

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION  
AGENDA**

**MAY 9, 2023  
2:00 P.M.**

**LARGE CONFERENCE ROOM  
210 RIVER DR., WAUSAU, WI**

**Members:** John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Katie Rosenberg, Tim Buttke, Matt Lee Baer, Milton Olson, Chris Voll, Mark Maloney, Brent Jacobson, Kregg Hoehn, Ken Wickham

Persons wishing to attend the meeting by phone may call into the telephone conference beginning **five (5) minutes prior to the start time indicated above using the following number:**

**PHONE NUMBER: 1-408-418-9388  
ACCESS CODE: 965 620 244**

**Please Note: If you are prompted to provide an “Attendee Identification Number” enter the # sign. No other number is required to participate in the telephone conference.**

**When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!**

**AGENDA ITEMS:**

1. CALL TO ORDER
2. PUBLIC COMMENT
3. APPROVE MINUTES OF THE FEBRUARY 14, 2023, COMMISSION MEETING

**POLICY DISCUSSION AND POSSIBLE ACTION:**

4. ROTHSCHILD/SCHOFIELD BUS 51 BYPASS BICYCLE/PEDESTRIAN TRAIL PROJECT
5. 2023 CARBON REDUCTION GRANT PROGRAM - PROJECT APPLICATIONS
6. 2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT
7. 2024 PLANNING FUNDS ESTIMATES FOR MPO
8. BICYCLE/PEDESTRIAN COMMITTEE SURVEY
9. METRO AREA INTERSECTION ACCIDENT REPORT
10. PUBLIC WATER WORK GROUP MEMBERSHIP AND UPDATE
11. PROGRAM ANNOUNCEMENTS
12. AGENDA ITEMS FOR NEXT MEETING DATE - JUNE 13, 2023
13. ADJOURNMENT

**Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk’s Office at 715-261-1500 one business day before the meeting.**



SIGNED \_\_\_\_\_  
PRESIDING OFFICER OR DESIGNEE

EMAILED TO: Courthouse, Daily Herald, TPP Printing, City Pages  
Midwest Radio Group, Marshfield News

EMAILED BY: BI  
EMAIL DATE/TIME: 05/03/2023 1:30 pm \_\_\_\_\_  
RE-EMAIL:

NOTICE POSTED AT COURTHOUSE:

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



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION MEETING**  
**Minutes**  
**February 14, 2023**

**Meeting Attendance:** John Robinson – Chair, George Peterson – Vice-chair, Jeff Gates (for Jacobson), Gaylene Rhoden (for Opall), Dave Meurett (for Wickham), Darryl Landeau, Brad Lenz, Katie Rosenberg, Ryan VanDeWalle, Brenda Iczkowski, Dave Mack, Lance Mueller, Jeff Pritchard, Jordan Kelbley, Matthew Sorensen, Duane Gau (Village of Kronenwetter), Mark Thuot (for Hoehn), Megan Newman, Jonathan Smith

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 Chairperson Robinson at 2:00 p.m. in Conference Room 5, 212 River Drive, Wausau and virtually via WebEx.

2. Public Comment – None

3. Approve Minutes January 10, 2023, Commission meeting

**Action:** **MOTION / SECOND BY / ROSENBERG / PETERSON TO APPROVE THE JANUARY 10, 2023, MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

4. 2022-2025 Transportation Improvement Plan (TIP) Amendment

**Discussion:** Included in the packet is a resolution to the TIP Amendment. Mack explained Table 1, #82, of the TIP amendment has “STP-Bridge” and should be “BR” under the 2023 and 2025 Federal funds. All the other information in the table is accurate and Mack will make the changes prior to submitting to WisDOT.

**Action:** **MOTION / SECOND BY THUOT/RHODEN TO APPROVE RESOLUTION #2-23 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE WAUSAU METROPOLITAN AREA AND INCORPORATING THE CHANGES THAT WERE DISCUSSED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

**Follow Through:** Staff will make the appropriate changes and send to WisDOT

5. Federal Highway and Transit Administrations 2022 Obligated Funds

**Discussion:** Mueller shared included in the packet is a link for the 2022 Obligated Funds that is updated and will be updated on the MPO website. The projects have already been obligated in 2022.

**Action:** **NONE AT THIS TIME.**

**Follow Through:** Staff will update the MPO website with the updates to the 2022 Obligated Funds.

6. Title VI Plan and Assurances for the MPO Area

**Discussion:** Mack shared the link in the packet for the Title VI Plan is an update from the last plan and making sure the plan complies. There are forms for complaints for comments in the plan. Spanish and Hmong languages are available if needed. Annually, the assurances are available on the MPO website allowing the public to view the plan and assurances at any time.

