =	\$ 3,931,452	\$ 1,553,570	\$ 8,863,051	\$ 14,348,073
SYSTEM EXPANSION =	\$ -	\$ -	\$ 8,027,667	\$ 8,027,667
TOTALS =	\$ 3,931,452	\$ 1,553,570	\$ 16,890,718	\$ 22,375,740

2020 * SYSTEM PRESERVATION =	\$ 6,628,674	\$ 1,716,469	\$ 11,126,893	\$ 19,472,035
SYSTEM EXPANSION =	\$ 510,541	\$ -	\$ 14,890,635	\$ 15,401,176
TOTALS =	\$ 7,139,215	\$ 1,716,469	\$ 26,017,528	\$ 34,873,211

2021 * SYSTEM PRESERVATION =	\$ 1,437,108	\$ 1,334,227	\$ 21,030,357	\$ 23,801,692
SYSTEM EXPANSION =	\$ -	\$ -	\$ 7,738,468	\$ 7,738,468
TOTALS =	\$ 1,437,108	\$ 1,334,227	\$ 28,768,825	\$ 31,540,160

<b>TOTALS:</b> SYSTEM PRESERVATION =	\$ 13,577,771	\$ 6,513,877	\$ 45,230,951	\$ 65,322,600
SYSTEM EXPANSION =	\$ 510,541	\$ 412,764	\$ 38,109,961	\$ 39,033,266
TOTALS =	\$ 14,088,312	\$ 6,926,641	\$ 83,340,913	\$ 104,355,866

\* Amounts show a 1.8% Annual increase to reflect Year of Expenditure Dollars

MAP 2 – PROJECTS IDENTIFIED ON TABLE 1

**TABLE 2**

Assessment of Available Funding for the 2018-2021 Transportation Improvement Program

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2018	2019	2020	2021	2018	2019	2020	2021
Federal Highway	NHPP	\$1,267,577	\$0	\$2,371,472	\$1,183,480	\$1,267,577	\$0	\$2,371,472	\$1,183,480
Administration	STBG	\$0	\$3,681,937	\$492,800	\$0	\$0	\$3,681,937	\$492,800	\$0
	HSIP	\$312,960	\$180,000	\$4,026,862	\$180,000	\$312,960	\$180,000	\$4,026,862	\$180,000
Totals		\$1,580,537	\$3,861,937	\$6,891,134	\$1,363,480	\$1,580,537	\$3,861,937	\$6,891,134	\$1,363,480
Totals	Inflated by 1.8% Annually	\$1,580,537	\$3,931,452	\$7,139,215	\$1,437,108	\$1,580,537	\$3,931,452	\$7,139,215	\$1,437,108

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$818,702	\$189,308	\$1,122,093	\$1,156,021	\$818,702	\$189,308	\$1,122,093	\$1,156,021
	Section 5309	\$156,800	\$75,200	\$446,566	\$0	\$156,800	\$75,200	\$446,566	\$0
	Section 5307 - Other	\$101,488	\$102,433	\$103,355	\$103,355	\$101,488	\$102,433	\$103,355	\$103,355
Totals		\$1,076,990	\$366,941	\$1,672,014	\$1,259,376	\$1,076,990	\$366,941	\$1,672,014	\$1,259,376
Totals	Inflated by 2.0% Annually	\$1,076,990	\$373,546	\$1,732,207	\$1,327,382	\$1,076,990	\$373,546	\$1,732,207	\$1,327,382

**Table 3**  
**Implementation Status of 2017-2020 Wausau Urbanized Area Projects**  
**October-17**

Number	Implementing Jurisdiction & Location	Project Description	Status of 2017-2020 Projects
1	State of Wisconsin	Statewide Utilities Group Projects 373-18-007	Ongoing
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-18-008	Ongoing
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-18-009	Ongoing
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-18-010	Ongoing
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-18-011	Ongoing
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-18-012	Ongoing
7	State of Wisconsin C. of Wausau	Recondition Bus 51 Wausau, Grand Ave Broadway Ave, Townline Rd & Thomas St 373-10-024	Deferred to 2019
8	State of Wisconsin	Resurface STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	Deferred to 2020
9	State of Wisconsin V. of Brokaw	Redeck Wisconsin River Bridge CTH WW 373-14-019	Deferred to 2019
10	State of Wisconsin	Bridge Maintenance Wausau - Wittenberg Various Bridge Maintenance 373-10-018	Completed in 2016
11	State of Wisconsin	Resurface STH 153 C Mosinee, Western Avenue Pine Street to Wisconsin River Bridge 373-11-016	Deferred to 2020
12	State of Wisconsin	Roadway Maintenance STH 153 Mosinee - Elderon Old 51 Road to East View Drive 373-17-018	Deferred to 2020
13	State of Wisconsin	OCR Rail/Highway Safety Program Railroad Crossing Improvement Northern Road City of Schofield, Crossing Signals/Gates 373-16-016	Deferred to 2018

**Table 3**  
Implementation Status of 2017-2020 Wausau Urbanized Area Projects  
October-17

Number	Implementing Jurisdiction & Location	Project Description	Status of 2017-2020 Projects
14	State of Wisconsin	Install a Skid-Resistant Surface, STH 29, WB STH 29 Ramp NB USH 51 373-16-017	Deferred to 2020
15	State of Wisconsin	Resurfacing USH 51 Decator Dr. to Lincoln Co. Line 373-17-019	Deferred to 2023
16	State of Wisconsin	Various Culvert Replacements Plainfield - Wausau 373-16-011	Completed in 2017
17	State of Wisconsin C. of Wausau	Bridge Rehabilitation Grand Ave./ Wis Central LTD Bridge (B-37-0100) 373-17-024	Deferred to 2021
18	State of Wisconsin C. of Wausau	Bridge Rehabilitation Scott Street/ WI River Bridge (B-37-203) 373-17-023	Deferred to 2021
19	State of Wisconsin Rib Mountain	Bridge Rehabilitation USH 51/STH 29 Interchange Structures 373-17-022	Deferred to 2018
20	State of Wisconsin Mosinee	Surface Treatment I-39 Bull Jr Creek Bridge 373-17-021	Deferred to 2020
21	State of Wisconsin Mosinee	Roadway Maintenance STH 153 I39 Ramp to I39 Ramp 373-17-020	Deferred to 2020
22	State of Wisconsin Wausau	Bridge Rehabilitation Structure Painting Thomas Street WI River Bridge	Deferred to 2018
23	State of Wisconsin Mosinee	Resurfacing STH 153 STH 107 to Rangeline Road	Deferred to 2018
24	State of Wisconsin Mosinee	Bridge Rehabilitation Regionwide Bridge Project Polymer Overlay STH 153 WI River Bridges	Deferred to 2018
25	City of Mosinee	Construction Wisconsin Riverwoods Trail Chuck's Landing to Rangeline Rd. 373-11-025	Completion in 2016
26	City of Wausau	Reconstruction/Realign Bridge Street Westwood Dr. - 28th Ave	Deferred to 2020

**Table 3**  
**Implementation Status of 2017-2020 Wausau Urbanized Area Projects**  
**October-17**

Number	Implementing Jurisdiction & Location	Project Description	Status of 2017-2020 Projects
27	City of Wausau	Reconstruction Pine Ridge Blvd Bridge St. - Plaza Dr.	Deferred to 2020
28	City of Wausau	Reconstruction 1st Avenue Thomas St. to Stewart Ave  373-14-023	Deferred to 2019
29	City of Wausau	Reconstruction Townline Road Grand Ave. to Northwestern Ave. 373-14-022	Deferred to 2019
30	City of Wausau	Intersection Improvement 72nd Ave. and Stewart Ave. 373-06-060	Deferred to 2018
31	City of Wausau	Resurface N. 6th Street Riverview Court to Evergreen Road	Deferred to 2021
32	City of Wausau	Reconstruction Thomas St. 17th Ave. to 4th Ave.	Completion in 2017
33	City of Wausau	Reconstruction Thomas St. 4th Ave. to WI River Bridge	Deferred to 2020
34	City of Wausau	Reconstruction Clark Street. 1st Ave to 3rd Ave	Deferred to 2020
35	City of Wausau	Reconstruction Stewart Avenue 48th Ave to 72nd Ave  373-17-013	Deferred to 2021
36	City of Wausau	Reconstruction 2nd Street Bridge St. to E Wausau Avenue  373-17-014	Completion in 2017
37	City of Wausau	Reconstruction 72nd Avenue Stewart Avenue to Packer Drive  373-17-015	Deferred to 2019
38	City of Wausau	Construction Stettin Drive Multi-Use Path Lazy Acres Rd. to 44th Ave  373-18-013	Deferred to 2019
39	Town of Rib Mountain	Construct Rib Mtn Dr (CTH N) Ped Facility CTH N  373-12-016	Completion in 2017

**Table 3**  
**Implementation Status of 2017-2020 Wausau Urbanized Area Projects**  
**October-17**

Number	Implementing Jurisdiction & Location	Project Description	Status of 2017-2020 Projects
40	Town of Rib Mountain	Resurface Rib Mountain Dr. (CTH N) Cloverland to Morning Glory and Oriole to Robin Lanes 373-14-020	Completion in 2017
41	Town of Rib Mountain	Reconstruction Lilac Avenue Rib Mountain Dr. to Phlox Ln 373-17-016	Deferred to 2020
42	Town of Rib Mountain	Signalization T Rib Mountain, Rib Mountain Drive Morning Glory Lane to CTH NN 373-16-015	Completion in 2017
43	Town of Rib Mountain	Trillium Lane Trail Trillium Lane to Foxglove Road 373-17-017	Deferred to 2020
44	Marathon County	Reconstruction of County Highway K USH 51 to County Line 373-18-014	Deferred to 2020
45	Marathon County	Reconstruction of County Highway N (Townline Rd.) Skyline Dr. to CTH X 373-14-025	Deferred to 2019
46	Village of Weston	Reconstruction Ross Avenue River Bend Road to Kraemer Lane	Deferred to 2019
47	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood	Deferred to 2021
48	Village of Weston	Construction of streets within SE Quadrant of STH 29 and Camp Phillips Rd north of Weston Ave	Deferred to 2018
49	Village of Weston	Reconstruction Weston Ave. Camp Phillips Rd. to Von Kanel	Deferred to 2019
50	Village of Weston	Reconstruction Weston Ave. Von Kanel to Ryan Rd.	Deferred to 2021
51	Village of Weston	Ryan Street Commerce Drive to Weston Ave.	Deferred to 2021
52	Village of Weston	Reconstruction Weston Ave. Birch St. to Alderson St. 373-04-015	Deferred to 2021

