

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

April 10, 2018
2:00 P.M.

212 RIVER DRIVE,
WAUSAU, WI ROOM 5

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. SELECTION OF CHAIR FOR MEETING /CALL TO ORDER
2. WELCOME AND INTRODUCTIONS

POLICY DISCUSSION AND POSSIBLE ACTION:

3. APPROVE MINUTES OF THE JANUARY 9, 2018 MEETING;
4. STP BLOCK GRANT APPLICATIONS STATUS;
5. BICYCLE AND PEDESTRIAN PLAN AMENDMENT;
6. 2018-2022 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT APPLICATIONS RANKING;
7. DRAFT 2018 TRANSIT DEVELOPMENT PROGRAM (TDP);
8. NEXT MEETING DATE – MAY 8, 2018;
9. ADJOURN.

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 or e-mail infomarathon@mail.co.marathon.wi.us one business day before the meeting.

SIGNED



PRESIDING OFFICER OR DESIGNEE

848-9361 848-5887

FAXED TO: Daily Herald City Pages
Midwest Radio Group – 848-3158
CenterState Marketplace – 446-2370
FAXED BY: BI
FAX DATE/TIME: 04/02/2018 1:10 PM
FAXED BY/DATE/TIME _____

NOTICE POSTED AT COURTHOUSE:

By: _____
Date: _____
Time: _____

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Minutes
January 9, 2018

Commissioners: George Peterson, Raynard Zunker, Thomas Mullaley (for Hoenisch), Jim Griesbach (for Kluck), Brad Lenz (for Mielke), Gaylene Rhoden (for Opall), Loren White (for Ermeling), Randy Fifrick (for Voll), Mark Thuot (for Hoehn)

TAC Members: Dave Mack, Keith Donner, Darryl Landeau, Dave Meurett, Brian Grefe, Gary Olsen

Others Present: Andrew Lynch, Brenda Iczkowski, Allen Wesolowski

1. Call to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by vice-chair Peterson at 2:05 p.m. in Room 5, 212 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Approve Minutes of the November 14, 2017 meeting

Action: MOTION / SECOND BY MULLALEY / ZUNKER TO APPROVE THE NOVEMBER 14, 2017 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. STP Block Grant Application Rankings

Discussion: Mack reviewed the re-evaluated project rankings for the 2017-2022 STP Block Grant Applications. The City of Wausau withdrew their application for funding Stewart Avenue. The project costs would exceed the funding criteria. The North 6th Street and County Road K projects remain the top two projects and will be funded at the 50%. The 2017-2022 STP project ranking spreadsheet had an error and was corrected. The correction did not change the rankings. The Village of Weston's original application for the Birch St. project was reviewed by WisDOT and following the comments, Weston could be funded if the allocation is at the 50% local cost share level.

Action: MOTION / SECOND BY FIFRICK / MULLALEY TO ALLOW THE VILLAGE TO WESTON TO RE-EVALUATE AND INVESTIGATE THEIR APPLICATION TO MEET THE CRITERIA FOR THE REMAINING FUNDS AVAILABLE. IF WESTON WOULD HAVE TO WITHDRAW THE PROJECT APPLICATION, MARATHON COUNTY REQUESTS THAT THE ALLOCATION BE HELD IN AN ACCOUNT UNTIL THE NEXT FUNDING CYCLE. IF THE MONEY IS UNABLE TO BE HELD IN AN ACCOUNT, THE REMAINING FUNDS WOULD BE ALLOCATED TO THE TOP 2 PROJECTS. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: Staff will update the Committee at the next scheduled meeting on the status of the Village of Weston Project and where each projects funding stands.

5. 2018 Highway Safety Improvement Program Performance Measures

Discussion: Lynch discussed the resolution #1-18, Highway Safety Improvement Program Performance Measures that was included in the meeting packet. The Highway Safety Improvement Program Performance Measures are a requirement from the Federal FAST Act. Part of the FAST Act is to look at the effectiveness of projects and their safety components. States are required to set goals to reduce injuries. WISDOT gave the MPO and Regional Planning groups the opportunity to adopt the state targets or create your own and the Wausau MPO decided to use the state targets this year. The state target will alter some of the projects criteria for scoring in the future with the funding and the evaluation.

Action: MOTION / SECOND BY GRIEBACH / FIFRICK to Adopt Resolution #1-18, the Highway Safety Improvement Program 2018 Performance Measure Targets. MOTION CARRIED BY VOICE VOTE, NO DISSENT. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: Staff will send to the approved resolution to WisDOT and FHWA.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

January 9, 2018

6. 2018-2022 Transportation Alternative Program (TAP)

Muerett stated he heard there hasn't been a lot of interest from the communities in the TAP program to thus far. TAP projects that include sidewalks, pedestrian amenities, bike lanes, and bike parking are just a few of the examples the grant can fund. WisDOT is preparing to accept applications for TAP with approximately \$7.05 million being awarded statewide. The application deadline is Friday, January 26, 2018.

Action: FOR INFORMATIONAL PURPOSES ONLY.

Follow Through: NONE NEEDED AT THIS TIME.

7. Next Meeting – February 13, 2018

Action: **CONSENSUS REACHED THAT THE NEXT MEETING WILL BE SCHEDULED FEBRUARY 13, 2018 AT 2:00 PM.**

Follow Through: This meeting will be scheduled.

8. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY RHODEN / FIFRICK TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:32 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County

Conservation, Planning and Zoning

DM: BI

February 5, 2018

January 30, 2018

Sandy Stankevich
WisDOT NC Region
510 Hanson Lake
Rhineland WI 544501



WAUSAU MPO ALLOCATION OF SURFACE TRANSPORTATION BLOCK GRANT FUNDS FOR 2017-2022

At their January 9, 2018 meeting the Marathon County Metropolitan Planning Commission (Wausau MPO) re-examined its priority rankings of the projects submitted for the Surface Transportation Block Grant (STBG) funds assigned to the Wausau Group. The Commission allocated funds based on preliminary estimates of the available funds presented by WisDOT. This amount was projected to be approximately \$1,299,853 for years 2017-2022. The Commission understands the final allocation amount may change based on the state budget or changes to funding levels.

The Planning Commission identified and prioritized its top projects based on modification to some of the project applications within the MPO area, they are ranked as:

#1 – N. 6th Street from Horseshoe Springs to Evergreen Rd in the City of Wausau. This project was identified to receive \$535,353 of the allocation.

#2 – County Highway K from Decator Dr. to Falcon Dr. in the Village of Maine for Marathon County. This project was identified to receive \$144,500 of the allocation.

#3 – Birch Street from Jelinek Ave. to Community Center Dr. in the Village of Weston. This project was identified to receive the remaining \$620,000 of the total allocation.

After reevaluating the Stewart Ave. from 48th Ave. to S. 72nd Ave. in the City of Wausau, the City has officially withdrawn their application for funding.

After reevaluating the Ross Ave., Kramer Rd., and Kersten Rd. from Powers Street to Lester Rd. in the Town and Village of Weston, the Town of Weston is also officially withdrawing their application for funding.

The remaining project Margaret Street from Military Rd. to Shorey Ave. in the Village of Rothschild, was identified not to receive any funding at this time.

The communities understand that the STBG funds available for this period will be capped at the amounts set and will be defined and identified in the project agreement with the WisDOT.

If you need any additional information or have comments, please let me know.

A handwritten signature in black ink, appearing to read "David Mack", is written over a light grey circular watermark.

David Mack
Wausau MPO Director

Wausau MPO Bicycle Master Plan

Project Amendments

Bicycle and Pedestrian Plan for the Wausau Area Metropolitan Planning Organization - Near Term Project Recommendations													
Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments	
								0		\$ -			
	118	Off-street path	Bus 51/Schofield Ave	W Grand Ave	Path			0.9			City of Schofield	Path on city-owned abandoned RR right of way. Project coordination with Village of Rothschild	
	119	72nd Ave	Packer Dr	International Dr	Path			1.1		\$ -	City of Wausau	Off-street path along 72nd Ave in Wausau Industrial Park. Part of Park plan to provide off street accommodations.	
	120	Off-street path	72nd Ave	Innovation Wau	Path			1.7		\$ -	City of Wausau	Off-street path providing east-west connectivity across the industrial park. Areas of wetland would require boardwalk.	

Wausau MPO - TAP Grant Scoring - 2018

				Rothschild/Schofield		Wausau				Wausau	
Goal	Example	Measure	Scoring	Connector Path	Score	Business Campus 72nd Ave	Score	Business Campus East- West	Score	Safe Routes To School	Score
Regional Significance	Project connects existing bike/ped infrastructure and is identified as important to the overall network.	Y/N	Y = 2, N = 0	Y	2	N	0	N	0	Y	2
Bike Plan	Identified in MPO Bike/Ped plan	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1	Y	1
Local Plan	Identified in a local plan.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1	N	0
ROW issues	ROW must be acquired.	High, Medium, Low	H = 1, M = 2, L = 3	M	2	L	3	L	3	L	3
Facility Usage	Recreational or transportation.	Transportation utility ranks high, recreational utility ranks lower.	T = 3, M = 2, R = 1	T	3	M	2	M	2	T	3
Safety mitigation	Provide a safer alternative. Reduce dangerous crossings.	Y/N	Y = 1, N = 0	Y	1	Y	1	N	0	Y	1
Safety concern	Project presents potential safety concerns.	Y/N	Y = 0, N = 1	N	1	N	1	N	1	N	1
Access	Increases access to existing infrastructure.	Y/N	Y = 1, N = 0	Y	1	Y	1	N	0	Y	1
Other Issues	Any other concerns.										
		Total:	13		12		10		8		12



WisDOT 2018-2022

Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application will go through a two step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- Appleton Area Metropolitan Planning Organization (MPO) –
- Green Bay MPO
- Madison Area MPO
- Southeastern Wisconsin Regional Planning Commission (Milwaukee and Round Lake Beach)

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less
- Region-wide: % of population within a TMA area
 % of population between 5000 and 200,000, &
 % of population between 5000 and 200,000

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **Village of Rothschild**

Sponsor Type (Check appropriate box):

- Local government (check one): County City Village Town
- Regional transportation authority Transit agency
- State or federal natural resource/public land agency
- School district or school(s) Tribal Nation

Project Title: **Rothschild-Schofield Business 51 Bypass Trail**

Describe location, boundaries and length of the project: **Volkman Street Segment:** Connect to the existing trail at the intersection of Lili Lane and extend 1,070 feet along the east side of Volkman Street to Huess Avenue.