**Action:** **MOTION / SECOND BY THUOT/OLSON TO ENDORSE THE TITLE VI PLAN AND ASSURANCES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

**Follow Through:** Staff will update the MPO website as proposal above.

## MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

7. Next Meeting Date: March 14, 2023, at 2:00pm, in Room 5, 212 River Drive, Wausau, WI, 54403
8. Adjourn  
Action: There being no further business to come before the members, **MOTION / SECOND BY RHODEN/OLSON TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:25 PM. MOTION CARRIES.**

Submitted by:  
Dave Mack, MPO Director  
Marathon County Conservation, Planning and Zoning  
DM: BI

# Project Limits

## Rothschild

- Volkman Street :  
Lili Lane to Huess Ave
- STH 29 ROW:  
Volkman St to E Grand Ave
- Railroad Corridor:  
W Grand Ave to Kort Street

## Schofield

- Railroad Corridor:  
Kort Street to Schofield Ave





# Rothschild Alternate #1

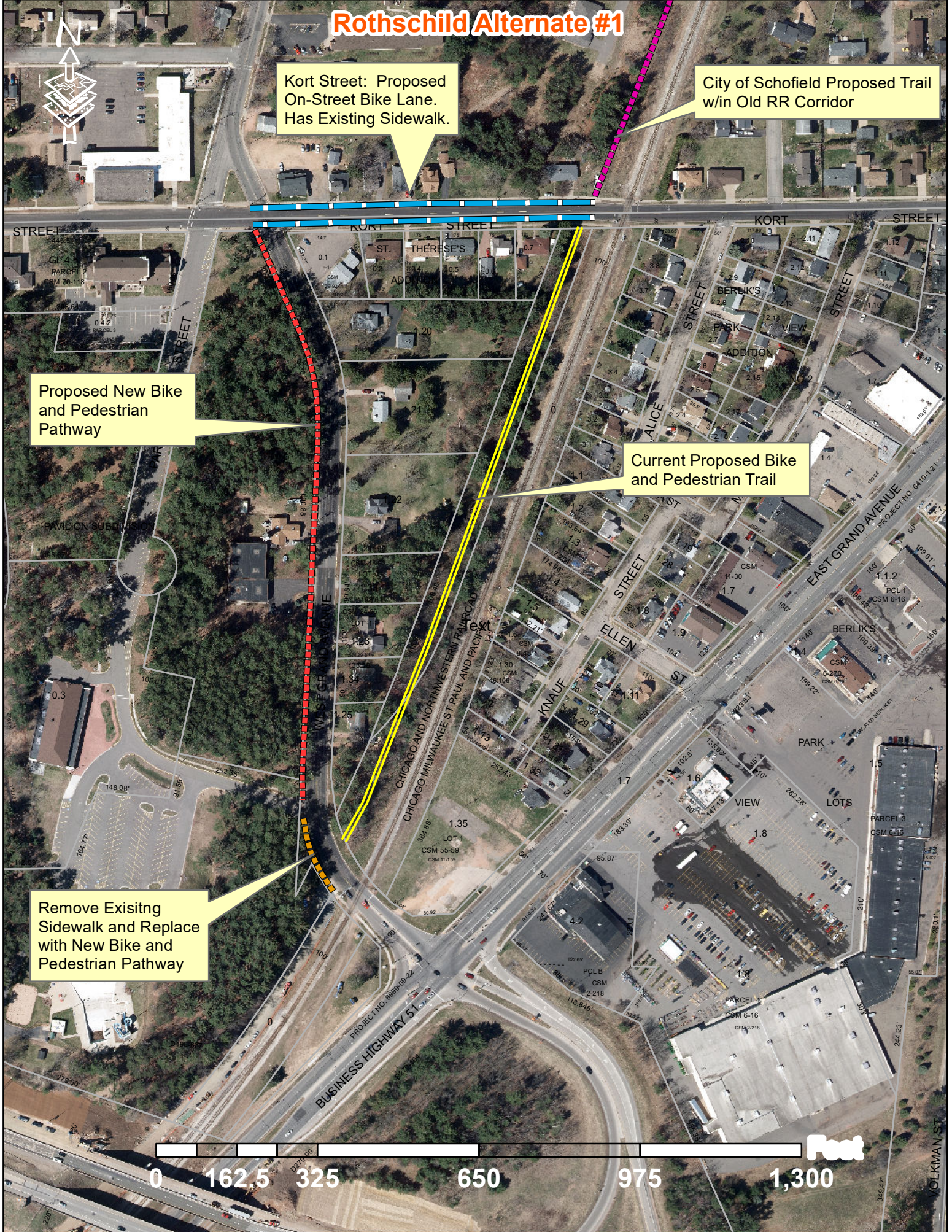
Kort Street: Proposed On-Street Bike Lane. Has Existing Sidewalk.

City of Schofield Proposed Trail w/in Old RR Corridor

Proposed New Bike and Pedestrian Pathway

Current Proposed Bike and Pedestrian Trail

Remove Existing Sidewalk and Replace with New Bike and Pedestrian Pathway





Wausau MPO  
Carbon Reduction Grant Applications

Applications Submitted	Project Amount	Federal Funding	Local Funding
City of Wausau	\$200,000	\$160,000	\$40,000
City of Mosinee	\$80,981	\$64,785	\$16,196
<b>Totals</b>	<b>\$280,981</b>	<b>\$224,785</b>	<b>\$56,196</b>

Available Grant Funds	\$204,370
Applications Overage	-\$20,415

Potential Alternative #1	Each Community gets same 72.73% of the Grant Request		
City of Wausau (72.73%)	\$200,000	\$145,466	\$54,534
City of Mosinee (72.73%)	\$80,981	\$58,904	\$22,077
<b>Total</b>	<b>\$280,981</b>	<b>\$204,370</b>	<b>\$76,611</b>