**Table 3**  
Implementation Status of 2017-2020 Wausau Urbanized Area Projects  
October-17

Number	Implementing Jurisdiction & Location	Project Description	Status of 2017-2020 Projects
53	Village of Weston	Reconstruction Fuller Street Ross Ave. to Schofield Ave.	Deferred to 2021
54	Village of Weston	Reconstruction of Jelinek Avenue Alderson St. to Coronado St.	Deferred to 2021
55	Village of Weston	Reconstruction Birch St. Weston Ave. to Shorey Ave	Deferred to 2019
56	Village of Weston	Reconstruction Weston Ave. Ryan Street to CTH J	Deferred to 2021
57	Village of Weston	Construction of Bicycle Lanes on Alderson (Weston to Howland), Howland (Alderson to CTH X), and Shorey (Alderson to CTH X)	Deferred to 2020
58	Village of Weston	Reconstruction Camp Phillips Road STH 29 to Weston Ave	Deferred to 2020
59	Village of Weston	Reconstruction Schofield Ave Camp Phillips Road Intersection	Deferred to 2020
60	Village of Weston	Reconstruction Ross Avenue and Camp Phillips Road Intersection	Deferred to 2020
61	Village of Weston	Reconstruction Jelinek Avenue and Camp Phillips Road Intersection	Deferred to 2020
62	Village of Weston	Construction of a new road and Bridge over STH 29 at Municipal Street Extended South	Deferred to 2020
63	Village of Weston	Construct a Road Connection Between Transport Way and Weston Ave	Deferred to 2019
64	Village of Rothschild	Construction of Military Ave Pflieger Street to Bus Hwy 51	Deferred to 2019
65	Village of Rothschild	Construction of Margaret Street Military Ave. to Shorey Ave	Deferred to 2020



**Table 3**  
**Implementation Status of 2017-2020 Wausau Urbanized Area Projects**  
**October-17**

Number	Implementing Jurisdiction & Location	Project Description	Status of 2017-2020 Projects
66	Village of Rothschild	Reconstruction Becker Street US Bus 51 to Kamke Street	Deferred to 2018
67	Village of Rothschild	Construction of Katherine Street Leroy Avenue to Becher Street	Deferred to 2018
68	Village of Rothschild	Construction of Johnson Street Leroy Avenue to Florence Street	Deferred to 2018
69	City of Schofield	Reconstruction of Grossman Ave the Water Tower to Northern Road	Deferred to 2018
70	City of Schofield	Reconstruction of Grossman Ave Mason Street to the Water Tower	Deferred to 2018
71	City of Schofield	Reonstruction of Alderson Ave. from Grossman Ave to Mallard Lane	Deferred to 2019
72	Village of Kronenwetter	Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road	Deferred to 2020
73	Village of Kronenwetter	Construction of Old Hwy 51 Multi Use Path  373-12-019	Deferred to 2018
74	Village of Kronenwetter	Resurface Old Hwy 51 Village Road to Nelson Road	Deferred to 2019



**APPENDIX A - RESOLUTION ADOPTING  
2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

**RESOLUTION # 7-17**

**RESOLUTION ADOPTING THE  
2018-2021 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 Conservation, Planning and Zoning Department has developed 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;

**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 *2018-2021 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 CFR 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 14<sup>th</sup> day of November 2017

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George Peterson, Vice-Chairman

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Rebecca Frisch, Commission Secretary  
Director, Marathon County Conservation,  
Planning and Zoning Department



**APPENDIX B - PRIVATIZATION EFFORTS AND  
AREA TRANSPORTATION PROVIDERS**





## **PRIVATIZATION EFFORTS**

The Wausau MPO adopted a Privatization Policy in 1986. The policy provides private enterprises with the opportunity to participate in the process of transit planning and delivery of services. In compliance with the directives of the policy, the Wausau MPO maintains a record of all transportation providers in the area. The record of transportation providers in the area is updated annually. A copy of the draft Transportation Improvement Program is provided to the transportation providers in the area for their review. The local transportation providers are invited to participate in the delivery of transportation services in the Wausau area. The Wausau Area Transit System (d/b/a. Metro Ride) follows the policy of involving private operators in the process of major transportation planning and service delivery.

In 1991, Metro Ride first contracted with a private transportation provider for paratransit services. WATS then developed the Complementary Paratransit Plan for the Wausau Area Transit System in 1992 based on the Americans with Disabilities Act of 1990 (ADA). Metro Ride has subsequently developed an annual update to the Complementary Paratransit Plan. Metro Ride contacts private transportation providers to solicit comment on the update of the plan.

In 2012, the Wausau MPO and Metro Ride developed the Transit Development Program (TDP) for the Wausau metropolitan area. This updated plan identified the need for the same service expansion options.

In 2012, Marathon County through North Central Health Care and Metro Ride dissolved their joint contract with a private provider for the nonambulatory services in the County and within the MPO area with each entity taking part of the services "in house". Metro Ride provides the Paratransit services in their service area and North Central Health Care provides for the elderly and disabled transportation services in the County and metro area.

A listing of the Private Providers and the stakeholders involved in providing transportation services in the area are listed below:

## PRIVATE TRANSPORTATION PROVIDERS

2018

K-K Way Transportation  
1323 S. 11<sup>th</sup> Ave.  
Wausau, WI 54401

Theren Afh  
514 Sherman St.  
Wausau WI 54401

First Student  
6206 Alderson  
Schofield WI 54476

A-1 Wausau Cab  
1412 E. Wausau Ave  
Wausau WI 54403

Community Industries Corp.  
1027 S. 17<sup>th</sup> Ave.  
Wausau WI 54401

NCTI  
Vision & Hearing Program  
1000 Campus Drive  
Wausau WI 54401

ACC Medlink  
(888) 279-6118

Northwestern Transportation  
1235 Junction St.  
Wausau WI 54403

North Central Health Care  
1100 Lake View Drive  
Wausau WI 54403

Medical Transport Services  
(727) 203-4877

Ames Transport  
3701 Pine Siskin Ln  
Wausau WI 54401

Taxi Time  
1709 Merrill Ave  
Wausau WI 54401

American Elite Transportation  
5815 Bus 51 S.  
Schofield WI 54476

Abbyvans Inc  
W5621 Todd Road  
Neillsville WI 54456

Wausau Taxi  
104 N 10<sup>th</sup> Ave  
Wausau WI 54401

AK Transport, LLC  
3811 Schoonover Rd.  
Schofield WI 54476

All American Taxi  
1705 Merrill Avenue  
Wausau WI 54401

Lamers Bus Lines Inc  
2415 Trailwood Ln  
Rothschild WI 54474

Northwoods Cab Wausau  
5207 Scott Street  
Wausau WI 54403

B&D Motors  
300 S Park St.  
Merrill, WI 54452

Metro Cab of Wausau  
4013 Central Dr.  
Wausau WI 54401

Metro Cab of Wausau  
4013 Central Dr.  
Wausau WI 54401

Badger Taxis  
PO Box 27  
Wausau WI 54402

Opportunity Inc.  
740 N Third Street  
Wausau WI 54403

United Taxi  
1705 Merrill Dr.  
Wausau WI 54401

Burnett Transit  
B3866 State Highway 13  
Spencer WI 54449

Progressive Travel Inc  
B3872 Hwy 13  
Spencer WI 54449

A1 Cab & Delivery  
942 Washington St.  
Wausau WI 54403

Krug Bus Service  
549 Billings Avenue  
Medford WI 54451

Div of Vocational Rehab  
Marathon County Job Center  
364 Grand Avenue  
Wausau WI 54403

Executive Cab of Wausau  
100 Grand Ave  
Wausau WI 54403

Wausau Limousine Service  
4404 Rib Mountain Dr.  
Wausau WI 54401

Ulrich Bus Service Inc  
357 N 3rd Ave  
Stratford WI 54484

Wausau Taxicabs Inc  
PO Box 27  
Wausau WI 54402-0027

Wausau Area Transit System  
d/b/a Metro Ride  
420 Plumer St  
Wausau WI 54403

Wirsbinski Bus Service Inc  
558 Fox Road  
Mosinee WI 54455

## **APPENDIX C - PUBLIC PARTICIPATION**

## **PUBLIC PARTICIPATION**

The development of the *2018-2021 Transportation Improvement Program for the Wausau Metropolitan Area* was based on a public participation process. The Wausau MPO has developed a strategy to solicit public participation and has documented the process. Please refer to the *Public Participation Plan for its Transportation Plans and Programs* for more information. All comments on the draft TIP were considered before the final 2018-2021 TIP was adopted by the Marathon County Metropolitan Planning Commission.