Volkman to East Grand Avenue Segment: Option 1 - From the intersection of Volkman and Lili, the trail will cross Volkman Street and run north within the Volkman right-of-way, then westerly within the state highway 29 south right-of-way to East Grand Avenue, totaling 2,300 feet. **Option 2** - From the intersection of Volkman and Huess, the trail will run westerly 1,700 feet within the state highway 29 north right-of-way to East Grand Avenue at the West Grand Avenue intersection. **Rothschild Business 51 Bypass Segment:** The trail runs 1,320 feet, parallel and

along the west side of the WI Central Limited Railroad (a minimum 50' away from the centerline of the tracks), from West Grand Avenue to Kort Street. **Schofield Business 51 Bypass Segment:** The trail continues 3,400 feet, parallel and along the west side of the WI Central Limited Railroad (a minimum 50' away from the centerline of the tracks), from Kort Street (southern limits) to Schofield Avenue (northern limits). See Project Location Map.
County: **Marathon**
Street Address of Project (if located on a highway or road): **N/A**
Note: For infrastructure projects, attach a project location map on one sheet of paper, size 8½ by 11.

Project Contact

Primary Public Sponsor Agency Contact Information:

Name: **Timothy D. Vergara, PE** Title: **Administrator of Public Works** Street Address: **211 Grand Avenue**
Phone: **(715)359-3660**
Municipality: **Rothschild** State: **WI** Zip: **54474-1199**

Secondary E-mail: **tvergara@rothschildwi.com**

Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name:

Name: Title: Street Address: Phone : () -
Municipality: State: **WI** Zip:
E-mail:

Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name: **Village of Rothschild**

Name: **George Peterson** Title: **Village President** Street Address: **211 Grand Avenue** Phone : **(715) 359-3660**
Municipality: **Rothschild** State: **WI** Zip: **54474-1199**
E-mail: **gpeterson@rothschildwi.com**

MPO, if applicable

Select one, if applicable,

- Bay Lake RPC (Sheboygan),
- Brown County Planning Commission (Green Bay)
- Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- Dubuque Metropolitan Area Planning Study
- Duluth/Superior Metropolitan Interstate Committee (Superior)
- East Central Wisconsin RPC (Appleton, Oshkosh)
- Fond du Lac MPO (Fond du Lac)
- Janesville MPO (Janesville)
- La Crosse Area Planning Committee (La Crosse)
- Madison Area MPO (Madison)
- Marathon County MPO (Wausau)
- Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsin.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

Please Note: MPO Project Prioritization is due by April 20, 2018.

Project Activity

TAP Eligibility Category:

Indicate which **ONE** of below categories best identifies the proposed project:

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

Project Summary (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The Village of Rothschild and City of Schofield are proposing to construct an adjoining segment of the metro-wide trail system, from Volkman Street in Rothschild to Schofield Avenue in Schofield. The off-street trail is an extension of existing trail segments, connecting residential communities with commercial areas, industrial areas, recreational areas and schools, while providing outdoor recreational opportunities with non-motor vehicle transportation. The overall proposed trail improvements would create nearly 2 miles of connecting 10-foot wide paved off-street trail, from the end of the existing trail on Volkman Street at Lili Lane in Rothschild, northerly to Schofield Avenue, in Schofield.

The trail connects services within the communities of Rothschild, Schofield and Weston and provides connectivity with the Wausau Area Metropolitan Planning Organization (Wausau MPO) bicycle and pedestrian regional trail system. The proposed trails are recommended projects by the Wausau MPO and are included in Rothschild's Outdoor Recreation Plan and Schofield's Bicycle and Pedestrian Plan. The trail will provide connectivity of existing Marathon County Bike Routes 9 and 14 within Schofield, through Rothschild, with Routes 15 and 22 within Weston, creating a route to downtown Wausau and regionally connecting with the Mountain Bay State Trail. This would also allow employees of the area businesses a low cost and healthy alternative means of transportation to and from the resident communities.

The trail will provide safe off-street routes for children and families to bike or walk to DC Everest Junior and

Senior High Schools, St. Therese Catholic School and Child Care, St. Peter Lutheran School, Gaska Park, Rothschild Pavilion Park, Rothschild-Schofield Aquatic Center, the James Krause Mayors Park, Schofield Park, the Wausau Golf Course, the East Grand Avenue Shopping Center, the Schofield Business Park, with connections to River Street Park, Zimpro Park, Rib Mountain State Park and Nine Mile Recreation Area (across Wisconsin River bridge) and a planned connection to the Wausau Area Soccer Complex. The trail provides access to the Wisconsin River and Cedar Creek for recreational opportunities.

Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
 - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume
 - Provides sidewalk or pathway, with curb-cuts
 - Provides bike lanes, markings, and signage
 - Implements traffic calming measures
 - Signage and/or markings directed to safety concern
 - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

For SRTS Projects there is:

 - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 - High level of parental concern documented in survey data.
 - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 - Children are walking but application shows that unsafe conditions exist.
- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes No

Project Costs, Priorities, and State Fiscal Years:

NOTE: do not include pages A-7 and A-8 in the Concept Definition Report (CDR) for approved TAP projects.

Complete the table below for the appropriate fiscal years of the application/project cycle (2018-2022). If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description.

In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel.** This detailed breakdown must clarify assumptions made in creating the budget such that a third party reviewer would be able to substantiate the assumptions.

Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding, or for a bike trail section that could function as a separate facility. Project requests are not considered for partial funding.

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Prioritization
 If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

Construction:
Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify:
Schedule Preference: FY 2021 FY 2022

Construction:

Federal Share of the Participating Construction Cost (80%)	\$507,180
Local Share of the Participating Construction Cost (20%)	\$126,795
Non-Participating Construction Cost (100% Local)	\$ 0
A. Subtotal Construction Costs	\$633,975
B. State Review for Construction (Contact WisDOT Region) Percentage: 15 %	\$ 95,096
Construction with State Review Cost Estimate (sum lines A and B)	\$729,071

Design:
 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 80% Federally Funded ("state review only" projects are not allowed)
 FY 2019 FY 2020

A. Plan Development (Contact WisDOT Region)	Percentage: 15 %	\$95,096
B. State Review for Design (Contact WisDOT Region)	Percentage: 10 %	\$63,398
Design with State Review Cost Estimate (sum lines A and B)		\$158,494

Real Estate: (Recommend funding with local funds.) – **Locally Funded**

FY 2019 FY 2020 FY 2021 FY 2022

Total Real Estate Cost (round to next \$1,000) **\$30,000**

Utility: (Compensable utility costs must be \$50,000 minimum per utility.
Recommend funding with local funds.

FY 2019 FY 2020 FY 2021 FY 2022

Total Utility Cost (round to next \$1,000) **\$**

Other: (Planning or SRTS Programming):

FY 2019 FY 2020 FY 2021 FY 2022

Total Other Cost (round to next \$1,000) **\$**

NOTE: WisDOT Policy link: <http://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/default.aspx>.

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Narrative Response

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to (6) six pages, using a **minimum 11-point font size**.

1. PROJECT DESCRIPTION AND OVERVIEW.

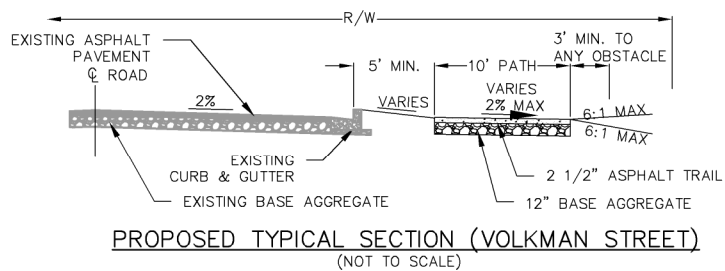
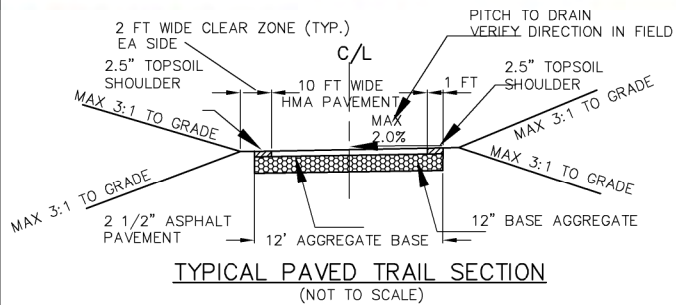
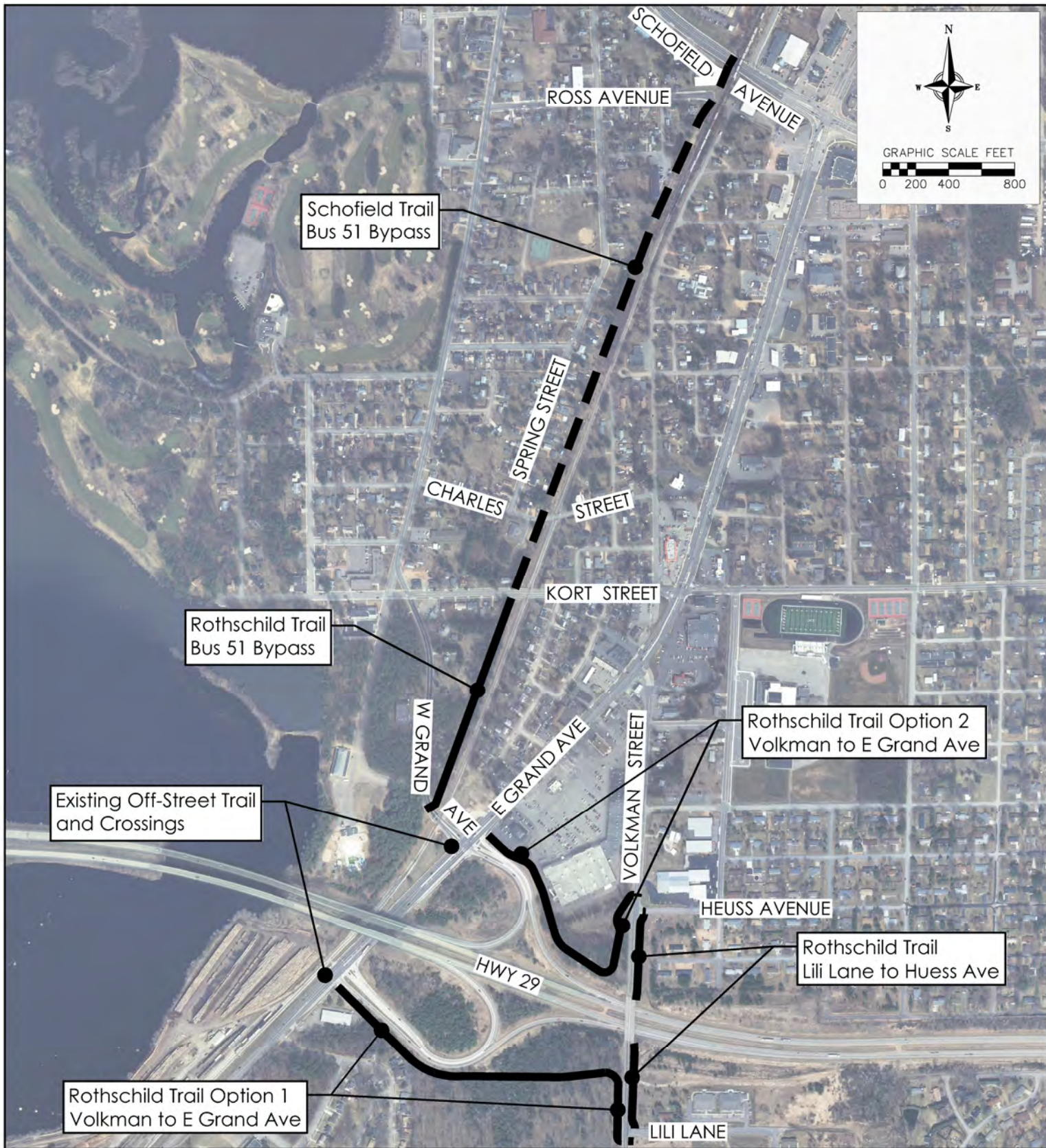
This is the summary from page A-3 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief. Limited to about 400 words.