Potential Alternative #2	City of Mosinee gets 100% of the Grant Request		
City of Wausau (87%)	\$174,482	\$139,585	\$34,896
City of Mosinee (100%)	\$80,981	\$64,785	\$16,196
<b>Total</b>	<b>\$255,463</b>	<b>\$204,370</b>	<b>\$51,093</b>

Potential Alternative #3	City of Wausau gets 100% of the Grant Request		
City of Wausau (100%)	\$200,000	\$160,000	\$40,000
City of Mosinee (68%)	\$55,462	\$44,370	\$11,092
<b>Total</b>	<b>\$255,462</b>	<b>\$204,370</b>	<b>\$51,092</b>

## WisDOT SFY 2023 Carbon Reduction Program (CRP) Application

### Narrative Response

In 1998 as part of the STH 153/Main St./4<sup>th</sup> St. Reconstruction Project through a portion of the City of Mosinee, decorative street lighting was installed along the project route. The HPS lighting system was designed to meet WisDot highway lighting standards. The project area is Main St. from Water St. to 5<sup>th</sup> St and 4<sup>th</sup> St from Main St. to Fremont St. A total of 75 HPS fixtures were originally installed. The post top fixtures that were installed are 150-watt HPS. With the advances in LED lighting technology and the reduced energy consumption associated with the use of LED lighting, the City of Mosinee is proposing to convert the existing 75 HPS lighting fixtures to LED fixtures that will meet WisDOT roadway lighting requirements. We are proposing to install Sternberg fixtures with catalog # PT-A850-5P-VCOB-4L35TA-MDL03-A/STD or equivalent. LED streetlights greatly improve visual acuity, meaning motorists, cyclists and pedestrians can see further and more clearly.

1. The proposed quantitative benefit of the project: The following chart illustrates the annual energy consumption of the 150-watt HPS fixtures as compared to the proposed 56-watt LED retrofit fixtures.

Fixture Type	Watts	# of fixtures	Annual KWH Usage
150 W HPS	186	75	61,261
LED Retrofit	56	75	18,345
KWH Reduction			42,915

The potential savings in electrical costs with an LED system is approximately 70% over the HPS lighting. Less electrical consumption means less electricity needs to be generated and therefore a reduction in carbon emissions. Using the projected annual reduction of 42,915 KWH would result in an annual carbon dioxide reduction, based on the EPA's Greenhouse Gas Equivalencies calculator, of 40,928 pounds of Carbon Dioxide equivalent. For reference the calculator can be found at the following website: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results>.

HPS lights become less efficient over time because they must use more and more voltage to produce the same lumen output as the light degrades. Due to the age of a majority of the HPS bulbs the lumen output is also decreased so it is possible that WisDot roadway lighting standards are not being met with the existing HPS system. Light measurements on the roadway surface were not taken to confirm this.

2. By using less electrical energy for street lighting will reduce electrical generation requirements and thereby reduce carbon emissions in Marathon County. This benefits all in the electrical service area by reducing power generation requirements at the facility and delays the need to increase power generation capacity.
3. If funding is approved, the City of Mosinee will make every effort to insure that the project is completed in a timely manner and within the project costs specified in the CRP application. If lighting fixtures are readily available, we would expect the project to be complete by the end of 2023.
4. The biggest obstacle for this project may be the timely delivery of the conversion LED fixtures. One vendor has advised 8-10 weeks for equipment delivery.



5. What will make this project a success is completion of the installation of the new LED fixtures by the proposed deadline which will immediately reduce electrical usage and improve the roadway lighting.
6. The proposed project does not add connectivity to the state's multimodal transportation network. However, the improved lighting on the State highway will improve safety.
7. The cost effective benefit to the public is the decreased energy demand and decreased street lighting electrical bills for the taxpayers.

Over the course of the past 6-7 years the City of Mosinee has worked cooperatively with Wisconsin Public Service (WPS) to convert all WPS utility owned street lighting in the City to LED. We have seen electrical consumption reduced by approximately 50% after conversion to LED lighting. The only remaining public street lighting in the City that remains to be converted to LED is located on STH 153. If the City of Mosinee is awarded funding through the CRP the majority of the remaining HPS street lighting in the City will be converted, leaving approximately 38 City-owned light fixtures over the Wisconsin River Bridge and the Roundabout that are still HPS.

It is our opinion that if funded, this project will assist in reducing electrical generation carbon emissions and improve the lighting on STH 153 in the City of Mosinee which in turn will enhance the safety for motorists, cyclists and pedestrians on this road.

City of Mosinee  
 Breakdown of Costs for  
 Carbon Reduction Program application  
 STH 153 Downtown Street Light LED Conversion Project

Item	Quantity	Cost per		Total Cost
1 LED Conversion fixtures	75	\$700.00		\$52,500.00
2 Labor - cost per hour (municipal staff)	75	\$65.00		\$4,875.00
3 Construction Engineering	1	\$8,606.00		\$8,606.00
4 State Review	1	\$15,000.00		\$15,000.00
Total				\$80,981.00

1 Fixtures are Sternberg catalog #  
 PT-A850-5P-VCOB-4L35TA-MDL03-A/STD  
 Cost is budget figure from vendor.

2 Labor is for City of Mosinee staff to remove old fixture and install new LED fixtures.  
 Estimate is one hour per fixture.