The Marathon County Metropolitan Planning Commission, the Wausau MPO Technical Advisory Committee, County Health and Social Services Departments, the transportation providers listed in Appendix B, have all been notified of the draft 2018-2021 TIP availability on the MPO website. The draft TIP was available for public review at the Marathon County Conservation, Planning and Zoning Department and on the Marathon County website for 30 days before its adoption. Public review of the draft TIP was solicited in advertisements placed in the *Wausau Daily Herald* on October 10, 2017 and October 17, 2017.

A public informational meeting on the draft 2018-2021 TIP was held on October 24, 2017. The meeting was advertised in the *Wausau Daily Herald* on October 17, 2017. Persons receiving the draft TIPs also were sent meeting notices on the public informational meeting. Copies of the advertisements in the *Wausau Daily Herald* and a copy of the flyer announcing the public informational meeting are included on the following pages. The notices and comment opportunities can also be found on the MPO website.

In 2005, Marathon County established a Transportation Coordinating Committee (TCC) to review and discuss the non-ambulatory transportation services in the county. This provides an additional forum for the dissemination of information in the area.

The Wausau MPO provides accessible formats of the draft TIP on the MPO and Marathon County websites, directly to providers, and those upon request, and holds public meetings in accessible buildings. Please refer to the *Public Participation Plan for its Transportation Plans and Program* for additional information on the approach to meeting the requirements of the Americans with Disabilities Act of 1990.

WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP, to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

All substantive comments received during the public comment period were incorporated into the document. There were no comments received at the informational meeting held on October 24, 2017 to incorporate into the document.

The Annual Listing of Obligated Funds is provided by the Wausau MPO on the Wausau MPO and Marathon County website in the Transportation section of the Conservation, Planning and Zoning Department page. Access to the website can be reached at [WausauMPO.org](http://WausauMPO.org)

## **ENVIRONMENTAL JUSTICE**

Taken in whole, the projects in the 2018-2021 Transportation Improvement Program together with the other public and privately funded transportation improvements and services provided in the Wausau urbanized area do not impose disproportionately high and adverse impacts on minority populations and low income populations or any other population groups. Furthermore, the benefits of the transportation services and improvements provided are reasonably distributed to serve the needs of all populations in the area. Although the minority and low income populations will not be adversely affected by these projects, the Metro Ride transit system will need to review its routes that will potentially be disrupted by some TIP projects. These statements are based on the analysis summarized by Maps 3 and 4. Map 3 illustrates the 2018-2021 TIP projects in relation to the minority population groups within the Wausau Area. Map 4 illustrates the 2018-2021 TIP projects in relation to the Transit routes within the Wausau Area.

Published in the *Wausau Daily Herald* on the dates shown.

**NOTICE OF AVAILABILITY**

**Published:**

**October 10, 2017**

**NOTICE OF AVAILABILITY**

The Wausau Metropolitan Planning Organization (MPO) announces that the draft 2018-2021 Transportation Improvement Program (TIP) for the Wausau Metropolitan Area is available for public review at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at [www.wausaumpo.org](http://www.wausaumpo.org). The plan is available for public review and comment from October 10, 2017 to November 10, 2017. A public informational meeting on the draft TIP will be held from 4:30 p.m. to 6:00 p.m. on October 24, 2017 at the Marathon County Conservation, Planning, and Zoning Department, 210 River Drive, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until November 10, 2017. Any person planning to review the document or attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 261-1500. Comments regarding the document may be mailed to David Mack, MPO Director, 210 River Drive, Wausau, WI 54403-5449, e-mailed to [Dave.Mack@co.marathon.wi.us](mailto:Dave.Mack@co.marathon.wi.us), or telephone (715) 261-6043.

**NOTICE OF PUBLIC INFORMATIONAL MEETING**

**Published:**

**October 17, 2017**

**NOTICE OF PUBLIC INFORMATIONAL MEETING**

The Marathon County Metropolitan Planning Commission announces that a public informational meeting on the draft 2018-2021 Transportation Improvement Program (TIP) for the Wausau Metropolitan Planning Organization (MPO) will be held from 4:30 p.m. to 6:00 p.m. on Tuesday, October 24, 2017 at the Marathon County Conservation, Planning, and Zoning Department, 210 River Drive, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until November 10, 2017. The draft plan is available at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at [www.wausaumpo.org](http://www.wausaumpo.org). Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 261-1500. Comments regarding the document may be mailed to David Mack, Wausau MPO Director, 210 River Drive, Wausau, WI 54403-5449 or e-mailed to [Dave.Mack@co.marathon.wi.us](mailto:Dave.Mack@co.marathon.wi.us), or telephone (715) 261-6043.





MAP 3 – 2018-2021 TIP PROJECTS - MINORITY POPULATION



MAP 4 – 2018-2021 TIP PROJECTS - TRANSIT ROUTES



**APPENDIX D –  
ILLUSTRATIVE OR OTHER  
POTENTIAL PROJECTS**



## ILLUSTRATIVE OR OTHER POTENTIAL PROJECTS

The following list of illustrative or potential projects is included in this document for informational purposes only. In the *2018-2021 Transportation Improvement Program*, projects are reviewed with the guidance of the Long Range Transportation Plan. Projects in this list either do not have dollar amounts, set times for implementation, or are being planned for beyond the four year time line which is needed to be scheduled in Table 1. These projects may be moved forward into the four year TIP Table 1 if funding becomes available. This list is not in any priority order.

Reconstruction of STH 52 and CTH W intersection (6<sup>th</sup> St. and Wausau Ave.) Unknown costs & time frame. (City of Wausau)

Reconstruction of Rangeline Road from STH 153 to Moon Road. Unknown costs & time frame. (City of Mosinee)

Resurface the Mountain Bay Trail from the trailhead to CTH J. Unknown costs & time frame. (Village of Weston)

Construction of Kowalski Road from East Termini to Creek Road. Unknown costs & time frame. (Village of Kronenwetter)

Reconstruction of Ross Ave. from Bus. Hwy 51 to Metro Dr. Unknown costs & time frame. (City of Schofield)

Construction of Kowalski Road from Kronenwetter Dr. to Tower Road. Unknown costs & time frame. (Village of Kronenwetter)

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.





WAUSAU METROPOLITAN  
PLANNING ORGANIZATION

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UNIFIED

PLANNING

WORK

PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2018

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MARATHON COUNTY METROPOLITAN PLANNING COMMISSION  
November 2017



U.S. Department of Transportation  
**Federal Highway Administration**



U.S. Department of Transportation  
**Federal Transit Administration**



**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)  
UNIFIED PLANNING WORK PROGRAM 2018**

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

Robert Mielke	Mayor, City of Wausau
Chris Voll	President, Village of Kronenwetter
Jeff Weisenberger	President, Village of Brokaw
Betty Hoenisch	Chairman, Town of Maine
Steve Hagman	Chairman, Town of Mosinee
Allen Opall	Chairman, Town of Rib Mountain
Raynard Zunker	Chairman, Town of Stettin
John Prahl	Chairman, Town of Wausau
Milton Olson	Chairman, Town of Weston
George Peterson, Vice Chairman	President, Village of Rothschild
Barbara J. Ermeling	President, Village of Weston
Brent Jacobson	Mayor, City of Mosinee
Kregg Hoehn	Mayor, City of Schofield
Kurt Kluck	Chairman, Marathon Co. Highway Committee
Russ Habeck	Director, WisDOT - North Central Region

**MPO TECHNICAL ADVISORY COMMITTEE**

Rebecca Frisch, Commission Sec./Dir.	Marathon Co. Conservation, Planning & Zoning Dept.
David Mack, Program Manager	Wausau MPO/Marathon County CPZ
Jim Griesbach, Commissioner	Marathon County Highway Department
Brian Grefe, Manager	Central Wisconsin Airport
Darryl Landeau	North Central Wisconsin RPC
David Eckmann, President/CEO	Wausau Area Chamber of Commerce
Gaylene Rhoden, Administrator	Town of Rib Mountain
Scott Turner, Street & Parks Superintendent	Town of Rib Mountain
Richard Downey, Administrator	Village of Kronenwetter
Christopher Johnson, Public Works Director	Village of Kronenwetter
Randy Fifrick, Comm. Dev./Zoning Admin.	Village of Kronenwetter
Tim Vergara, Public Works Admin.	Village of Rothschild
Daniel Guild, Administrator	Village of Weston
Keith Donner, Public Works Admin.	Village of Weston
Jeff Gates, City Administrator	City of Mosinee
Mark Thuot, Public Works Admin.	City of Schofield
Eric Lindman, Public Works & Utilities Director	City of Wausau
Brad Lenz, City Planner	City of Wausau
Greg Seubert, Transit Director	Metro Ride/Wausau Area Transit System
Dave Meurett	WisDOT – North Central Region
James Kuehn	WisDOT – Bureau of Planning
Matt Schreiber	WisDOT – Bureau of Planning
Mitch Batuzich	FHWA – Ex Officio Member
Marisol Simon	FTA – Ex Officio member

Marathon County Conservation, Planning and Zoning Department  
210 River Drive  
Wausau, WI 54403-5449  
Phone: (715) 261-6000  
Fax: (715) 261-6016