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities





WisDOT 2018-2022

Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application will go through a two step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- Appleton Area Metropolitan Planning Organization (MPO) –
- Green Bay MPO
- Madison Area MPO
- Southeastern Wisconsin Regional Planning Commission (Milwaukee and Round Lake Beach)

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less
- Region-wide: % of population within a TMA area
 % of population between 5000 and 200,000, &
 % of population between 5000 and 200,000

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **City of Wausau**

Sponsor Type (Check appropriate box):

- Local government (check one): County City Village Town
- Regional transportation authority Transit agency
- State or federal natural resource/public land agency
- School district or school(s) Tribal Nation

Project Title: **Business Campus Trail - 72nd Ave**

Describe location, boundaries and length of the project: **The trail segment would run along 72nd Ave., from Packer Drive to approximately 450 feet south of International Drive. Total lengths include 3,075' of off-street asphalt trail, 1,125' of asphalt trail with new curb and gutter, and 1,219' of wetland boardwalk, for a total length of 1.03 miles.**

County: **Marathon**

Street Address of Project (if located on a highway or road):

Note: For infrastructure projects, attach a project location map on one sheet of paper, size 8½ by 11.

Project Contact

Primary Public Sponsor Agency Contact Information:

Name: **Brad Lenz** Title: **City Planner** Street Address: **407 Grant Street** Phone: **(715)261-6760**
Municipality: **Wausau** State: **WI** Zip: **54403**

Secondary E-mail: **brad.lenz@ci.wausau.wi.us**

Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name: **City of Wausau**

Name: **Brad Sippel** Title: **Assistant Planner** Street Address: **407 Grant Street** Phone : **(715) 261-6686**

Municipality: **Wausau** State: **WI** Zip: **54403**

E-mail: **bradley.sippel@ci.wausau.wi.us**

Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name: **City of Wausau**

Name: **Robert Mielke** Title: **Mayor** Street Address: **407 Grant Street** Phone : **(715) 261-**

Municipality: **Wausau** State: **WI** Zip: **54403**

E-mail: **Robert.Mielke@ci.wausau.wi.us**

MPO, if applicable

Select one, if applicable,

- Bay Lake RPC (Sheboygan),
- Brown County Planning Commission (Green Bay)
- Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- Dubuque Metropolitan Area Planning Study
- Duluth/Superior Metropolitan Interstate Committee (Superior)
- East Central Wisconsin RPC (Appleton, Oshkosh)
- Fond du Lac MPO (Fond du Lac)
- Janesville MPO (Janesville)
- La Crosse Area Planning Committee (La Crosse)
- Madison Area MPO (Madison)
- Marathon County MPO (Wausau)
- Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsin.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

Please Note: MPO Project Prioritization is due by April 20, 2018.

Project Activity

TAP Eligibility Category:

Indicate which ONE of below categories best identifies the proposed project:

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

Project Summary (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The proposed project is a segment of multi-use trail through Wausau's Business Campus. The plan from 2012 for Tax Increment District #5 (in which this project would be located) introduced the concept of a trail in this area as a transportation amenity for existing businesses and an attractor for new businesses. The proposed segment would run along 72nd Avenue, through the heart of the business campus, underneath Highway 29, and terminate at Sunny Vale Park. There is currently one short segment of a multi-use trail in the business campus, to which the proposed trail would eventually connect. There is also a multi-use trail currently under construction in a new section of the business campus that would ultimately connect to this proposed trail. The City would ultimately like to develop a network of trails throughout the campus to provide better connectivity for employees going to and from their places of employment, and to better connect the business campus to the rest of the City. Getting from the north side of the business campus (north of Highway 29) to the south side (south of Highway 29) is particularly problematic as there are no sidewalks or bicycle accommodations on 72nd Avenue, which goes underneath the Highway 29 overpass. The next option for crossing Highway 29 is 48th Avenue, which also does not have adequate bicycle and pedestrian accommodations and is over 1.5 miles away. The majority of the trail would be 10-foot wide and composed of asphalt. Boardwalk would be needed along the 72nd Avenue wetlands. Rural cross-sections (depicted on the map and cost estimate worksheet as "on-road trail" would have curb and gutter added to separate the trail facility from the roadway. Existing right-of-way would be used. No real estate acquisition is expected, based on existing right of way widths. City engineering staff has preliminary investigated extending a trail along 72nd Avenue underneath the highway overpass to ensure its feasibility, and a concrete retaining wall would be needed for this segment. The proposed trail would provide a safe connection for bicycles and pedestrians at one of only a few access points across Highway 29, and the only access point for over 1.5 miles. It would also provide a strong jump-start to the planned network of

trails in the city's business campus, making it a more attractive place for potential businesses, and reducing conflicts between existing non-motorized traffic and heavy truck traffic.

Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
 - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume
 - Provides sidewalk or pathway, with curb-cuts
 - Provides bike lanes, markings, and signage
 - Implements traffic calming measures
 - Signage and/or markings directed to safety concern
 - Provides crosswalk enhancement (striping, refuge island, signal, etc.)For SRTS Projects there is:
 - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 - High level of parental concern documented in survey data.
 - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 - Children are walking but application shows that unsafe conditions exist.
- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM April 20, 2018**.

WisDOT History of the Project Area

Is the proposed project on a State/ Connecting Highway County Highway Local Road

In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel.** This detailed breakdown must clarify assumptions made in creating the budget such that a third party reviewer would be able to substantiate the assumptions.

Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding, or for a bike trail section that could function as a separate facility. Project requests are not considered for partial funding.

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Prioritization
 If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority: 1**

Construction:

Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify: **Concrete retaining wall estimated by square foot cost**

Schedule Preference: FY 2021 FY 2022

Construction:

Federal Share of the Participating Construction Cost (80%)	\$496,509
Local Share of the Participating Construction Cost (20%)	\$124,127
Non-Participating Construction Cost (100% Local)	\$
A. Subtotal Construction Costs	\$620,637
B. State Review for Construction (Contact WisDOT Region) Percentage: 9 %	\$55,857
Construction with State Review Cost Estimate (sum lines A and B)	\$676,494

Design:

100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 80% Federally Funded ("state review only" projects are not allowed)

FY 2019 FY 2020

A. Plan Development (Contact WisDOT Region) Percentage: 14 %	\$86,889
B. State Review for Design (Contact WisDOT Region) Percentage: 6 %	\$37,238
Design with State Review Cost Estimate (sum lines A and B)	\$124,127

Real Estate: (Recommend funding with local funds.)

FY 2019 FY 2020 FY 2021 FY 2022

Total Real Estate Cost (round to next \$1,000) **\$**

Utility: (Compensable utility costs must be \$50,000 minimum per utility.
 Recommend funding with local funds.

FY 2019 FY 2020 FY 2021 FY 2022

Total Utility Cost (round to next \$1,000) \$

Other: (Planning or SRTS Programming):

FY 2019 FY 2020 FY 2021 FY 2022

Total Other Cost (round to next \$1,000) \$

NOTE: WisDOT Policy link: <http://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/default.aspx>.

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Narrative Response

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to (6) six pages, using a **minimum 11-point font size**.

1. PROJECT DESCRIPTION AND OVERVIEW.

This is the summary from page A-3 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief. Limited to about 400 words.