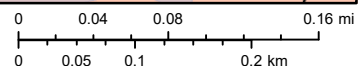
3 Construction engineering per WisDOT 15% of project cost

4 State Review fee is per WisDOT

# WISLR Map City of Mosinee Project Location



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- |  |  |  |  |   |
|--|--|--|--|---|
| <ul style="list-style-type: none"> <li>— Railroads</li> <li><b>State Trunk Network</b></li> <li>— Interstate Highway</li> <li>— USH Highway</li> <li>— USH Connecting Highway</li> <li>— State Trunk Highways</li> </ul> | <ul style="list-style-type: none"> <li>— STH Connecting Highways</li> <li>— On-Off Ramp</li> <li>— Connector</li> <li>— Frontage Road</li> <li>— Wayside</li> <li>— Rest Area</li> </ul> | <ul style="list-style-type: none"> <li><b>Local Roads</b></li> <li>— Municipal/Local Roads</li> <li>— Ineligible Roads</li> <li>— Rivers</li> <li>— Lakes</li> </ul> | <ul style="list-style-type: none"> <li><b>County Roads</b></li> <li>--- County Trunk Hwy</li> <li>--- County Forest Roads</li> <li>--- Other County Roads</li> </ul> | <ul style="list-style-type: none"> <li><b>Cities/Villages/Towns</b></li> <li>City</li> <li>Village</li> <li>Town</li> <li>Counties</li> </ul> |
|--|--|--|--|---|



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Department of Public Works



Eric Lindman, P.E.  
Director of Public Works and Utilities

**TO:** WIDOT – NC Region

**FROM:** Eric Lindman, P.E.  
Director of Public Works & Utilities

**DATE:** May 4, 2022

**SUBJECT:** Wausau LED Street Lighting Conversion – WIDOT Carbon Reduction Funding

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The City of Wausau is proposing to convert current cobra overhead streetlights from 250W HPS to 106W LED with Roam Nodes for dimming/control. This project will convert 220 fixtures from HPS to LED resulting in immediate energy reduction and operational cost savings. This is about 16% of the street lighting in the city that has not yet been converted to LED lights. Over the past 4-years the city converted all lighting in the parking ramps to LED and has been working towards converting all street lighting to LED.

The average annual energy reduction for these 220 fixtures has been calculated to be 76% compared to their current energy consumption. The average LED bulb life is 20 years versus the HPS bulb life of 2.5 years, resulting in less maintenance and replacement. The conversion of the lights will be completed by City staff with work being completed in 2022.

The City will be matching the federal contribution for this project using ARPA funds increasing the number of street light conversions in 2022. Over the past 4-years the city converted all lighting in the parking ramps to LED and has been working towards converting all street lighting to LED. The conversion to LED lighting and the city's initiative moving this direction over the past 4-years fits directly with the BIL Carbon Reduction Program.

Significant energy reduction reduces Wausau's carbon footprint and moves the city to a more efficient and sustainable future.

**WIDOT BIL Carbon Reduction Funding Request**  
**Wausau LED Street Light Conversion**  
**Engineer Estimate - May 3, 20022**

<b>Converting 250w HPS to 106w LED Cobraheads</b>				
<b>Street</b>	<b>Fixtures Each</b>	<b>ATB0 P303 Each</b>	<b>Roam Node Each</b>	<b>Cost</b>
Stewart Ave	146	\$592.00	\$317.33	\$132,762.18
52 Parkway	38	\$592.00	\$317.33	\$34,554.54
Badger Ave	18	\$592.00	\$317.33	\$16,367.94
1st Ave	18	\$592.00	\$317.33	\$16,367.94
<b>Totals</b>	<b>220</b>			<b>\$200,052.60</b>



# WisDOT FFY 2022 Bipartisan Infrastructure Law (BIL) Carbon Reduction Program Application

## Project Applicant and Application Type

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: City of Wausau

Sponsor Type:  State  County  City  Village  Town  Tribal Nation  
(Check appropriate box)

Project Title: Wausau LED Street Lighting Conversion

Describe location, boundaries and length of the project: Within City Limits

County: Marathon

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

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**Name of the MPO representing the project (check one, if applicable):**

<input type="checkbox"/> Appleton	<input type="checkbox"/> Beloit	<input type="checkbox"/> Oshkosh
<input type="checkbox"/> Green Bay	<input type="checkbox"/> Chippewa Fall—Eau Claire	<input type="checkbox"/> Racine
<input type="checkbox"/> Madison Area	<input type="checkbox"/> Fond du Lac	<input type="checkbox"/> Sheboygan
<input type="checkbox"/> Milwaukee Area	<input type="checkbox"/> Janesville	<input type="checkbox"/> Duluth--Superior
<input type="checkbox"/> Twin Cities	<input type="checkbox"/> Kenosha	<input checked="" type="checkbox"/> Wausau
<input type="checkbox"/> Round Lake Beach	<input type="checkbox"/> La Crosse	<input type="checkbox"/> West Bend

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**Project Representative Contact Person(s) Information:**

Primary Public Sponsor Agency Contact Information:

Name: Eric Lindman Title: DPW Director Street Address: 407 Grant St Phone: (715)261-6740  
Municipality: Wausau State: WI Zip: 54403  
E-mail: eric.lindman@ci.wausau.wi.us