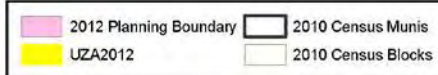
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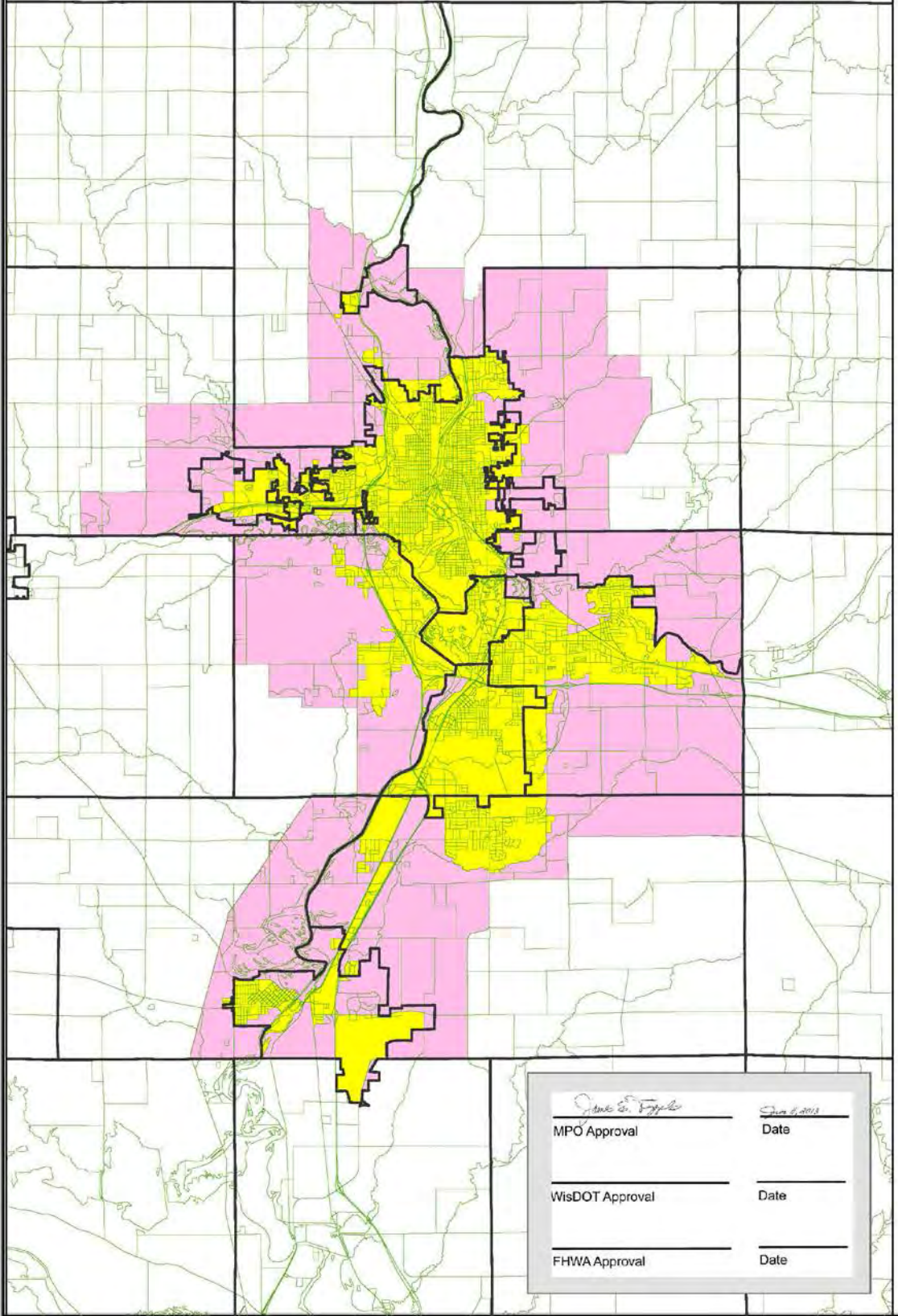
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**WAUSAU MPO AREA  
2012 PLANNING BOUNDARY  
MARATHON COUNTY WI**



Map Date: 6/7/2013



 MPO Approval	<u>June 6, 2013</u> Date
_____	_____
WisDOT Approval	Date
_____	_____
FHWA Approval	Date
_____	_____





## **2018 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE WAUSAU METROPOLITAN PLANNING ORGANIZATION**

This document delineates the type and extent of planning activities programmed for the Wausau Metropolitan Planning Organization (MPO) staff during the year 2018. The Work Program includes activities under Long Range Transportation Planning, Short Range Transportation Planning, Transit Planning, the Transportation Improvement Program, and Program Administration.

Long Range Transportation Planning focuses on development of the 2050 Plan and projects that have a long term nature. Short Range Transportation Planning focuses on the implementation of the projects that fulfill the long range plan goals. The LRTP was completed in 2016 and its main focus was to ensure the LRTP's compliance with all Federal Highway Bill requirements and this year's work program will involve working toward the implementation of that plan.

MPO staff continues to develop Short Range Transportation Plans to address immediate transportation needs of the communities within the Wausau Metropolitan Area. Some of the implementations of the short range plans and projects were identified in the Long Range Transportation Plan. Continuing to implementation the *2015 Bicycle and Pedestrians Plan* for the Metro area will remain a major focus for this year.

MPO staff continues to work with the Wausau Area Transit System (Metro Ride) and private transportation enterprises to provide the Wausau Urbanized Area with a reliable and efficient transit system. MPO staff continues to provide technical assistance for the WATS Commission and staff. With the completion of the new 2017 Transit Development Plan (TDP), the MPO and Metro Ride staffs will be working to overcome the budgetary and service delivery issues identified in the plan to recreate a system that works in the metro area.

MPO staff applies the Transportation Improvements Program (TIP) criteria to candidate projects, programs, and allocate the Surface Transportation Block Grant Program (STBG) funds, and develops a four year TIP for the metropolitan area.

MPO staff continues to enhance communications between the public and government agencies by providing information and technical assistance. MPO staff continues to develop projects and programs to meet the federal metropolitan planning requirements.

### **EXPLANATION OF COSTS**

UPWP costs for work performed are allocated based on the grant amounts made available to the Wausau MPO from each funding agency and the amounts received, based on the cost share formulas, from all other funding sources.

Costs will be allocated to each work element identified by an internal numerical identifier (i.e., 3220, 3230, 3240, 3250, and 3260). The direct costs will be billed to the federal and state agencies, and include labor plus fringe benefit costs. Based on County experience, the fringe benefit rate is 34% of salary. Fringe benefits include vacation, sick leave, holidays, insurance, retirement, etc. Expenses include office supplies, printing, mileage, and travel. Indirect costs allocation information can be viewed in the Marathon County Cost Allocation Plan on the county's website: [www.co.marathon.wi.us](http://www.co.marathon.wi.us)

**2018 UNIFIED PLANNING WORK PROGRAM  
SUMMARY LIST OF IDENTIFIED PROJECTS**

3220 - Long Range Planning

- a. MAP-21/FAST Act Compliance
- b. ADA Compliance
- c. Develop the 2018 Public Participation Plan Update
- d. 2016 LRTP Implementation
- e. Environmental Consultation
- f. Freight Planning

3230 - Short Range Planning

- a. Miscellaneous TIP related projects
- b. Short range studies
- b. Implement the Bicycle and Pedestrian Plan
- c. State Highway Safety Planning
- d. Standardizing Operations and Maintenance issues
- e. Coordinate Performance Measures with WisDOT
- f. Environmental Justice Assessment

3240 - Transit Planning

- a. Attend WATS Commission Meetings
- b. Implement the 2017 Transit Development Plan (TDP)
- c. Monitor area Paratransit and Elderly and Disabled transportation programs
- d. Implement elements of the Human Services Transportation Needs Assessment

3250 - Transportation Improvement Program (TIP)

- a. Develop the 2019-2022 TIP
- b. Monitor TIP identified projects

3260 - Transportation Administration and Public Relations

- a. Develop the 2019 Unified Planning Work Program
- b. Prepare all reports for WisDOT and FHWA
- c. Prepare for and attend MPO, County, and related meetings
- d. Prepare for and attend quarterly MPO Directors meetings and semi-annual review meeting
- e. Attend workshop, conferences, and training sessions
- f. Provide public relations and assistance on MPO and other County related issues, i.e., comprehensive planning, and other planning/zoning activities as it relates to transportation in the Metro area.

**MARATHON COUNTY CONSERVATION, PLANNING AND ZONING DEPARTMENT STAFF**

Marathon County Conservation, Planning and Zoning Department provide the staffing needs for the Marathon County Metropolitan Planning Commission (Wausau MPO). The staff involved with MPO functions are as follows:

Rebecca J. Frisch, CPZ Director	<a href="mailto:rebecca.frisch@co.marathon.wi.us">rebecca.frisch@co.marathon.wi.us</a>
David Mack, Program Manager/MPO Director	<a href="mailto:dave.mack@co.marathon.wi.us">dave.mack@co.marathon.wi.us</a>
Brenda Iczkowski, Administrative Coordinator	<a href="mailto:brenda.iczkowski@co.marathon.wi.us">brenda.iczkowski@co.marathon.wi.us</a>
Diane Hanson, Assistant Administrative Manager	<a href="mailto:diane.hanson@co.marathon.wi.us">diane.hanson@co.marathon.wi.us</a>
Andrew Lynch, Transportation Planner	<a href="mailto:andrew.lynch@co.marathon.wi.us">andrew.lynch@co.marathon.wi.us</a>

Approximate staff time allocated to the Wausau MPO:

Director	3% or 62 hours per year
Program Manager (MPO Director)	75% or 1560 hours per year
Administrative Coordinator	20% or 416 hours per year
Assistant Administrative Manager	5% or 104 hours per year
Transportation Planner	100% or 2080 hours per year

Frank Matel, Marathon County Employee Resource Director, ([frank.matel@co.marathon.wi.us](mailto:frank.matel@co.marathon.wi.us)) is the Title IV Coordinator for the Wausau MPO Area.

Any entity receiving federal dollars, either directly from the Federal Transit Administration (FTA) or through the WisDOT, Division of Transportation Investment Management (DTIM) Bureau of Transit, Local Roads, Rails and Harbors (BTLR), must not discriminate based on factors which include, but are not limited to, race, ethnicity, age, disability status or gender.