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

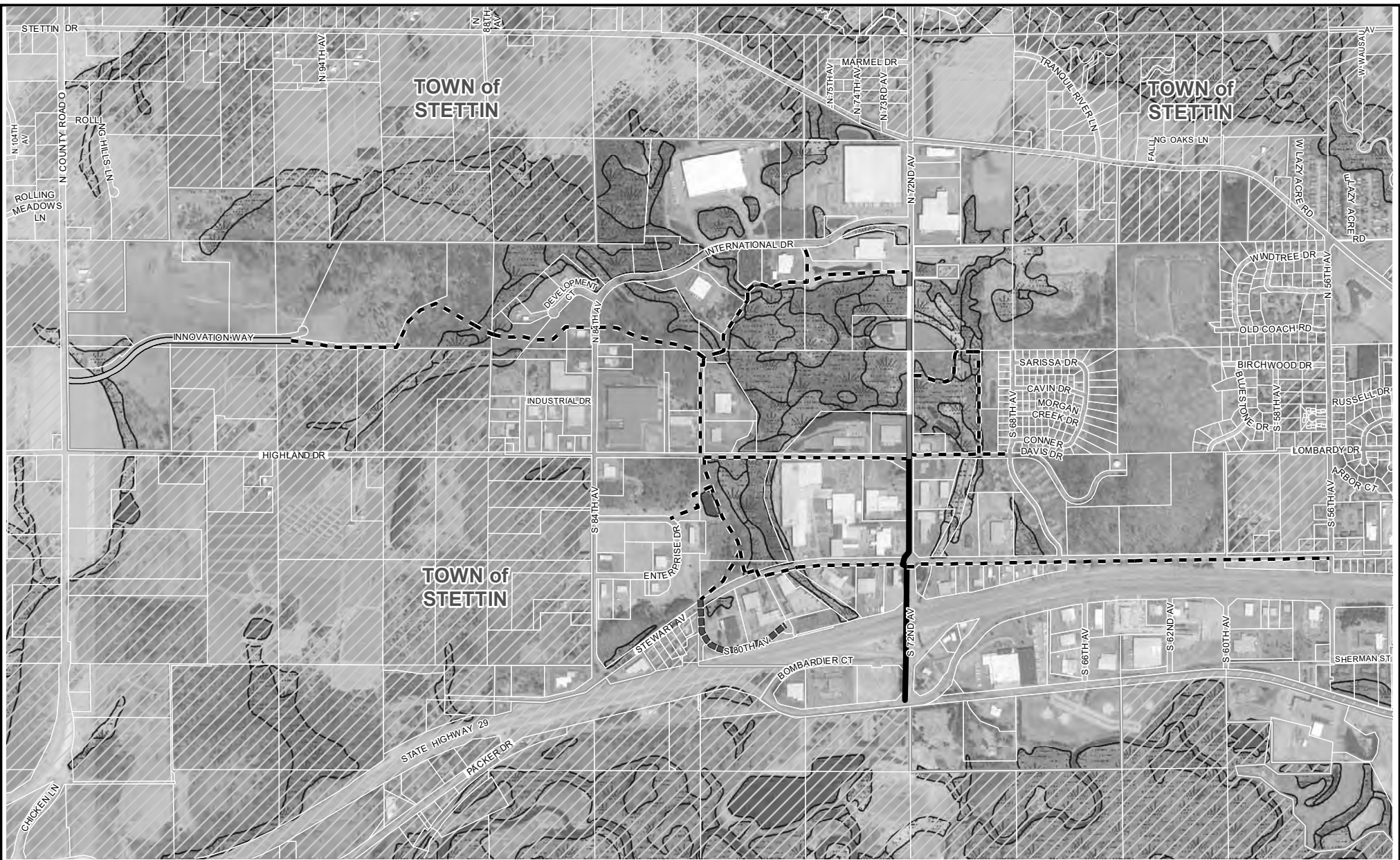
3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

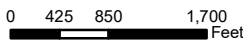
4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.



- NOTES:
1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.
 4. AERIAL PHOTO SHOWN HERSON FLOWN APRIL, 2016.



Map Date: January 25, 2018

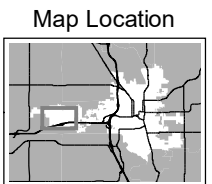
WAUSAU BUSINESS CAMPUS TRAIL

CITY OF WAUSAU

Marathon County, Wisconsin

Legend

- Existing Multi-Use Trail
- Future Campus Trail Network
- 3,075' - Proposed 10' Wide Asphalt Trail
- 1,219' - Proposed Wetland Boardwalk
- 1,125' - Proposed on Road Trail
- 2,921' - Under Construction
- Parcels
- Surrounding Municipalities
- DNR Wetlands (2015)





WisDOT 2018-2022

Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgrms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application will go through a two step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- Appleton Area Metropolitan Planning Organization (MPO) –
- Green Bay MPO
- Madison Area MPO
- Southeastern Wisconsin Regional Planning Commission (Milwaukee and Round Lake Beach)

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less
- Region-wide: % of population within a TMA area
 % of population between 5000 and 200,000, &
 % of population between 5000 and 200,000

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **City of Wausau**

Sponsor Type (Check appropriate box):

- Local government (check one): County City Village Town
- Regional transportation authority Transit agency
- State or federal natural resource/public land agency
- School district or school(s) Tribal Nation

Project Title: **Business Campus Trail - East-West Connector Segment**

Describe location, boundaries and length of the project: **The trail segment would run through natural areas west of 72nd Ave. and connect to International Drive, S 80th Avenue, N 84th Avenue, and to an under construction trail along Innovation Way. Total lengths include 8,787' of off-street asphalt trail and 636' of wetland boardwalk, for a total length of 1.785 miles.**

County: **Marathon**

Street Address of Project (if located on a highway or road):

Note: For infrastructure projects, attach a project location map on one sheet of paper, size 8½ by 11.

Project Contact

Primary Public Sponsor Agency Contact Information:

Name: **Brad Lenz** Title: **City Planner** Street Address: **407 Grant Street** Phone: **(715)261-6760**
Municipality: **Wausau** State: **WI** Zip: **54403**

Secondary E-mail: **brad.lenz@ci.wausau.wi.us**

Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name: **City of Wausau**

Name: **Brad Sippel** Title: **Assistant Planner** Street Address: **407 Grant Street** Phone : **(715) 261-6686**

Municipality: **Wausau** State: **WI** Zip: **54403**

E-mail: **bradley.sippel@ci.wausau.wi.us**

Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name: **City of Wausau**

Name: **Robert Mielke** Title: **Mayor** Street Address: **407 Grant Street** Phone : **(715) 261-6800**

Municipality: **Wausau** State: **WI** Zip: **54403**

E-mail: **Robert.Mielke@ci.wausau.wi.us**

MPO, if applicable

Select one, if applicable,

- Bay Lake RPC (Sheboygan),
- Brown County Planning Commission (Green Bay)
- Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- Dubuque Metropolitan Area Planning Study
- Duluth/Superior Metropolitan Interstate Committee (Superior)
- East Central Wisconsin RPC (Appleton, Oshkosh)
- Fond du Lac MPO (Fond du Lac)
- Janesville MPO (Janesville)
- La Crosse Area Planning Committee (La Crosse)
- Madison Area MPO (Madison)
- Marathon County MPO (Wausau)
- Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsin.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

Please Note: MPO Project Prioritization is due by April 20, 2018.

Project Activity

TAP Eligibility Category:

Indicate which ONE of below categories best identifies the proposed project:

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

Project Summary (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The proposed project is a multi-use trail through Wausau's Business Campus. The plan from 2012 for Tax Increment District #5 (in which this project would be located) introduced the concept of a trail in this area as a transportation amenity for existing businesses and an attractor for new businesses. The proposed segment would run through the heart of the business campus, creating an east-west multi-use trail that would span from the west edge of the business park (County Highway O) to the east side (72nd Avenue), encouraging commuters and other utilitarian trips through and to the business campus. There is currently one short segment of a multi-use trail in the business campus, to which the proposed trail would eventually connect. There is also a multi-use trail currently under construction in a new section of the business campus that would connect to the west side of this proposed trail, and proposed trails along 72nd Avenue would connect to the east side of this proposed trail. The City would ultimately like to develop a network of trails throughout the campus to provide better connectivity for employees going to and from their places of employment, and to better connect the business campus to the rest of the City.

The majority of the trail would be 10-feet wide and composed of asphalt. Boardwalk would be needed in three short segments. The trail and spurs west of 72nd Avenue through undeveloped areas would be built on City-owned property, so no real estate acquisition will be needed. The proposed trail would be a scenic alternative to the business campus roads for bicycles and pedestrians to use to travel east-west through the business campus. The proposed trail would also provide a strong jump-start to the planned network of trails in the city's business campus, making it a more attractive place for potential businesses, and reducing conflicts between existing non-motorized traffic and heavy truck traffic. The employee and business retention and attraction potential of this trail system would provide a statewide benefit in economic development and talent retention.

Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
 - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific “communities of concern,” including elderly, disabled, minority, and low income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume
 - Provides sidewalk or pathway, with curb-cuts
 - Provides bike lanes, markings, and signage
 - Implements traffic calming measures
 - Signage and/or markings directed to safety concern
 - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

For SRTS Projects there is:

 - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 - High level of parental concern documented in survey data.
 - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 - Children are walking but application shows that unsafe conditions exist.
- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/ pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM April 20, 2018**.

WisDOT History of the Project Area

Is the proposed project on a State/ Connecting Highway County Highway Local Road

Name of Roadway:

Does the proposed project intersect a State/ Connecting Highway County Highway Local Road

Name of Roadway:

Has there been or will there be a road improvement project in this project area? Yes No

Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding, or for a bike trail section that could function as a separate facility. Project requests are not considered for partial funding.

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Prioritization

If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority: 2**

Construction:
Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify:
Schedule Preference: FY 2021 FY 2022

Construction:		
Federal Share of the Participating Construction Cost (80%)		\$525,518
Local Share of the Participating Construction Cost (20%)		\$131,380
Non-Participating Construction Cost (100% Local)		\$
A. Subtotal Construction Costs		\$656,898
B. State Review for Construction (Contact WisDOT Region)	Percentage: 9 %	\$59,121
Construction with State Review Cost Estimate (sum lines A and B)		\$716,019

Design:
 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 80% Federally Funded ("state review only" projects are not allowed)
 FY 2019 FY 2020

A. Plan Development (Contact WisDOT Region)	Percentage: 14 %	\$91,966
B. State Review for Design (Contact WisDOT Region)	Percentage: 6 %	\$39,414
Design with State Review Cost Estimate (sum lines A and B)		\$131,380

Real Estate: (Recommend funding with local funds.)
 FY 2019 FY 2020 FY 2021 FY 2022

Total Real Estate Cost (round to next \$1,000)	\$
---	-----------

Utility: (Compensable utility costs must be \$50,000 minimum per utility. Recommend funding with local funds.)
 FY 2019 FY 2020 FY 2021 FY 2022

Total Utility Cost (round to next \$1,000)	\$
---	-----------

Other: (Planning or SRTS Programming):

FY 2019 FY 2020 FY 2021 FY 2022

Total Other Cost (round to next \$1,000) \$

NOTE: WisDOT Policy link: <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/default.aspx>.

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Narrative Response

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to (6) six pages, using a **minimum 11-point font size**.

1. PROJECT DESCRIPTION AND OVERVIEW.

This is the summary from page A-3 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief. Limited to about 400 words.