**Secondary Public Sponsor Agency or Private Organization Contact Information:**

Organization / Agency Name:

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

**Head of Government Contact Information:**

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



## Project Activity

### Improvement Type:

Indicate the appropriate improvement type(s) by checking all of the boxes which apply to the proposed project:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4))
- A public transportation project that is eligible for federal assistance (23 USC, Section 142)
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E))
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies
- Efforts to reduce environmental and community impacts of freight movements
- Deployment of alternative fuel vehicles and charging/fueling infrastructure
- Purchase or lease of zero-emissions construction equipment and vehicles
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8)
- A project that does not result in the construction of new capacity (23 USC, Section 149(b)(5))
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification
- Projects eligible under the federal Surface Transportation Block Grant Program (23 USC, Section 133(b)), if the US DOT secretary certifies that the project will reduce transportation emissions

**Project Summary** (400 words or less). In 400 words or less, describe the project in the space provided. A project summary should describe the project well enough that the reader can make a value judgement without reading the rest of the application. Include in your summary how your project will reduce transportation emissions. Please describe how a demonstrated reduction in emissions will result from this project. Prepare a project summary in a Word document, complete a spell check, and cut & paste the summary into the application form.

Convert all remaining City street lighting from HID to LED saving maintenance and operating costs. All work will be completed on existing street lights. See attached project narrative.

### Existing Facilities & Projects

#### Rail Facilities:

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

If yes, specify: **At-grade Crossing**

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

Owner of Rail Facility:

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

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

Is this project on or parallel to a local road or street?  Yes  No

If Yes, provide the name of the road or street: See attached list

Does this project cross a state or federal highway?  Yes  No

Does this project run parallel to a state or federal highway?  Yes  No

Is any part of this project on the National Highway System?  Yes  No

Will this project be constructed as part of another planned road project?  Yes  No

If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

Will any exceptions to standards be requested?

Yes  No

If Yes, provide a brief description of the exceptions that may be requested:

### Environmental/Cultural Issues

Agriculture Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Archaeological sites Comments:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Historical sites Comments:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Designated Main Street area Comments:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Lakes, waterways, floodplains Comments:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Wetland Comments:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Stormwater management Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Hazardous materials sites Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Hazardous materials on existing structure Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Upland habitat Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Endangered/threatened/migratory species Comments:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Section 4(f) Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Section 6(f) Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Through/adjacent to tribal land Comments:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated

### Miscellaneous Issues

**Construction Schedule Restrictions** (trout, migratory bird, local events):

**Real Estate:** Was any real estate acquired or transferred in anticipation of this project?  Yes  No  
If yes, please explain.

**Right of Way (ROW)** Is the project on an existing right of way?  Yes  No

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way?  Yes  No

Check all boxes that apply to ROW acquisition for this project:

None  Less than ½ acre  More than ½ acre  
 Parklands  Large parcels  Temporary interests

**Other Concept Notes:** Provide any additional relevant project information that has not been covered in another section of the application.

This project will not require any construction work be completed. Work will be replacement of light ballasts and light bulbs on existing City owned street lighting fixtures.



# CONFIDENTIAL INFORMATION

## Project Costs and Dates

Complete the table on the following page for the FFY 2022 project cycle. You must attach a **detailed breakdown of project costs in Microsoft Excel spreadsheet**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. *This will not count against the 3-page narrative report text limit.*

**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. 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.

### Project Prioritization

Priority for each project shall be relative to all your 2022 program cycle project submittals. Enter priority numerically. WisDOT carbon selection committee will use the local ranking as a guide during application review.

### Project Priority:

**Construction:**  
**Basis for Construction Estimate:**  Itemized  Per Square Foot  Past Projects  
 Other, please specify:

	Total Funding	Federal Funding	Local Funding
Total Participating Construction Cost	\$	\$	\$
Total Non-Participating Construction Cost	\$	\$0	\$
<b>A. Subtotal Construction Costs</b>	\$	\$	\$
<b>B. Construction Engineering Costs</b> (Coordinate with WisDOT Region)	\$	\$	\$
<b>C. State Review for Construction</b> (Provided by WisDOT Region if necessary)	\$	\$	\$
<b>Total Construction Cost Estimate with Construction Engineering and State Review</b> (sum lines A, B and C)	\$	\$	\$

**Other:** (alternative fuel vehicles, charging equipment, diesel engine retrofit, etc.)

	Total Funding	Federal Funding	Local Funding
Total Participating Other Cost	\$200,000	\$160,000	\$40,000
Total Non-Participating Other Cost	\$	\$0	\$
<b>Total Other Costs</b> (round to the nearest \$1,000)	\$200,000	\$160,000	\$40,000

## Narrative Response

The following narrative will be used to rate and rank projects. Answers may also be used to help determine emission reduction estimates. Please provide as much technical information as you can. Please limit the response to **three double spaced** pages, using a **minimum 11-point font size**.

Please consider the following subject areas as possible ways to explain your project.

### **For Transit, Rideshare, Bicycle and Pedestrian Projects:**

- How many new or replacement trips are expected and from which modes i.e. biking or walking?
- How much of the new or replacement use is for work or other utilitarian trips?
- How many Single Occupancy Vehicle (SOV) auto trips will be eliminated?
- What is the average SOV trip distance of auto trips that will be eliminated?