# Organizational Chart MARATHON COUNTY CONSERVATION, PLANNING AND ZONING DEPARTMENT

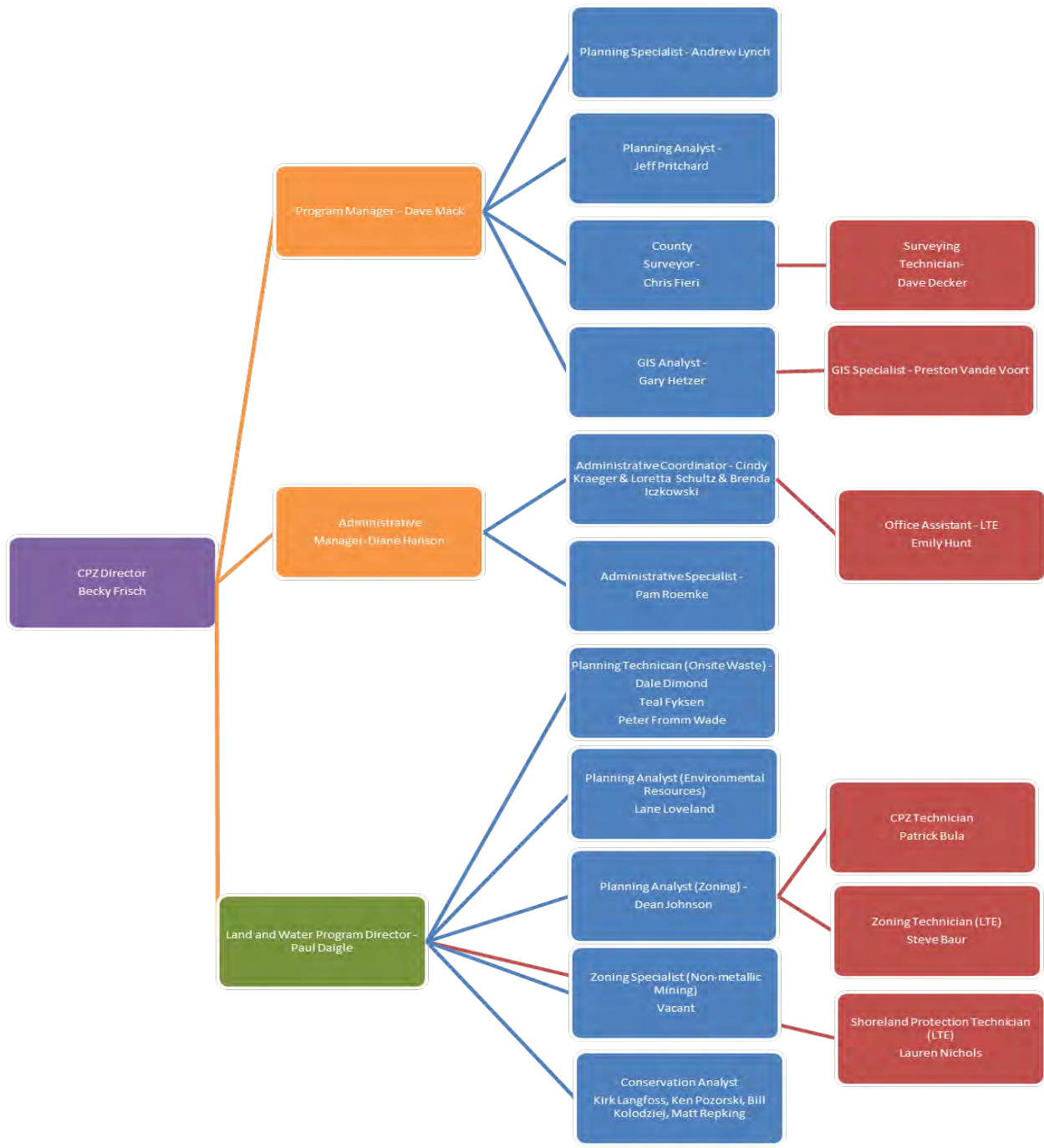


TABLE I  
2018 PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$48,892	\$2,542	\$9,756	29%	\$61,190
3230 - SHORT RANGE PLANNING	\$31,887	\$1,658	\$6,291	19%	\$39,836
3240 - SHORT RANGE TRANSIT PLANNING	\$26,726	\$1,390	\$5,332	16%	\$33,448
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$9,388	\$490	\$1,847	6%	\$11,725
3260 - TRANSPORTATION ADMINISTRATION	\$51,107	\$2,657	\$10,037	30%	\$63,801
TOTALS	\$168,000	\$8,737	\$33,263	100%	\$210,000

Numbers may not add correctly due to rounding. Rounding is to the nearest dollar.

## METROPOLITAN PLANNING FACTORS

The Federal Transportation Bill, Fixing America’s Surface Transportation (FAST) Act continues the planning factors from federal bills MAP-21 and SAFETEA-LU that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. This year’s UPWP is being developed considering the metropolitan planning factors from the FAST Act. The ten metropolitan planning factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase the safety aspects of the transportation system for its motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The following matrix illustrates the 2018 MPO work elements and the metropolitan planning factors to be addressed in each project.

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2018 UPWP											
UPWP Category (From Page 2)	UPWP Elements	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
3220a	LRTP’s MAP-21/FAST Act Compliance	X	X	X	X	X	X	X	X	X	X
3220c	Implement the 2017 Title VI Plan	X	X	X	X		X				
3230a	Monitor TIP Projects	X	X	X	X	X	X	X	X	X	X
3230b	Implement Bicycle and Pedestrian Plan	X	X	X	X	X	X	X	X	X	X
3230d	Standardizing Operations & Maintenance issues	X		X	X	X	X	X	X	X	
3230e&f	Performance Measures & EJ Analysis	X	X	X	X	X	X	X	X	X	
3240b	Implement the 2017-2021 TDP	X	X	X	X	X	X	X	X	X	X
3240d	Elderly and Disabled Transportation	X	X	X	X	X	X	X	X	X	X
3250a	Transportation Improvement Program 2019-2022	X			X	X	X	X	X	X	
3260a	2019 Unified Planning Work Program	X	X	X	X	X	X	X	X	X	
3260b-f	Administration and Public Relations	X				X	X	X			

## **3220. LONG RANGE TRANSPORTATION PLANNING**

### **Objective**

Improve mobility and safety within the Wausau Metropolitan Area through systematic transportation planning of a multi modal Long Range Transportation Plan.

### **Previous Work**

In 2011, the MPO completed the 2011-2035 update to the Long Range Transportation Plan for the Wausau Metropolitan Area. This plan reaffirmed many of the concepts and ideas illustrated in the 2006 LRTP.

In 2015, staff worked on the developing a new Metropolitan Bicycle/Pedestrian Plan with monthly meetings of the Bicycle/Pedestrian Sub Committee and the hired consultant. The plan was finalized in September of 2015.

### **Methodology**

WisDOT and their hired consultant have developed the transportation network model which simulates year 2010 conditions. The model inputs include roadway, land use, population, housing and employment data. These data sets were taken from different points over the past few years to create the model. The model was calibrated to resemble the existing average daily traffic counts. Forecasts of 2050 population, housing and employment were developed and entered into the model. The existing land use will also be monitored by the local communities to create any modification to the model, if needed. This model will be used to identify the deficiencies in the transportation system as it relates to traffic capacity and not traffic operations. The information in the model helps identify the roadway segments that need attention by the communities and WisDOT.

### **Long Range Transportation Plan**

The FAST Act regulations will continue to be used in the implementation of the Long Range Transportation Planning for the MPO. Work items in 2018 include working with citizens, local staff, WisDOT, and consultants that aid in the implementation of the Long Range Transportation Plan for the Wausau Metropolitan Area. The 2050 LRTP will maintain the 20 year planning horizon that will ensure eligible use of federal funding. The U.S. Department of Transportation recommends MPOs also include 2018 work program activities to (1) address the transition to performance based planning and programming; (2) coordinate planning efforts to ensure a regional approach, including among state DOTs, MPOs, and operators of public transportation; and (3) identify and address access to essential services. The following planning activities are incorporated into the work program:

- Compile and generate GIS data for this planning purpose,
- Update the MPO Land Use databases and maps,
- Create and utilize Performance Based Planning and Programming which relates to performance measures/indicators/targets to monitor and track transportation and land use impacts and planning assumptions that are related to the projects, policies, and recommendations in the Long Range Transportation Plan.
- Work on Regional Planning Coordination with WisDOT and the North Central Wisconsin Regional Planning Commission by involving the MPO on plans and programs that are being conducted to enhance the performance of the group.
- Continue to collaborate on activities to better provide for access to transportation that will entail Environmental Justice analysis and accessibility analysis for all users.
- Work with the 2016 LRTP on consultation with federal and state agencies on the environmental impacts.

The Public Participation Plan for the MPO was approved in August 2014, Development of a new Plan will address all facets of the public involvement process as it relates to the information and documents prepared by the MPO. This plan will undertake the:

- Evaluation and criteria used for the effectiveness of existing involvement processes.
- Development of new and more efficient means to engage the public, specifically using technology, i.e., social media (Facebook, twitter, LinkedIn), and website applications.
- Development and enhancement of the analytical capabilities for assessing impact distributions of transportation programs, policies and activities established in the transportation plan and the TIP.
- Assurance of FAST Act compliance.

WisDOT will consult with the MPO on safety issues on State Highways and the MPO will assist with, where possible, the implementation of the State's Strategic Highway Safety Plan.

As it relates to the Presidential Executive Order regarding environmental justice and Title VI issues, the MPO also redeveloped its Title VI, Non-discrimination program/Limited English Proficiency Plan in 2017 to address the involvement and non-discrimination issues of the MPO with regards to minority and low-income populations and race, color, or national origin. The update to the plan is aimed at helping develop strategies for engaging these populations through public involvement as it relates to the accessibility to major destinations.