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

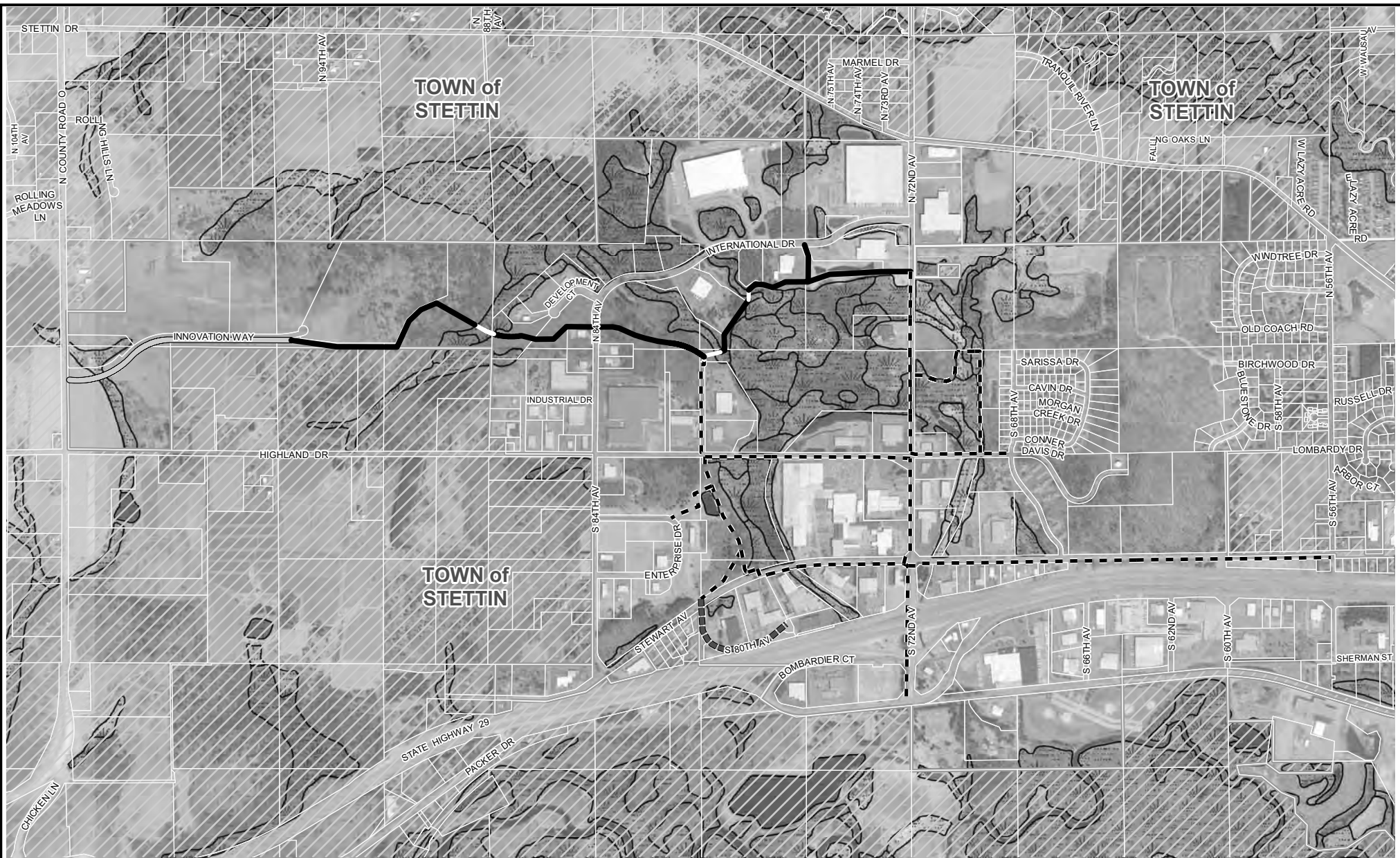
How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Planning Projects



- NOTES:
1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.
 4. AERIAL PHOTO SHOWN HEREON FLOWN APRIL, 2016.



0 425 850 1,700 Feet

Map Date: January 25, 2018

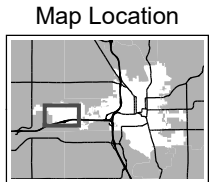
WAUSAU BUSINESS CAMPUS TRAIL

CITY OF WAUSAU

Marathon County, Wisconsin

Legend

- Existing Multi-Use Trail
- 2,921' - Under Construction
- 8,787' - Proposed 10' Wide Asphalt Trail
- 636' - Proposed Wetland Boardwalk
- Future Campus Trail Network
- Parcels
- Surrounding Municipalities
- DNR Wetlands (2015)





WisDOT 2018-2022

Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgrms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application will go through a two step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- Appleton Area Metropolitan Planning Organization (MPO) –
- Green Bay MPO
- Madison Area MPO
- Southeastern Wisconsin Regional Planning Commission (Milwaukee and Round Lake Beach)

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less
- Region-wide: % of population within a TMA area
 % of population between 5000 and 200,000, &
 % of population between 5000 and 200,000

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **City of Wausau**

Sponsor Type (Check appropriate box):

- Local government (check one): County City Village Town
- Regional transportation authority Transit agency
- State or federal natural resource/public land agency
- School district or school(s) Tribal Nation

Project Title: **Wausau Safe Routes To School Plan**

Describe location, boundaries and length of the project: **The plan would be for eight elementary schools and two middle schools within the City of Wausau.**

County: **Marathon**

Street Address of Project (if located on a highway or road): **Not Applicable.**

Note: For infrastructure projects, attach a project location map on one sheet of paper, size 8½ by 11.

Project Contact

Primary Public Sponsor Agency Contact Information:

Name: **Brad Lenz, AICP** Title: **City Planner** Street Address: **407 Grant Street** Phone: **(715) 261-6760**
Municipality: **Wausau** State: **WI** Zip: **54403**
E-mail: brad.lenz@ci.wausau.wi.us

Secondary Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name: **Wausau School District**

Name: **Robert Tess, CSRM** Title: **Chief Finance and Business Services Officer**
Street Address: **415 Seymour Street, P.O. Box 359** Phone : **(715) 261-0515**
Municipality: **Wausau** State: **WI** Zip: **54403-0359**
E-mail: rtess@wausauschools.org

Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name: **City of Wausau**

Name: **Robert B. Mielke** Title: **Mayor** Street Address: **407 Grant Street** Phone: **(715) 261-6800**
Municipality: **Wausau** State: **WI** Zip: **54403**
E-mail: robert.mielke@ci.wausau.wi.us

MPO, if applicable

Select one, if applicable,

- Bay Lake RPC (Sheboygan),
- Brown County Planning Commission (Green Bay)
- Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- Dubuque Metropolitan Area Planning Study
- Duluth/Superior Metropolitan Interstate Committee (Superior)
- East Central Wisconsin RPC (Appleton, Oshkosh)
- Fond du Lac MPO (Fond du Lac)
- Janesville MPO (Janesville)
- La Crosse Area Planning Committee (La Crosse)
- Madison Area MPO (Madison)
- Marathon County MPO (Wausau)
- Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsin.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

Please Note: MPO Project Prioritization is due by April 20, 2018.

Project Activity

TAP Eligibility Category:

Indicate which **ONE** of below categories best identifies the proposed project:

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

Project Summary (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The City of Wausau and the Wausau School District, with the support of the North Central Wisconsin Regional Planning Commission, will create a comprehensive, 5 E's based Safe Routes to School Plan for eight elementary schools and both middle schools in the Wausau School District. All of these schools exist within Wausau but serve a total population of 54,461 (2010 Census), of which 39,106 are residents of the City of Wausau. This plan will identify infrastructure and non-infrastructure recommendations for systematically improving walking and bicycling to school within the City of Wausau. All of these schools are located in grid-patterned neighborhoods that make walking and biking to school a practical option (see **Map 1**). We would like to transfer the 75% walk rate success of John Marshall Elementary to the other elementary schools, and improve walking and biking rates for both middle schools too.

Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
 - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume

Provides sidewalk or pathway, with curb-cuts
 Provides bike lanes, markings, and signage
 Implements traffic calming measures
 Signage and/or markings directed to safety concern
 Provides crosswalk enhancement (striping, refuge island, signal, etc.)
 For SRTS Projects there is:
 Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 High level of parental concern documented in survey data.
 Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 Children are walking but application shows that unsafe conditions exist.
 HISTORICAL AND/OR PRESERVATION SIGNIFICANCE – Project would have strong historical or preservation benefit.
 ECONOMIC DEVELOPMENT – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM April 20, 2018**.

WisDOT History of the Project Area

Is the proposed project on a State/ Connecting Highway County Highway Local Road

Name of Roadway: _____

Does the proposed project intersect a State/ Connecting Highway County Highway Local Road

Name of Roadway: _____

Has there been or will there be a road improvement project in this project area? Yes No

If yes, year: _____ Project ID: _____

If yes, describe project: State Highway Project STP Local Bridge LRIP Other
 Pavement Replacement Reconstruction New Construction

Roadway Project Scope: _____

Existing Facilities & Projects that Impact the Proposed Project

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits? Yes No

If yes, specify: **SELECT**

If yes, does the project physically cross a rail facility? Yes No

Will an easement from OCR be required? Yes No

Is the proposed project location in an area with known safety issues? Yes No

If yes, specify: _____ and (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Schedule Preference: FY 2021 FY 2022

Construction:

Federal Share of the Participating Construction Cost (80%) \$
Local Share of the Participating Construction Cost (20%) \$
Non-Participating Construction Cost (100% Local) \$

A. Subtotal Construction Costs \$

B. State Review for Construction (Contact WisDOT Region) Percentage: % \$

Construction with State Review Cost Estimate (sum lines A and B) \$

Design:

100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

80% Federally Funded ("state review only" projects are not allowed)

FY 2019 FY 2020

A. Plan Development (Contact WisDOT Region) Percentage: % \$

B. State Review for Design (Contact WisDOT Region) Percentage: % \$

Design with State Review Cost Estimate (sum lines A and B) \$

Real Estate: (Recommend funding with local funds.)

FY 2019 FY 2020 FY 2021 FY 2022

Total Real Estate Cost (round to next \$1,000) \$

Utility: (Compensable utility costs must be \$50,000 minimum per utility.
Recommend funding with local funds.

FY 2019 FY 2020 FY 2021 FY 2022

Total Utility Cost (round to next \$1,000) \$

Other: (Planning or SRTS Programming):

FY 2019 FY 2020 FY 2021 FY 2022

Total Other Cost (round to next \$1,000) **\$88,000**

NOTE: WisDOT Policy link: <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/default.aspx>.

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Narrative Response

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to (6) six pages, using a **minimum 11-point font size**.

1. PROJECT DESCRIPTION AND OVERVIEW.

This is the summary from page A-3 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief. Limited to about 400 words.