### **For Alternative/Clean Fuel, Engine Idling Reduction and Diesel Retrofit Development Projects:**

- How many vehicles or engines will be affected?
- What is the total number of miles driven per year for each vehicle type?
- What is the quantity of fuel pumped or used per day?
- What is the certification standard (and/or fuel type) expected for each vehicle or engine type?
- What time of day will idling reduction operations occur?
- Will the project replace existing vehicles or enlarge a fleet?

### **For Area-wide Voluntary Trip Reduction:**

- How many employers and employees will participate or be affected?
- What is the organization's average passenger occupancy (APO)?
- What are the estimated length and frequency of affected trips?
- What are the estimated trip times for peak vs. non-peak trip hours?

### **For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:**

- Is there a quantitative benefit you can demonstrate?
- Why is the proposed project necessary to address carbon reduction goals in the county or counties in which the proposed project will occur?
- How will the project sponsor ensure that the project is timely implemented in accordance with the Project Costs and Dates section of this application?
- What obstacles or problems must be overcome to implement this project?
- What will make this project a success, especially as compared to other proposed projects of the same or similar type? How will the project sponsor measure project success in the form of congestion and/or emissions reductions?
- How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network or intermodal freight network?
- Briefly describe the manner in which the proposed project would provide a cost-effective benefit to the public.

**Reference project Costs and Dates on this application form and provide detail if applicable or appropriate.**

## Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

- a. Private organizations proposing projects must represent a public sponsor such as a local government unit or transit operator. This must be documented and ratified as a public-private partnership.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs. Additional costs incurred over the approved project limit will be 100% the responsibility of the project sponsor.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of



the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. \*\*\*For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project completion timeline for approved carbon projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline can jeopardize federal funding.
- o. Federally funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

I confirm that I have read and understand project conditions (a) through (n) above:

Name: Eric Lindman Title: Director Public Works & Utilities

Accepted (please initial here): \_\_\_\_\_

### Fiscal Authorization and Signature

Application prepared by a consultant?  Yes  No

If yes, consultant information and signature required below.

Consultant Company Name: \_\_\_\_\_ Company Location (City, State): \_\_\_\_\_

Consultant Signature (electronic only): \_\_\_\_\_

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

**NOTE:** On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

**a.)** uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

**b.)** uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In either case, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality. See FDM 8-5-3 for additional information: <https://wisconsin.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-3>

Sponsor Agency: City of Wausau	
Contact Person: Eric Lindman	(Note: must be Head of Government or Designee)
Title: Director Public Works & Utilities	
Address: 407 Grant St Wausau, WI 54403	
Telephone: 715-261-6740	
Email: eric.lindman@ci.wausau.wi.us	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
<b>Head of Government/Designee Signature</b> ( <u>electronic only</u> ): Eric Lindman	<b>Date:</b> 5/4/2022

### Application and Attachments Checklist

Submit applications and attachments utilizing the contact information contained in the corresponding Carbon Reduction Program Application Instructions. Eligible applications must be **postmarked or electronically submitted on or before *May 6, 2022***, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: limited to three double-spaced pages of minimum 11-point font size and in Microsoft Word format.
- Cost Estimate Detail Spreadsheet **in Microsoft Excel format**
- Project map: submitted **in PDF format**, formatted to size 8½ X 11
- Optional attachment(s): no more than six pages of project description, specifications, photos, and additional maps
- Letters of Support (optional)

### WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
<b>NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-5.</b>	
Subprogram:	Project Improvement Type:
Region Reviewer's Name:	
Reviewer's Title:	
Date Received:	
WisDOT Region Reviewer's Signature:	Date:

**AMENDMENT  
TO THE  
2023-2026  
TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)  
FOR THE  
MARATHON COUNTY METROPOLITAN PLANNING  
COMMISSION/WAUSAU AREA METROPOLITAN  
PLANNING ORGANIZATION (MPO)**

**MAY 9, 2023**

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION  
RESOLUTION # 3-23**

**RESOLUTION ADOPTING THE AMENDMENT TO THE  
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE WAUSAU METROPOLITAN AREA**

**WHEREAS**, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

**WHEREAS**, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

**WHEREAS**, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

**NOW, THEREFORE, BE IT RESOLVED**, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

**BE IT FURTHER RESOLVED**, that the Marathon County Metropolitan Planning Commission identifies the *Carbon Reduction Program Projects and the WETAP funded projects included in the attached 2023-2026 TIP Amendment Tables 1 and 2* as part of the amendment to the 2023-2026 Transportation Improvement Program for the Wausau Metropolitan Area; and

**BE IT FURTHER RESOLVED**, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Innon-attainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21:



4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (Pub. Law No. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in the US DOT funded projects. the DBE program ensures equal opportunity in transportation contracting markets, and in the statute, Congress established a national goal that 10% of federal funding to to certified DBE firms;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

**BE IT FURTHER RESOLVED** that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 9th day of May 2023.

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John Robinson, Commission Chairman

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

**2023 - 2026 TABLE 1 AMENDMENT**  
TIP PROJECT LISTING (\$)  
Amendment 5/9/2023

Red text Indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2023				2024				2025				2026				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	