### **Transportation System Database**

MPO staff work items include continued development and maintenance of a database on land use and the transportation system in the Wausau Metropolitan Area. As transportation data is collected, a major objective will be to maintain a format compatible with the County's GIS to allow the information to be conveniently accessed for a wide range of planning applications.

One of those applications and ways to disseminate this information is to use the Marathon County website. Staff created a unique transportation page to allow people to gain more access and information for this MPO. The website address is [WausauMPO.org](http://WausauMPO.org). Specific to the bicycling aspects of the MPO, another unique website was created, [bicyclewausau.org](http://bicyclewausau.org), to engage the population interested in bicycling in the Wausau area.

Marathon County obtained high resolution digital orthophotography in the fall of 2015. That information provides the basis for updating the 2011 land cover mapping for the County and the MPO. The land cover will be used for any traffic forecast modeling being generated for the MPO and WisDOT.

The information in the area traffic model was used for the LRTP and may be used by the MPO and WisDOT to evaluate future projects and policies. Traffic Impact Analysis on new roadways and development projects, such as the Camp Phillips Centre project, the Maple Ridge Interchange Development, as well as, new regional transit routes, will be addressed.

### **Statewide Planning Assistance**

The MPO staff coordinates activities between the MPO and WisDOT regarding the development and implementation of state transportation plans and coordinates, to the extent possible, the Wausau Area Long Range Transportation Plan with the adopted statewide strategies. The MPO also works with FHWA and WisDOT to coordinate any efforts related to the federal Surface Transportation Block Grant Program (STBG) and National Highway System (NHS). The MPO will



assist WisDOT when needed in the implementation of Wisconsin's statewide transportation plan, "Connections 2030", their statewide railroad plan, the State Freight Plan, and the State Highway Plan. This may also include work on the transit system needs, Intelligent Transportation System (ITS), local road needs, and state highway capacity needs.

Staff will continue to coordinate with WisDOT on the update and development of the functional classification system and the planning boundary for the metro area. By utilizing more current and accurate mapping of parcel data, the boundary will reflect a more useful area to plan within. With the newly revised planning boundary, the functional roadways within the area will need to be monitored for their correctness and inclusion in the planning boundary.

### **Product**

The staff will continue the primarily work on studies that will become the basis for the MPO to create a number of new policies. These studies will look at congestion management with issues like Intelligent Transportation Systems (ITS), traffic signals and their related policies; safety issues with crash data of area hot spots; freight movements and related impacts; air quality, storm water and other environmental concerns; and the financial costs of the operation and maintenance of the policies that will be established.

Staff will continue the monitoring of projects identified in the LRTP throughout the year. These projects may have begun their implementation phase, whether it is a preliminary study, design or actual reconstruction or new construction. These projects will be assessed to determine whether they are proceeding as identified in the LRTP.

The MPO staff will help coordinate with the County and individual MPO communities on Comprehensive Planning. This will help maintain consistency in the data and information between the communities and the MPO. Any land use information and decisions made by the County and the individual communities will benefit the MPO when creating or utilizing land use information for the Long Range Transportation Plan and particularly in the traffic modeling process.

MPO staff will continue the implementation of the area-wide bicycle/pedestrian plan. The Bicycle/Pedestrian Sub-committee of the MPO oversees the implementation of the plan. Over the past few years more time has been spent working with the Bicycle/Pedestrian Sub-committee and the biking community to warrant having more staff associated with it. The CPZ Transportation Planner will provide planning assistance by overseeing the committee work and participating in the Bicycle/Pedestrian Plan implementation.

### **Time Schedule**

All Year	LRTP Implementation
All Year	FAST Act Compliance
All Year	Implementation of the 2017 Title VI Plan
All Year	MPO Area Bicycle/Pedestrian Plan Implementation
All Year	Bike and Pedestrian Committee Oversight
All Year	Environmental Consultation

### **ESTIMATED TIME AND COST**

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours (Director-0, Manager-400, Planner-800, Admin. Coordin.-20, Admin.Manager-0)	1220
Direct Program Costs:	\$ 61,190
<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$48,892
WisDOT	\$ 2,542
Local	<u>\$ 9,756</u>
<b>TOTAL</b>	<b><u>\$ 61,190</u></b>

### **3230. SHORT RANGE TRANSPORTATION PLANNING**

#### **Objective**

Develop short range transportation plans which address immediate transportation needs in consultation with the MPO communities and WisDOT. These plans are developed in conjunction with, or as a result of, the recommendations of the Long Range Transportation Plan.

#### **Previous Work**

Short Range projects have been developed in response to the requests made by the MPO communities. Examples of previous projects include access control plans on Stewart Avenue and in the Town of Weston; traffic impact studies; river crossing feasibility for the Rib River; Cedar Creek Interchange analysis; traffic analysis and intersection turning movement studies, and assistance with preliminary design on road construction projects.

#### **Methodology**

This program consists of strategies to address short-range transportation concerns and issues as they arise. Strategies may include studies of traffic flow and operation improvements for arterials and collectors; development of plans to manage and control access to principal and minor arterials; development of plans to improve safety of motorists, bicyclists, and pedestrians; and traffic impact studies for proposed land use developments as requested by the MPO communities. In accordance with the multimodal emphasis of previous federal highway bills, all system management plans will include multimodal analysis. Implementations of management systems identified in the LRTP also generate Short Range Planning projects. Intelligent Transportation System (ITS) strategies will be considered to possibly increase the efficiency of the area transportation system. Use of ITS may help solve transportation problems in the Wausau area as a whole.

#### **Product**

MPO staff will continue the implementation of the LRTP. This will be based on the recommendations set forth in the document. These implementation items will be working with the communities to develop the initial planning or review designs, or assist in public involvement of the projects identified in the LRTP.

MPO staff will utilize elements of the State Highway Safety Plan to inform and request that area communities look at standardizing safety issues regarding operations and maintenance in their community plan. MPO will assist WisDOT with the local needs and prioritizing projects to be identified in the State Highway Safety Plan.

MPO staff will continue to use ITS strategies in the Wausau area, specifically those associated with the Highway 51/29 corridor. The I39 ITS Corridor Strategic Deployment Plan developed by WisDOT will be used. Examples of strategies which may be investigated are message boards, continuous count loop detectors, and bridge de-icing equipment, as well as general operations issues like turning radii of corners and also the local freight network. With the influx of data from these technologies, the MPO will be able to utilize more current and realistic information for decision making.

MPO staff will undertake or assist on miscellaneous short range transportation studies requested by the MPO communities, such as: the Camp Phillip Centre, the development areas around the Maple Ridge Interchange, I39 Interchange Access, as well as a Wisconsin River crossing in the City of Wausau, monitoring the Surface Transportation Block Grant (STBG) funded projects, TIP identified reconstruction projects, and STGB and TAP grant applications.

MPO staff will continue to create performance measures to monitor and track transportation and land use impacts and planning assumptions that are related to the projects, policies, and recommendations in the Long Range Transportation Plan. In 2018, the MPO will follow WisDOT guidance and set the performance measures based on the WisDOT performance targets when they created.

**Time Schedule**

As Needed	State Highway Safety Plan involvement
All Year Long	Development of LRTP Identified projects
All Year Long	Short Range Studies
All Year Long	Performance Measure
All Year Long	TIP Project Monitoring

**ESTIMATED TIME AND COST**

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours	820
(Director-0, Manager-200, Planner-600, Admin. Coordin.-20, Admin.Manager-0)	
Direct Program Costs:	\$ 39,836
<b><u>Sources of Funds</u></b>	<b><u>Amount</u></b>
FHWA	\$ 31,887
WisDOT	\$ 1,658
Local	\$ <u>6,291</u>
<b>TOTAL</b>	<b><u>\$ 39,836</u></b>

**3240. TRANSIT PLANNING**

**Objective**

Provide the Wausau Urbanized Area with reliable transit planning service; to enhance the efficiency of Metro Ride; and to comply with requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as described in the cooperative agreement between the City of Wausau (representing Metro Ride), Marathon County (through the Conservation, Planning, and Zoning Department representing the MPO) and WisDOT.

## **Previous Work**

In 2006, WATS and the MPO contracted and conducted a Transit Development Program (TDP) for the Wausau Area. Service extensions to some surrounding communities were the focus of the recommendations of the study. In 2008, WATS renamed themselves Metro Ride, to be more of a metropolitan service and not just a Wausau service. In 2011-12, Metro Ride and the MPO contracted to conduct a Transit Development Program (TDP) for the Wausau Area. Service extensions to some surrounding communities were again the focus of the recommendations of the study.

The 2012 TDP took an unanticipated turn during the development of the recommendations section when three of the four communities involved in the transit system withdrew from providing service in their communities. A total rewrite of the recommendations needed to be completed along with a large outreach effort to the communities and users groups in the area to determine how service will be provided to those now not being served, especially the paratransit and transit dependent customers. Service to the three communities was restored in 2013 on a limited basis and in 2014 the communities again withdrew from providing service in each of their communities leaving only the City of Wausau with transit service.

Work will continue in 2018 on educating residents of the value and need for public transit and paratransit in their communities. In 2017, staff developed a new Transit Development Plan (TDP). This plan focuses on reestablishing the relationships with Wausau's surrounding communities and their willingness to provide transit service in their communities. The development of the new TDP used public opinion surveys to develop strategies for moving forward with the expansion of the service area as well as provide a general sense of how the metro area communities view transit in the area.

In 2014, the NCWRPC conducted a Needs Assessment for the Elderly and Disabled for Marathon County and the Wausau MPO. Projects like that will continue to take place as part of the Regional Models of Cooperation and Ladders of Opportunity concepts from MAP-21.