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Planning Projects

Implementation of plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Safe Routes to School Programming Projects

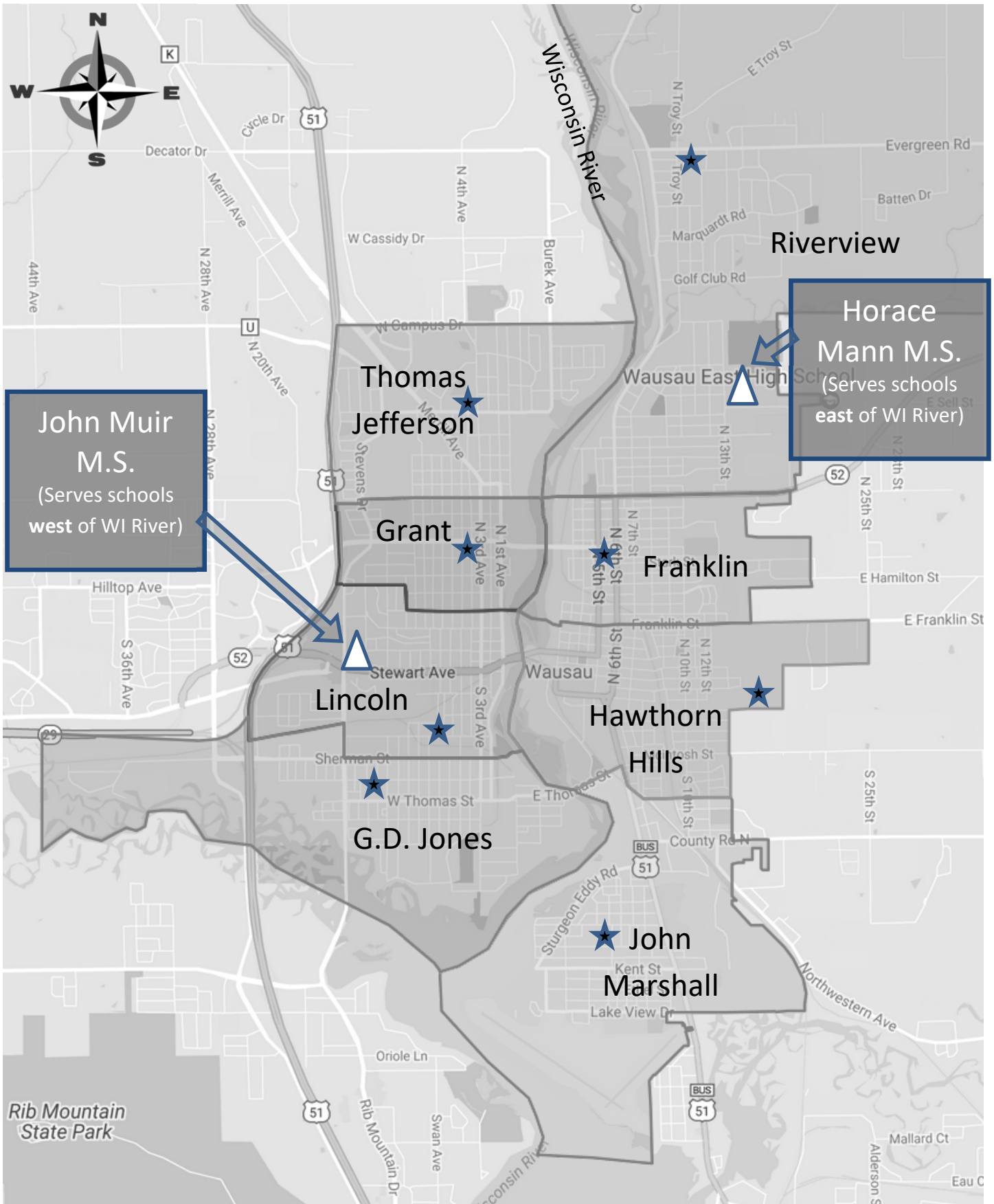
Will the project get a higher percentage of children walking and biking to school - addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues

Map 1

SRTS Schools in Wausau

★ = Location of elementary schools.

△ = Location of middle schools.



2018 Wausau Safe Routes To School Plan

	DESCRIPTION OF WORK	
	23 meetings; both group and individual school meetings.	\$17,250
	Plan Development; creation of an individual plan for each school.	\$51,600
	Map Development for each of the school plans.	\$11,200
	Printing; draft and final copies of each school plan.	\$2,950
	WisDOT Project Review	\$4,980

TOTAL COST:

\$87,980

Metro Ride Transit Development Plan

Draft Report

Prepared by:
Wausau Metropolitan
Planning Organization

April 2018



Introduction

This 2017 Transit Development Plan (TDP) has been prepared for the Metro Ride System in the Wausau Metropolitan Area and builds upon the previous TDPs completed in 1999, 2006, and 2012. The purpose of this TDP is to evaluate the current transit system in the Wausau Metropolitan Area amid a challenging period for Metro Ride, the service provider. Since 2012, the service area for Metro Ride has been reduced, reinstated, and reduced again. With a challenging fiscal situation at the local level as well as reduced funding from state and federal sources, the future of transit in the Wausau Area is unknown. This plan not only looks at the current and future Metro Ride system but through this process aims to restart the conversation about transit in the Wausau Metropolitan Area.

Vision, Mission, and Goals

In 2017, Metro Ride in cooperation with the City of Wausau Transit Commission developed new mission and vision statements. In developing these statements there was a desire to create simple and clear message that still encompassed the wide scope of benefits Metro Ride delivers.

A mission statement describes the reason an organization exists and is used to guide action and decision making. The vision statement is an aspirational statement that describes the future position of the organization.

Mission Statement:

**Efficiently, safely, and sustainably provide mobility services to
enhance quality of life.**

Vision Statement:

Enriching lives and independence through mobility.

The statements are designed to be non-specific to any community and focus on the customer experience. The Vision statement was seen as a reminder of the importance of Metro Ride to people that have limited mobility and for its ability to provide more transportation options to anyone.

Goals

By focusing on key issues derived from the Mission and Vision statements, the following goals can help provide a sense of direction, purpose, and urgency.

Enhance the customer experience

- The expansion of service hours, geographic reach, and reduced fares should be considered as funding and opportunities exist.
- Promote equity of all Metro Ride users and employees to provide a safe and inviting experience.

Improve mobility for all users

- Improve connectivity across multiple modes including vehicular, bicycling, and walking.
- Explore using new technologies when appropriate.

Improve economic vitality

- Work with stakeholders to identify solutions to increase access to jobs, shopping, healthcare, and education.

Focus on implementation

- Fund Metro Ride at a level that provides the best customer experience and efficient operation.
- Identify new sources of funding.
- Communicate with municipal leaders, general public, and stakeholders about services Metro Ride can provide.

Public Engagement

Extensive public input was sought for this plan from transit riders, metro area public, local business, and metro area community leaders. Since this planning process was designed to not only produce a plan but restart the conversation on transit, three different surveys were conducted that focused on the current transit riders, business community, and metro area residents. MPO staff met with municipal leaders to help determine transit needs. Meetings with the Wausau Area Chamber of Commerce and MCDEVCO board were good conversations on the benefits of transit but also spurred the need for a business survey. Full survey results can be found in Appendix A.

MEETING WITH COMMUNITIES

Starting in January of 2017, MPO staff met with municipal administrators and elected officials of the metropolitan area to discuss transportation issues, including transit, in their communities. Most communities voiced support for transit but had political or financial issues that would halt expansion plans at this point. These conversations helped determine which communities should be surveyed.

MAIL SURVEY

Surveys were mailed to 8,463 randomly selected metro area residents to determine their attitudes about transit, the need for it in their community, and their need for paratransit service. Surveys were mailed in October of 2017 to randomly selected residents of the City of Wausau, City of Schofield, Village of Weston, Village of Rothschild, and Town of Rib Mountain. 2,375 surveys were returned. Each community surpassed their mark for a statistically significant response except for Schofield which missed by 23 responses. Due to the high response rate of 29%, these responses should still be considered significant.

Key findings of this survey include the fact that a majority of respondents from each community surveyed showed support for their community having transit and budgeting for it in the next few years. Both of those results held across all communities, almost all ages, and almost all income levels.

Table 1: Should your community have transit?

	Yes		No		Maybe		No Response	Grand Total
Village of Rothschild	333	65%	49	10%	128	25%	1	511
Town of Rib Mountain	292	48%	152	25%	163	27%	3	610
City of Wausau	357	76%	25	5%	64	14%	25	471
Village of Weston	260	55%	98	21%	116	24%	3	477
City of Schofield	205	67%	38	13%	61	20%		304
N/A	2	33%	1	17%	2	33%	1	6
Grand Total	1449		363		534		33	2379

Table 2: Should your community budget for transit?

	Yes	%	No	%	Maybe	%	No Response	Grand Total
Village of Rothschild	22	5%	50	11%	168	37%	1	511
Town of Rib Mountain	29	4%	154	21%	204	31%	3	610
City of Wausau	33	6%	40	8%	113	22%	16	472
Village of Weston	22	5%	106	21%	127	27%	2	477
City of Schofield	17	5%	46	11%	78	21%	3	304
N/A	1	3%	1	1%	2	3%	1	6
Grand Total	1265		397		692		26	2380

Although 46% of the respondents are retired, there were zero responses that indicated people felt they could use paratransit service in the future. Additionally, if a respondent had a permanent or temporary disability, they preferred (60%) to be transported in a car by a family member or friend. Paratransit service is often an overlooked benefit to transit service in the community which can provide access to services while helping people maintain independence.

Overall, 62% of respondents feel their community should have transit and 54% feel their community should budget for transit in the next few years. This information provides a perspective that has been lacking in previous discussions about transit where often the loudest negative voices dominate the conversation.

BUSINESS SURVEY

In October 2017 surveys were emailed to the membership of the Wausau Area Chamber of Commerce and the Hmong Area Chamber of Commerce. There were 224 responses. Parts of this survey may be discounted due to errors in execution and the small number of responses outside of the City of Wausau. By sending to the email list of Chamber members it did not focus on decision makers in companies. The survey also did not have the respondent self-identify their position. The respondents also were overwhelmingly from the City of Wausau, the remaining communities did not have enough responses to be considered significant. There was strong support from respondents to support transit by speaking with local elected officials, writing letters of support, and financial contributions. Fourteen individuals self-identified as willing to be contacted by MPO staff for further discussion on that matter.