**Highway Section - Project Amendments**

66	City of Wausau	Street Light Conversion to LED Fixtures	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2023) P
		373-22-031			\$145,466	\$54,534	\$200,000												
					\$145,466 (CRP)	\$54,534	\$200,000												

**Highway Section - Project Additions**

83	City of Mosinee	Street Light Conversion to LED Fixtures	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2023) P
		373-23-020			\$58,904	\$22,077	\$80,981												
					\$58,904 (CRP)	\$22,077	\$80,981												

**Highway Section - Project Deletions**

67	Town of Rib Mountain	Purchase Public Works Electric Vehicle	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2022) P
		373-22-032			\$64,800	\$16,200	\$81,000												
					\$64,800 (CRP)	\$16,200	\$81,000												
68	Village of Weston	Purchase Public Works Electric Lift Truck	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2022) P
		373-22-033			\$40,000	\$10,000	\$50,000												
					\$40,000 (CRP)	\$10,000	\$50,000												

**Transit Section - Project Additions**

84	Marathon County WETAP	Wheels to Work FTA 5311 Funds Vehicle Loan & Mobility Management	PE ROW CONST OTHER TOTAL																P
		373-23-021			\$174,923	\$43,731	\$218,654												
					\$174,923	\$43,731	\$218,654												
85	Marathon County WETAP	Wheels to Work FTA 5311 Funds Operating	PE ROW CONST OTHER TOTAL																P
		373-23-022			\$11,549	\$11,549	\$23,098												
					\$11,549	\$11,549	\$23,098												

**TABLE 2**  
**Assessment of Available Funding for the 2023-2026 Transportation Improvement Program**  
Amended May 9, 2023

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2023	2024	2025	2026	2023	2024	2025	2026
Federal Highway	NHPP	\$90,711	\$5,897,884	\$19,310,875	\$9,062,109	\$90,711	\$5,897,884	\$19,310,875	\$9,062,109
Administration	STBG	\$0	\$7,413,729	\$3,847,224	\$0	\$0	\$7,413,729	\$3,847,224	\$0
	BR	\$405,042	\$0	\$2,025,208	\$0	\$405,042	\$0	\$2,025,208	\$0
	IM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TAP	\$697,545	\$0	\$0	\$0	\$697,545	\$0	\$0	\$0
	CRP	\$204,370	\$0	\$0	\$0	\$204,370	\$0	\$0	\$0
	HSIP	\$180,000	\$3,366,865	\$180,000	\$180,000	\$180,000	\$3,366,865	\$180,000	\$180,000
	OCR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$1,577,668	\$16,678,478	\$25,363,307	\$9,242,109	\$1,577,668	\$16,678,478	\$25,363,307	\$9,242,109
Totals	Inflated by 2.0% Annually	\$1,577,668	\$16,968,684	\$26,245,950	\$9,724,547	\$1,577,668	\$16,968,684	\$26,245,950	\$9,724,547

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,918,213	\$1,753,678	\$1,418,551	\$1,461,107	\$1,918,213	\$1,753,678	\$1,418,551	\$1,461,107
	Section 5304	\$24,000	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0
	Section 5339	\$0	\$3,570,424	\$0	\$2,834,955	\$0	\$3,570,424	\$0	\$2,834,955
	Section 5307 - Other	\$105,422	\$107,530	\$109,681	\$111,875	\$105,422	\$107,530	\$109,681	\$111,875
	Section 5310	\$506,025	\$0	\$0	\$0	\$506,025	\$0	\$0	\$0
	Section 5311	\$186,472	\$0	\$0	\$0	\$186,472	\$0	\$0	\$0
Totals		\$2,553,660	\$5,431,632	\$1,528,232	\$4,407,937	\$2,553,660	\$5,431,632	\$1,528,232	\$4,407,937
Totals	Inflated by 2.0% Annually	\$2,553,660	\$5,526,142	\$1,581,414	\$4,638,031	\$2,553,660	\$5,526,142	\$1,581,414	\$4,638,031

## WisDOT WETAP Projects CY2023 in Wausau

Organization	Project Type	Counties Served	FTA 5311 Formula Grant Funds	Local Match	Total
WI Auto and Truck	Vehicle Loans & Mobility Management	Marathon	\$174,923	\$43,731	\$186,472
	Operating		\$11,549	\$11,549	

*Wheels to Work (W2W) helps low-income individuals secure reliable, independent transportation so they can get or keep a job. Qualifying clients receive 0% interest loans to either repair their current vehicle or obtain a different vehicle that has been donated and repaired through the program; those repairs are often completed by local high school or tech college students or new technicians as part of their training programs. Participants must complete three financial literacy courses and a vehicle maintenance class to prepare for the responsibilities of vehicle ownership and enhance their ability use money as a tool to improve their situations.*