## **Product**

MPO staff will continue to work with the Transit Commission and Metro Ride staff in reviewing and improving the system efficiency by attending the monthly Transit Commission meetings and performing any needed analysis of the system by means of surveys and special studies. These items will be used to enhance the safety and security of the transit ridership in the Wausau metro area. Additional staff time will be spent working with the Transit Commission and the local communities on ways to solidify the involvement by the communities and to look for ways to make the transit system more viable in areas not currently served.

MPO staff will work with Metro Ride staff to implement the 2017 Transit Development Programs (TDP).

Staff will work with MPO member communities to reestablish the relationships they had when a broader transit system was in place. The relationships between the MPO, Metro Ride Transit, and the WisDOT are explained in the Cooperative Agreement for Continuing Transportation Planning. This document is signed by all parties and can be found on the Marathon County and the MPO websites.

## **Time Schedule**

Monthly Commission Meetings

All year  
All Year

TDP Implementation Assistance  
Elderly and Disabled Transportation Program Implementation

**ESTIMATED TIME AND COST**

Marathon County Conservation, Planning and Zoning  
Department/MPO Person-Hours 660  
(Director-0, Manager-240, Planner-400, Admin.  
Coordin.-20, Admin.Manager-0)

Direct Program Costs: \$ 33,448

<u>Sources of Funds</u>	<u>Amount</u>
FHWA - Transit	\$ 26,726
WisDOT	\$ 1,390
Local	<u>\$ 5,332</u>

**TOTAL \$ 33,448**

**3250. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Objective**

Develop a Transportation Improvement Program necessary to program 2019-2022 multi modal transportation improvements within the Wausau Metropolitan Area.

**Previous Work**

Transportation Improvement Programs have been developed annually since the formation of the Wausau MPO in 1983. The TIP includes federally-funded pedestrian, bicycle, transit, and street/highway projects located within the Wausau Metropolitan Area. Annual/biennial elements have been prepared as a component of the TIP to enumerate transportation improvement projects and transit operating and capital needs. The annual TIP contains a section on privatization efforts made by Metro Ride and MPO staff. In 2007, a policy was created that contains eligibility and prioritization criteria which are used in funding the candidate projects. In 2013, the Technical Advisory Committee modified the selection criteria for selecting projects.

**Methodology**

Anticipated transportation projects are requested from the MPO communities. Candidate projects for federal funding are screened and prioritized according to the TIP prioritization criteria. The MPO reviews the list and the final selection of Surface Transportation block Grant (STBG) projects is determined. The draft TIP is distributed to the Planning Commission, public and private transportation providers in the area, other interested parties, and the general public. A public informational meeting is conducted on the draft TIP in conformance with the Public Participation Plan for the TIP. The final TIP is developed to identify the projects in the Metropolitan Area which utilize federal highway and federal transit funds, and is sent to WisDOT and the appropriate federal agencies. Public participation requirements under MAP-21/FAST Act will result in greater efforts by MPO staff in the public relations category.

**Product**

A 2019-2022 Transportation Improvements Program is to be developed identifying highway and transit projects utilizing federal highway and federal transit funds in the Wausau Metropolitan Area.

**Time Schedule**

June - August Project Identification

September Draft 2019-2022 TIP Document  
 October Final 2019-2022 TIP Document  
 November Approved TIP submitted to WisDOT

**ESTIMATED TIME AND COST**

Marathon County Conservation, Planning and Zoning  
 Department/MPO Person-Hours 260  
 (Director-0, Manager-120, Planner-80, Admin.  
 Coordin.-20, Admin.Manager-0)

Direct Program Costs: \$ 11,725

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 9,388
WisDOT	\$ 490
<u>Local</u>	<u>\$ 1,847</u>
<b>TOTAL</b>	<b><u>\$ 11,725</u></b>

**3260. TRANSPORTATION ADMINISTRATION AND PUBLIC RELATIONS**

**Objective**

Prepare a year 2019 Unified Planning Work Program (UPWP); prepare procedures necessary to carry out the transportation planning activities set forth in the 2018 work program; provide continuous educational opportunities for the MPO staff through attendance at WisDOT, FHWA and FTA sponsored or approved training courses and seminars; provide for technical and industry related publications; provide for public information, public relations and program audits; increase interactions and enhance communications between the public and MPO staff; and cooperate with WisDOT's statewide planning efforts.

**Previous Work**

MPO staff has coordinated meetings of the Marathon County Metropolitan Planning Commission, prepared the annual UPWP, and attended transportation related meetings, seminars, workshops, and conferences. Information on area-wide transportation developments and issues has been provided to the public on a regular basis. MPO quarterly progress and annual program reports have been submitted to WisDOT. MPO staff has conducted various planning exercises in response to the metropolitan planning requirements from ISTEA, TEA-21, SAFETEA-LU, MAP-21 and now the FAST Act.

**Methodology**

MPO staff solicits the opinions of the MPO communities on the types of transportation planning activities which should take place in the Wausau Metropolitan Area. A UPWP for 2019 will be developed in response to federal planning requirements and the transportation needs of the MPO communities through the newly developed Long Range Transportation Plan. Staff attends transportation seminars and conferences promoted, sponsored or recommended by WisDOT, FHWA and FTA for the development and maintenance of continuing, comprehensive transportation planning programs. MPO staff cooperates with WisDOT projects and programs. MPO staff serves as a public source of information on transportation plans and issues including statistical data gathered for various transportation projects.

**Product and Meetings**

MPO staff will prepare a UPWP for 2019, as well as periodic financial and activity reports. The mid-year review meeting with FHWA and WisDOT regarding the UPWP will be held in May/June 2018 with the annual review meeting to be scheduled in September/October 2018. The Wisconsin MPO directors will also be having scheduled meetings on January 23, April 24, July 24, and October 23, 2018 to discuss planning policy, financial and technical issues and concerns.

Public awareness of transportation issues and MPO activities will be promoted through the *Wausau, Wisconsin Area Public Participation Plan for its Transportation Plans and Programs*. A number of activities are described in the plan to disseminate information to the public and gain their input. A few of these are public meetings, news media coverage of events, news releases, and presentations to various groups, committees, and organizations as well as being presented on the MPO and Marathon County websites.

Staff will work with WisDOT to implement the new Title VI Plan for the metro area based on the MAP-21/FAST Act requirements. Time spent on education and training which applies to several categories is charged to this category. Support staff functions are allotted to this category, including recording and preparation of meeting minutes and the maintenance of financial records.

In 2018, the MPO will continue with the meeting schedule policy for the Planning Commission. The meetings will be held every second Tuesday of the month at 2:00 pm at 212 River Drive, Wausau, WI. In 2018, these dates will be January 9, February 13, March 13, April 10, May 8, June 12, July 10, August 14, September 11, October 9, November 13, and December 11. The MPO Technical Advisory Committee will meet, as needed, and the dates and times will be arranged by staff.

**Time Schedule**

July	Departmental Budget
September	Draft UPWP Document
November	Approved UPWP submitted to WisDOT
Quarterly	Submit reports and invoices
Quarterly	MPO Director's Meetings
Monthly	County Highway Committee Meetings
Monthly	MPO Meetings

**ESTIMATED TIME AND COST**

Marathon County Conservation, Planning and Zoning  
 Department/MPO Person-Hours 1288  
 (Director-48, Manager-600, Admin. Coordin.-336,  
 Planner-200, Admin. Manager-104)

Direct Program Cost: \$ 63,801

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 51,107
WisDOT	\$ 2,657
Local	<u>\$ 10,037</u>

**TOTAL \$ 63,801**

TABLE I  
2018 PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$48,892	\$2,542	\$9,756	29%	\$61,190
3230 - SHORT RANGE PLANNING	\$31,887	\$1,658	\$6,291	19%	\$39,836
3240 - SHORT RANGE TRANSIT PLANNING	\$26,726	\$1,390	\$5,332	16%	\$33,448
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$9,388	\$490	\$1,847	6%	\$11,725
3260 - TRANSPORTATION ADMINISTRATION	\$51,107	\$2,657	\$10,037	30%	\$63,801
TOTALS	\$168,000	\$8,737	\$33,263	100%	\$210,000

Numbers may not add correctly due to rounding.



TABLE II  
2018 OBJECT CLASS BUDGET

OBJECT	FHWA FP - FUNDS	STATE MATCH	LOCAL MATCH	TOTAL
	80%	4.15%	15.85%	
SALARIES*	\$149,966	\$7,781	\$29,737	\$187,484
PRINTING	\$2,954	\$159	\$578	\$3,691
MILEAGE	\$320	\$17	\$63	\$400
TRAVEL	\$10,800	\$567	\$2,111	\$13,478
OFFICE	\$3,960	\$213	\$774	\$4,947
TOTAL	\$168,000	\$8,737	\$33,263	\$210,000

Numbers may not add correctly due to rounding, rounding is to the nearest dollar.