RIDER SURVEY

Surveys were administered from January 24-30th by volunteers from the NAOMI coalition. Regular, express, and special routes as well as paratransit were surveyed. Not all express routes were surveyed and not all hours of the regular routes were covered. This may lead to some underrepresentation of certain rider groups. In total, 485 surveys were returned.

Information provided by riders was not very different from previous surveys. The ridership is largely transit dependent for getting to school and work. When asked where Metro Ride should focus on service improvements, 39% asked for weekend service over 23% wanting service to other communities. This result was further tabulated by age and trip purpose with the likely

result that weekend service was desirable for working additional shifts or performing errands that could not be done during the work week.

Table 3: What are the improvements Metro Ride should make?		
Provide evening service	83	17%
Provide more frequent service	57	12%
Provide weekend service	190	39%
Service to other communities	113	23%
No Answer	42	9%
Total	485	

When asked about a trip purpose to surrounding communities, overwhelmingly ‘shopping’ was chosen. Metro Ride riders are looking for more options to support the local economy.

DRAFT

Population and Demographics in the Wausau Metropolitan Area

The Wausau Metropolitan Area is located in Marathon County which is the largest county in the state of Wisconsin. Wausau is the crossroads of the state, located between Green Bay and Minneapolis, with Madison 140 miles to the south. Wausau is the last large metro area before entering the northern counties of Wisconsin and serves as a crossroads in the state.

Table 4: Metro Area Population by Municipality

Municipality	Population 2015	Census 2010	Numeric Change	Percent Change
T Mosinee	2,189	2,174	15	0.69%
T Rib Mountain	6,900	6,825	75	1.10%
T Stettin	2,566	2,554	12	0.47%
T Texas	1,614	1,615	- 1	-0.06%
T Wausau	2,249	2,229	20	0.90%
T Weston	655	639	16	2.50%
V Brokaw	243	251	- 8	-3.19%
V Kronenwetter	7,525	7,210	315	4.37%
V Rothschild	5,302	5,269	33	0.63%
V Maine	2,345	2,337	8	0.34%
V Weston	15,276	14,868	408	2.74%
C Mosinee	4,021	3,988	33	0.83%
C Schofield	2,212	2,169	43	1.98%
C Wausau	39,063	39,106	- 43	-0.11%
Total	92,797	91,875	922	1.00%

Source: Wisconsin Department of Administration, 2015

Source: US Census Bureau, 2010

The Metro Area has a population of 92,797 although there are some communities included in their entirety in this count but only a small portion of their area is within the MPO planning boundary. Therefore, the actual population of the MPO area could be considered slightly less than the number above.

Table 5: Population Projection by Municipality					
Municipality	2015 Projection	2020 Projection	% change from 2015	2030 Projection	% change from 2015
T Rib Mountain	6,900	7,055	2.2%	7,190	4.2%
V Rothschild	5,302	5,525	4.2%	5,755	8.5%
V Weston	15,276	16,770	9.8%	18,890	23.7%
C Schofield	2,212	2,205	-0.3%	2,205	-0.3%
C Wausau	39,063	40,460	3.6%	41,490	6.2%

Source: Wisconsin Department of Administration

The communities determined by this plan to be most suitable for transit are shown in Table 5 with population projections to the year 2030. These core communities of the metro area are the main providers of services and employment for the area and county. Growth is projected for all communities except for the City of Schofield. This is likely due to the lack of expansion opportunity with Schofield's location however they maintain an important industrial park with longtime area employers. The Village of Weston is projected to have the most dramatic growth in this period with an increase of almost 24%.

Demographic measures were examined for the five main metro communities. Factors such as population density, youth density, senior density, and income were examined for their influence on transit suitability. The City of Wausau was shown to have routes serving areas that are dense with youths, seniors, and low income households. Similar areas exist outside of Wausau in the neighboring communities but are not served by transit. An area like Rib Mountain is the exception by being less dense and a higher income than the other communities evaluated. However, Rib Mountain does have other amenities that would be attractive to transit service. Further demographic maps and analysis can be found in Appendix B.

Metro Ride Service

Metro Ride operates bus and paratransit service only in the City of Wausau. It provides services on 7 regular routes and 10 express routes. Regular routes run every half-hour between 6:30am and 6:30pm. Express routes supplement the regular routes to help accommodate the influx of students within the City of Wausau and operate from 6:30am-7:30am and 2:30pm to as late as 6:30pm. Metro Ride Paratransit service provides origin to destination service for ADA-eligible passengers within ¼ mile of any regular bus route. Appendix C provides a description of the Metro Ride service.

In 2013, limited transit service was restored to the communities of Village of Rothschild, City of Schofield, and Village of Weston in the form of a single shared route operating on an intermittent schedule. The new route did not perform well and in 2015 the residents of Village of Weston voted down a referendum to continue funding transit service. Metro Ride had to discontinue the fixed route and paratransit service to all three communities at that time as well as remove weekend service and raise fares.

Peer Group Analysis

The systems selected for the nationwide peer group were used in subsequent plans and are all located in northern climates with a similar size to Metro Ride. This allows for a historical as well as a current service comparison. The national peer group systems are:

- Battle Creek, MN
- Billings, MT
- Bloomington, IN
- Missoula, MT
- Great Falls, MT
- Rochester, MN
- Sioux City, IA

The Wisconsin peers are all cities with less than 80,000 people. They are:

- Beloit
- Eau Claire
- Janesville
- La Crosse
- Oshkosh

The last few years have been challenging for transit nationwide and especially in the Wausau area. As mentioned before, service area changes in 2012 and 2015 ended up confining the system to the City of Wausau. This also came with removal of weekend service and higher fares. Again, this plan is using data from 2014 for peer cities and 2016 from Metro Ride to best reflect the current service area.

Full results of the Peer Analysis can be found in Appendix D. Overall Metro Ride did not compare well to both peer groups due to the system contraction which resulted in a loss of revenue miles and revenue hours. None of the peer systems in this time frame endured the service area loss, fare hikes, and service hour restrictions that Metro Ride did. There are metrics, such as Peak Vehicles per capita, Passengers per mile, and Passengers per hour where Metro Ride still ranked well.

Challenges & Consequences

CHALLENGES

Funding

The City of Wausau may evaluate how long it can keep funding the Metro Ride system alone. In 2016, citing budget concerns Wausau Mayor Mielke questioned the ability of Wausau to continue funding the system at current levels within the next five years. Loss of local funding would precipitate the loss of state and federal funds.

State and Federal funding has reduced over the years and this trend may continue. Funding for all transportation infrastructure has faced funding challenges as state and federal taxes on fuel have not been increased (in Wisconsin) to keep up with inflation or needs.

Aging Fleet

In 2014, Metro Ride purchased four used buses (500,000+ miles) from Ozaukee County for a total of \$14,000. In 2016 and 2017 an additional three buses (300,000+ miles) were purchased from Duluth Transit Authority at a total cost of \$26,520. While these buses have been useful in their service, repairs are very costly....often more than the purchase price. The State of Wisconsin is considering using funds resulting from a settlement with Volkswagen over faulty diesel engine emissions testing to subsidize the purchase price of buses for local systems. This is a welcome development but due to the procurement backlog of the bus manufacturer it could take 2-3 years for any new buses to be delivered.

Ride Share

A major change in the transportation landscape since the previous transit plan is the creation of the shared ride economy through services such as Lyft and Uber. By making hailing and paying for a car ride as easy as a few clicks on a smartphone these services have had a measurable impact on city transportation networks. Taxi medallion values have fallen dramatically, riders have been siphoned from transit networks, and congestion has increased.¹

While these services are simple and convenient, there are some underlying issues that present problems. The current rideshare fares are subsidized with riders only seeing 40% of the cost. In 2016, Uber was reported as losing \$3 billion.² The future of these systems is not guaranteed. Currently, the system allows drivers to work at their discretion with no requirements for geographic area and hours of the day coverage. This may lead to holes in the service area that reflect inequities society. Vehicle type will vary widely and are not required to be handicapped accessible. Current use of rideshare in the Wausau Metro Area is minimal with only a few drivers for Uber and an unknown number for Lyft.

¹ Evidence From Boston That Uber Is Making Traffic Worse. Angie Schmitt, Streetsblog USA. February 8, 2018.

² Is the Era of Cheap Uber Rides Over?. Alison Griswold, Akshat Rathi. Quartz. March 24, 2017.

This service and technology will likely continue to grow and could be considered for last-mile connections or other opportunities³ but it is unlikely these services will be able to replace the hundreds of thousands of trips Metro Ride provides.

Autonomous Vehicles

All major auto manufactures and rideshare companies are developing vehicles that operate with minimal or no driver interaction. Sensors on the car and detailed maps allow these vehicles to recognize hazards, navigate around them and deliver passengers. This technology, when fully implemented and available, promises to be truly revolutionary. It may change the need for personal vehicles, and allow more freedom of movement but more importantly it could almost completely reduce injuries and fatalities due to automobile crashes. Adoption is expected to take place in larger, warmer weather markets due to the higher costs of the vehicles and poor performance in adverse weather conditions. Full automation vehicles are not expected to be in wide use until the year 2040. This is an exciting technology but many legal and ethical issues remain.

Land Use

Transit routes work best when they can link multiple land use types together to provide as many options as possible for the users. Communities seek to place light or heavy industrial business in segregated areas often far from the city center. While this allows the reuse of traditional industrial land in the urban core, it pushes major employment generators to an area where personal cars are the only option for transportation. Business parks in Wausau and Weston are at an almost prohibitive distance for routes that would fit into the current network.

Myths

When discussing public transportation options there are often misguided beliefs people cling to in order to justify their opposition. Metro Ride and it's advocates must work to overcome these ideas and present the benefits of bus service. Here are just a few examples:

- The transit system should make a profit and not be subsidized by tax payers. In the USA there is almost no form of public transportation that operates without government assistance. In Wisconsin, the gas tax, local tolls, and user fees only cover 40.7% of the share of state and local road spending.⁴ Airports, trains, and ferries are all subsidized. The conversation should focus on the benefits from a service.
- Shorter buses are more efficient. There are times during the day when the larger vehicles are full. There would be a need for a much larger fleet of smaller vehicles adding to the overall cost to purchase, maintain, and operate.
- The bus is always empty. While it may be true that sometimes buses can be seen with very few people in them, there are plenty of other times where this is not the case. If this same standard was applied to roads there would be very few residential streets built.

These myths are not unique to Metro Ride or the Wausau area. They are common across the country.

³ New Jersey town is subsidizing Uber rides. Hope King. CNN.com. October 3, 2016.

⁴ How are your state's roads funded? Tax Foundation. July 13, 2017.

CONSEQUENCES

Metro Ride does face the very real possibility of discontinuing service should the City of Wausau find it necessary to drastically reduce or eliminate funding. If the current service level disappeared there are several consequences to consider:

- State and federal funding, currently \$1,762,121 (2017) per year, would be removed from the local economy and redistributed to peer transit systems in Eau Claire, Oshkosh, Beloit, Sheboygan and Appleton. The Wausau Metro Area competes with these cities for jobs and employers.
- A percentage of Wausau Public School students would be without a ride to and from school. This would shift the burden of transportation to parents, require children to cross dangerous streets, increase congestion around schools, and require the School District to seek additional transportation options for funding and use private buses entirely.
- Transit dependent population is adversely impacted and left with very few and expensive options. Employers would lose employees and the quality of life for these individuals would decline.
- Loss of paratransit services would adversely impact a population that has very few options to begin with and reduce their quality of life.
- Increased numbers of cars on the road would adversely impact the road condition and increase congestion, especially around schools.
- The Wausau area may not be able to retain retiring Baby Boomers or attract Millennials to live and work here. The Wausau Metropolitan area would be at risk of losing population, tax base, and economic competitiveness.

Recommendations

CAPITAL

The development of a dedicated and consistent funding source is important for the stability and health of the Metro Ride system. The ability to budget for long term capital costs will increase the efficiency and reduce repair costs.

- Consistent bus funding: Every two years the Wausau MPO distributes federal transportation dollars for area projects. The City of Wausau would be able to submit a request to use these dollars to fund the purchase of a new bus on an 80% federal and 20% local cost share.
- Metro Ride should also yearly budget for the purchase of two used buses. Having the money allocated would allow Metro Ride to sustain services until more dedicated funding for new buses is allocated.
- Invest in technologies that allow for a Wi-Fi network on the bus, GPS modules on each bus that could provide arrival times to users and performance information to Metro Ride.
- Mobile ticketing – alternative fare media sales and collection.
- Develop a tracking system so drivers can easily count the number of riders boarding at each stop. This may be an opportunity to collaborate with local high school engineering programs.

OPERATIONAL

Marketing

The Metro Ride budget for marketing has been drastically reduced in the recent years. Increasing this budget would allow for promotion of the benefits of transit and recruit new riders.

- Website: The Metro Ride website has the requisite information for transit users but could be reorganized and brought up to a modern standard. This may be an opportunity to collaborate with a local high school program.
- Social media: Metro Ride should establish accounts with Facebook, Twitter, and any other relevant social media services. These accounts can reach a large audience, update followers with important information, and respond to customer inquiries. Student interns could provide the staff time to set up and manage the accounts.
- Student programs: Metro Ride has taken steps to provide a one-time cost student summer pass. This is a positive step to further serve a large ridership group. Metro Ride and the Wausau School District can work together to secure funding for students to access the bus using their school ID. This could speed up morning and afternoon onboarding and provide all students with access to a dependable ride to school.

ENGAGEMENT

- Communicate with respondents from the Business transit survey and other interested parties to begin forming a coalition of business leaders that will publically support transit service. Continue working with the Wausau Area Chamber of Commerce and MCDEVCO to facilitate these discussions.
- Work with the Wausau School District to help students understand and use the system as well as address any concerns that may arise.
- Host a Regional Transit Summit that can bring together stakeholders, advocates, and state and local elected officials. The goals of the summit can be as follows; presenting a united front for RTA legislation to state representatives, educating on the need for and benefits of transit service, and determining a path forward for expansion or enhancement of the current system.
- Meet with community staff and officials to discuss survey results and interest in transit service or further engagement.
- Create a Transit Ambassador program to assist new riders in becoming familiar with the system.

EXPANSION OF SERVICE

Current Service

- City of Wausau: The Business Campus located at 72nd Avenue has been mentioned multiple times for transit service. Located on the far west side of Wausau at 72nd Avenue, this industrial park houses many different companies and employment opportunities. Although there are several barriers such as service hours, distance, and funding to overcome. This area should be thoroughly examined for expansion possibility. Westwood Drive, an area that has seen a growth in medical offices, and Rasmussen College, could be an opportunity.
- Metro Ride: As indicated in the rider survey, expansion of service days was a higher priority than expansion to other communities. Expanding the service days and or the hours served should be examined for feasibility. Current costs of these options should be available to discuss with community leaders and stakeholders. Expansion of hours may help capture some of the multiple shift companies and allow riders more opportunities for recreational events in the evening.

Neighboring communities

Expansion of service to neighboring communities would help create a regional transit system that allows riders to access many community benefits. Any agreement with other communities should commenced when the community has committed to a contract of at least 5 years and when Metro Ride has the available vehicles to begin service. While this plan does not outline specific routes it does identify opportunities within each community. Of course, any good route combines a mix of origins and destinations. While fixed route bus service should be considered

for these communities, a demand responsive system should also be examined. When considering a service expansion, elected representatives, staff, and residents from the community should be involved in the process.

- City of Schofield: Service to Schofield is a priority since it would be difficult to access communities to the southeast without traveling on Business 51. The business, restaurants and apartments on Business 51 could be serviced with a couple of stops but the real opportunity is in the industrial park north of Ross Avenue. Service to the residential neighborhoods could also be included along Grand Avenue.
- Village of Rothschild: Service to Rothschild was previously ended in 2015. The Village could be accessed via Grand Avenue in Schofield. Businesses along Business 51, residential neighborhoods near River Street Park and George Street Park, and the Shopko commercial area are opportunities for service. It is unlikely the Cedar Creek Mall area would be a trip generator due to the type of businesses located there but future study could be warranted.
- Village of Weston: Service to this area could follow past routes. There are grocery stores and big box retailers on Schofield Avenue that would be good destinations. While the Weston Business Park may be located too far west to adequately serve, the industrial area near Schofield is a prime candidate. This is especially important with major employers like Crystal Finishing looking for workers. Small scale service just to the industrial area on Ross Ave should be pursued. Residential areas off of Ross Ave and also south of Schofield Avenue would be opportunities for a future route. Future development of the Camp Phillips Centre would provide another destination for shopping and employment. Previous Weston area service used a transfer point at the North Central Healthcare Clinic in Wausau. Potential routes should examine Weston, Rothschild and Schofield loop that transfers in Schofield to an express route to downtown Wausau.
- Town of Rib Mountain: Rib Mountain Drive is a shopping and employment draw that presents many opportunities for service. Routes could travel up and down Rib Mountain Drive to the various big box stores, incorporating the residential areas to the east of the road or loop back on County Road R. Plans for a regional senior center on County Road NN do not incorporate transit at this time and could be a good opportunity. Due to the distance, any route in Rib Mountain may need a transfer point in Wausau. This transfer could be done on 17th Avenue near Thomas Street or further north near Stewart Avenue.
- Other metro area communities: Metro Area communities of Kronenwetter, Mosinee, Stettin, and others could utilize a demand responsive system that would allow for a flexible route and scheduling. At this time, the demand is not seen and the resources are not available to provide services to these communities.
- Marathon County: If Marathon County offered a rural transit route that brought riders from outlying communities into the Wausau Metro Area, Metro Ride could work to coordinate schedules to best take advantage of both systems. The County could also provide the regional governance structure necessary to provide a structure similar to an

Regional Transit Authority. County government could also work with metro communities to share resources and leverage funding opportunities.

- If current service levels are significantly diminished a planning process is recommended to determine the best use of remaining resources.

FUNDING OPPORTUNITIES

Additional funding could allow Metro Ride staff the flexibility to take care of overdue projects, lower fares, expand service, and take advantage of other opportunities. The benefits of transit service are a benefit to their communities and could present opportunities for residents and employers. The following options are outside the normal municipal budgeting process that could also be used to fund service.

- Regional Transit Authority: This would allow the formation of a regional body that would own and operate the transit system. RTA's are typically funded by a portion of the property tax, sales tax, or a combination of both. This would require enabling legislation at the state level.
- Business Improvement District (BID) that allows businesses to self-fund initiatives. This is most often seen in downtown districts such as the River District in Wausau. Opportunities for this include Rib Mountain Drive where the high number of businesses could fund transit service and other improvements that make shopping there an easier and more enjoyable experience.
- An outside source: A group of foundations, businesses, or even Marathon County could provide seed funding to expansion communities. Ideally this would be in the form of a reducing payment over a few years. It would allow communities that want transit to ease it into their budgets over four or five years.
- Fee on rideshare trips: The City of Chicago has recently implemented a fee on rideshare trips that was increased to 67 cents per ride in 2018. This is expected to generate \$179 million for rail and bus transit. While Wausau is far from Chicago in terms of ride share trip, this should be considered for future technologies or services that may have a negative impact on transit ridership or other transportation modes.⁵

POLICY

- RTA: A Regional Transit Authority allows for a region to work together and raise funds for transit service. Current state legislation does not allow for the formation of an RTA. Metro Ride should work with local and state legislators, and stakeholders from the business community for Regional Transit Authority enabling legislation.

⁵ Freund, Sara. City rideshare fee to pay for \$179 million in CTA upgrades. Curbed Chicago, February 5, 2018.

- Wausau School District: Students comprise a high proportion of the Metro Ride ridership and are an integral part of the community. Metro Ride should work with the School District to explore transportation options for school age children.
- Citizen Transit Advocacy Committee: There is a clear need for a new independent voice for transit. With the Transit Commission comprised solely of members within the City of Wausau, and NAOMI having received backlash after the Weston vote in 2015 an independent body of transit advocates is needed. This group could be an independently organized and financed group of stakeholders that serves as the advocates for transit in the Wausau Area. This group could also be formed as a sub-committee of the Wausau MPO and MPO staff could provide technical assistance.

PATH FORWARD

It is recommended Metro Ride, the Transit Commission, and other groups work together to begin implementing this plan. To that end, there are steps that can be undertaken quickly while decisions are made on the other elements.

- Meet with surveyed Communities, Wausau School District, Wausau Region Chamber of Commerce, MCDEVCO, and respondents to the Business Survey to discuss Plan and Survey results and determine their level of interest.
- Focus on cultivating business community contacts and stakeholders.
- Develop the structure and placement of the Citizens Transit Advocacy Committee.

Appendix

Due to the size, the full Transit Development Plan including Appendices is available on:

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