\* Salaries includes fringe benefits at a rate of 34% and do not include any indirect charges

TABLE III  
2018 COST SHARE DISTRIBUTION  
WAUSAU METROPOLITAN PLANNING ORGANIZATION

MUNICIPALITY	PERCENT	AMOUNT
MARATHON COUNTY	50.00%	\$16,631.50
CITY OF WAUSAU	24.05%	\$7,999.75
VILLAGE OF WESTON	9.08%	\$3,020.28
TOWN OF RIB MOUNTAIN	3.92%	\$1,303.91
VILLAGE OF KRONENWETTER	3.80%	\$1,263.99
VILLAGE OF ROTHSCHILD	3.24%	\$1,077.72
CITY OF MOSINEE	2.45%	\$814.94
CITY OF SCHOFIELD	1.42%	\$472.33
TOWN OF WAUSAU	0.34%	\$113.09
TOWN OF STETTIN	0.34%	\$113.09
TOWN OF MAINE	0.34%	\$113.09
TOWN OF WESTON	0.34%	\$113.09
TOWN OF MOSINEE	0.34%	\$113.09
VILLAGE OF BROKAW	0.34%	\$113.09
<b>TOTAL</b>	<b>100.00%</b>	<b>\$33,263</b>

Note: Percent is based upon the 2010 population for communities within the Wausau Metropolitan Area. Population figures are based on the April, 2010 counts from the Bureau of the Census and aggregated by the 2012 municipal boundaries and the 2012 Wausau Urbanized Area



**APPENDIX A**

**RESOLUTION ADOPTING**

**2018**

**UNIFIED PLANNING WORK PROGRAM**



**APPENDIX A**  
**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

**RESOLUTION # 6-17**

**RESOLUTION ADOPTING THE  
2018 UNIFIED PLANNING WORK 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 Conservation, Planning and Zoning Department has developed a one-year Unified Planning Work Program for the Wausau Metropolitan Area; and

**WHEREAS,** the Unified Planning Work Program identifies the transportation planning activities of the Metropolitan Planning Organization for a period of one year.

**NOW, THEREFORE, BE IT RESOLVED,** that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area*, 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 *2018 Unified Planning Work 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. In non-attainment and maintenance areas, 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 Act (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 CFR 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 recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 14<sup>th</sup> day of November 2017

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George Peterson, Vice-Chairman

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Rebecca Frisch, Commission Secretary  
Director, Marathon County Conservation,  
Planning and Zoning Department

## **APPENDIX B**

### **2017 TITLE VI ACCOMPLISHMENTS**





## **APPENDIX B**

### **2017 TITLE VI ACCOMPLISHMENTS**

The Wausau MPO strives to find innovative ways to engage the minority and low income populations and overcome any cultural differences that may preclude them from being involved in the transportation planning process in the Wausau area.

#### 2017 Accomplishments

- ◆ MPO staff redeveloped the Title VI Non-Discrimination Program/Limited English Proficiency Plan for the MPO area. The Plan sets forth the assurances that no person or group shall be excluded from participation in any and all programs or services administered by the MPO.
- ◆ Using the 2010 U.S. Census Bureau information and the Marathon County GIS, analysis was conducted on the location and proximity of low-income and minority populations to the projects listed in the Transportation Improvement Program (TIP). This analysis was conducted to verify if the planning process or individual projects had any adverse effects on the minority and low-income populations of the area. The areas referenced on the maps indicate the census blocks that have a minority and low-income population that is higher than the MPO average.

This analysis was also conducted using the Metro Ride routes to verify that the minority and low-income populations were able to reasonably access public transportation.

- ◆ MPO staff used the MPO Public Participation Plan to articulate the way information and ideas are gathered and disseminated to the general public, specifying the use of social media methods.
- ◆ MPO staff participated in over 170 public meetings and open houses pertaining to projects being conducted in the Wausau area. All of the meetings were held to get more people involved in the decision making process and inform them of the impacts of the projects.
- ◆ The MPO through its Bicycle/Pedestrian Committee continued to work on the implementation of the *Wausau MPO 2015 Bicycle and Pedestrian Plan*. The Plan identifies routes and areas to walk and bike that will give the minority and low income populations more options to get to their destinations throughout the metro area. MPO Staff continued to monitor the Bike Route/Signage System that was put in place in 2013 to identify the best routes to bike between communities representing more of an arterial bike route system.
- ◆ Staff continued to enhance the Wausau MPO webpage as part of the Marathon County website to disseminate information in a timely, visual, electronic format. The WausauMPO.org and bicycleausau.org websites are the main focus for information.

#### 2018 Goals

- ◆ Continue to develop and articulate how the area will address issues pertaining to involvement of minority and low-income populations in the planning and project development process by expanding the outreach and involvement efforts.

- ◆ Begin implementing the new 2017 Title VI Non-Discrimination Program/Limited English Proficiency Plan for the MPO area.
- ◆ Utilize the recommendations from the Public Participation Plan to be more engaged with the public, specifically using social media.
- ◆ Continue to enhance the internet websites and social media presence for the Wausau MPO to disseminate information in a timely, visual, electronic format.
- ◆ Begin using a written language assistance plan, which will include the availability of minority language publications.
- ◆ Through the *2014 Human Services Transportation Needs Assessment for Marathon County*, address the accessibility needs for the elderly and disabled populations of the area.

**APPENDIX C**

**TITLE VI  
NON-DISCRIMINATION PROGRAM/LIMITED  
ENGLISH PROFICIENCY PLAN AND  
AGREEMENT**

**AND THE**

**WisDOT, MPO, METRO RIDE  
COOPERATIVE AGREEMENT**

**AND THE**

**PUBLIC PARTICIPATION PLAN  
FOR ITS TRANSPORTATION PLANS  
AND PROGRAMS**



## APPENDIX C

TITLE VI  
NON-DISCRIMINATION PROGRAM/  
LIMITED ENGLISH PROFICIENCY PLAN

and the

TITLE VI NON-DISCRIMINATION AGREEMENT,

and the

WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT), METROPOLITAN  
PLANNING ORGANIZATION (MPO), and METRORIDE  
COOPERATIVE AGREEMENT

and the

PUBLIC PARTICIPATION PLAN  
FOR ITS TRANSPORTATION PLANS AND PROGRAMS

These four documents describing how the MPO will conduct itself with regards to any Title IV, Non-Discrimination and Limited English Proficiency issues and how the entities will work together to provide Transit Planning functions is the Wausau Metro Area can be obtained by going to the Marathon County, WI webpage and accessing the transportation section under the County's Conservation, Planning and Zoning department. The Website is:

[WausauMPO.org](http://WausauMPO.org)

or can also be found through

<http://www.co.marathon.wi.us/Departments/ConservationPlanningZoning/WausauMPO.aspx>



**APPENDIX D**

**MEETINGS CALENDAR**





# APPENDIX D

## MEETINGS CALENDAR

### 2018 Calendar

January 2018							
W	S	M	T	W	T	F	S
1		1	2	3	4	5	6
2	7	8	9	10	11	12	13
3	14	15	16	17	18	19	20
4	21	22	23	24	25	26	27
5	28	29	30	31			

February 2018							
W	S	M	T	W	T	F	S
5					1	2	3
6	4	5	6	7	8	9	10
7	11	12	13	14	15	16	17
8	18	19	20	21	22	23	24
9	25	26	27	28			

March 2018							
W	S	M	T	W	T	F	S
9					1	2	3
10	4	5	6	7	8	9	10
11	11	12	13	14	15	16	17
12	18	19	20	21	22	23	24
13	25	26	27	28	29	30	31

April 2018							
W	S	M	T	W	T	F	S
14	1	2	3	4	5	6	7
15	8	9	10	11	12	13	14
16	15	16	17	18	19	20	21
17	22	23	24	25	26	27	28
18	29	30					

May 2018							
W	S	M	T	W	T	F	S
18			1	2	3	4	5
19	6	7	8	9	10	11	12
20	13	14	15	16	17	18	19
21	20	21	22	23	24	25	26
22	27	28	29	30	31		

June 2018							
W	S	M	T	W	T	F	S
22						1	2
23	3	4	5	6	7	8	9
24	10	11	12	13	14	15	16
25	17	18	19	20	21	22	23
26	24	25	26	27	28	29	30

July 2018							
W	S	M	T	W	T	F	S
27	1	2	3	4	5	6	7
28	8	9	10	11	12	13	14
29	15	16	17	18	19	20	21
30	22	23	24	25	26	27	28
31	29	30	31				

August 2018							
W	S	M	T	W	T	F	S
31				1	2	3	4
32	5	6	7	8	9	10	11
33	12	13	14	15	16	17	18
34	19	20	21	22	23	24	25
35	26	27	28	29	30	31	

September 2018							
W	S	M	T	W	T	F	S
35							1
36	2	3	4	5	6	7	8
37	9	10	11	12	13	14	15
38	16	17	18	19	20	21	22
39	23	24	25	26	27	28	29
40	30						

October 2018							
W	S	M	T	W	T	F	S
40		1	2	3	4	5	6
41	7	8	9	10	11	12	13
42	14	15	16	17	18	19	20
43	21	22	23	24	25	26	27
44	28	29	30	31			

November 2018							
W	S	M	T	W	T	F	S
44					1	2	3
45	4	5	6	7	8	9	10
46	11	12	13	14	15	16	17
47	18	19	20	21	22	23	24
48	25	26	27	28	29	30	

December 2018							
W	S	M	T	W	T	F	S
48							1
49	2	3	4	5	6	7	8
50	9	10	11	12	13	14	15
51	16	17	18	19	20	21	22
52	23	24	25	26	27	28	29
1	30	31					

[www.blankcalendar2018.com](http://www.blankcalendar2018.com)

WI MPO DIRECTORS MEETINGS: January 23, April 24, July 24, October 23

PLANNING COMMISSION MEETINGS: January 9, February 13, March 13, April 10, May 8, June 12, July 10, August 14, September 11, October 9, November 13, December 11

**APPENDIX E**

**MPO**

**UNIFIED PLANNING WORK PROGRAM**  
**(UPWP)**

**CHECKLIST**



**APPENDIX E**  
MPO UPWP CHECKLIST

<u>Item</u>	<u>Page #</u>
Name of MPO agency and area represented.....	Cover
Fiscal Year of UPWP	
Agencies logos	
Committee lists and Contact Information for MPO .....	i
Table of Contents, Agencies providing funds or support, USDOT Disclaimer .....	iii
MPO Planning and Urbanized area boundary map.....	v
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