MPO ID	MPO	Bi-State MPO							Population Change = 2020 - 2010
		2020 Wisconsin Urban POP	% of Urban Population	2020 ranking	% of TMA	% of Small MPO	Non-Wi Pop	% of total Pop in WI	
10	SEWRPC (Milwaukee, Racine, Kenosha, West Bend, Round Lake Beach)	1,615,463	51.31%	1	62%	-3.65%		100%	(117,779)
9	Madison	450,305	14.30%	2	17%	2.08%		100%	48,644
1	Appleton+Oshkosh	307,157	9.76%	3	12%	0.78%		100%	16,508
6	Green Bay	224,156	7.12%	4	9%	0.78%		100%	17,636
4	Eau Claire	105,475	3.35%	5	0.20%	19%		100%	2,623
8	La Crosse	93,411	2.97%	6	-0.63%	17%	5,461	94%	(2,099)
13	Wausau	77,429	2.46%	7	0.31%	14%		100%	2,797
11	Sheboygan	74,369	2.36%	8	0.37%	13%		100%	3,056
7	Janesville	72,285	2.30%	9	0.29%	13%		100%	2,627
5	Fond du Lac	54,731	1.74%	10	-0.18%	10%		100%	(170)
2	Beloit	44,092	1.40%	11	-0.31%	8%	18,981	70%	(1,031)
12	Duluth-Superior	27,191	0.86%	12	-0.05%	5%	92,220	23%	146
3	Dubuque (Jamestown, WI) - Population in p	2,076	0.07%	13	-0.01%	0%		0%	-
<b>TOTAL MPO POP (WI only)</b>		<b>3,148,140</b>	<b>100.00%</b>		<b>100%</b>	<b>100.0%</b>	116,662	96%	(27,042)

Milw	Racine	Kenosha	W. Bend	RLB		
1,376,476	133,700	124,060	68,444	30,562	1,733,242	2010
1,306,795	134,877	125,865	34,552	13,374	1,615,463	2020
			Osh	Appleton	450,305	2020
			76,190	230,967	307,157	2020
					224,156	2020
					105,475	2020
					93,411	2020
					77,429	2020
					74,369	2020
					72,285	2020
					54,731	2020
					44,092	2020
					27,191	2020
					2,076	2020
						2020

		= 2020 - 2010	
TMA	2,597,081	(34,991)	82.50%
MPO	551,059	7,949	17.50%

MPO ID	MPO	Bi-State MPO						
		2010 Wisconsin Urban POP	% of Urban Population	2010 ranking	% of TMA	% of Small MPO	Non-Wi Pop	% of total Pop in WI
10	SEWRPC (Milwaukee, Racine, Kenosha, We	1,733,242	54.59%	1	66%			100%
9	Madison	401,661	12.65%	2	15%			100%
1	Appleton+Oshkosh	290,649	9.15%	3	11%			100%
6	Green Bay	206,520	6.50%	4	8%			100%
4	Eau Claire	102,852	3.24%	5		19%		100%
8	La Crosse	95,510	3.01%	6		18%	5,358	95%
13	Wausau	74,632	2.35%	7		14%		100%
11	Sheboygan	71,313	2.25%	8		13%		100%
7	Janesville	69,658	2.19%	9		13%		100%
5	Fond du Lac	54,901	1.73%	10		10%		100%
2	Beloit	45,123	1.42%	11		8%	18,712	71%
12	Duluth-Superior	27,045	0.85%	12		5%	93,333	22%
3	Dubuque (Jamestown, WI) - Population in p	2,076	0.07%	13		0%		0%
<b>TOTAL MPO POP (WI only)</b>		<b>3,175,182</b>	<b>100.00%</b>		<b>100%</b>	<b>100%</b>	117,403	96%

TMA	2,632,072	82.90%
MPO	543,110	17.10%

Population data was taken from the US Census. Population is reported for the urban area only, except for Dubuque. Since it doesn't have an urbanized area in WI, WisDOT uses the population in its planning area. WisDOT also uses the population in Dubuque's planning area for distributing RPC resources.



[https://www.fhwa.dot.gov/legisregs/directives/notices/n4510870/n4510870\\_t1.cfm](https://www.fhwa.dot.gov/legisregs/directives/notices/n4510870/n4510870_t1.cfm)

<https://www.transit.dot.gov/funding/apportionments/table-2-fy-2023-section-5303-and-5304-statewide-and-metropolitan-planning>

**Disclaimer: The allocation totals are estimates. Final 2024 Planning (PL) funding amounts will be based on FHWA/FTA approval of the MPOs' UPWPs.**

CY 2024 Funding Formula with 2023 Planning Apportionments					
MPO	Total	Federal	State	Local	Total Federal Funding Change= 2020 - 2010
SEWRPC	\$5,193,459	\$4,154,767	\$190,737	\$847,955	(\$171,493)
Madison	\$1,447,660	\$1,158,128	\$53,167	\$236,365	\$155,562
Appleton+Oshkosh	\$987,461	\$789,969	\$36,266	\$161,226	\$64,494
Green Bay	\$720,626	\$576,501	\$26,466	\$117,659	\$61,017
Eau Claire	\$341,612	\$273,290	\$12,453	\$55,869	\$14,214
La Crosse	\$302,540	\$242,032	\$11,029	\$49,479	\$1,451
Wausau	\$250,777	\$200,622	\$9,142	\$41,013	\$12,630
Sheboygan	\$240,866	\$192,693	\$8,781	\$39,393	\$12,693
Janesville	\$234,117	\$187,293	\$8,535	\$38,289	\$7,293
Fond du Lac	\$225,000	\$180,000	\$6,462	\$38,538	(\$0)
Beloit	\$157,289	\$125,831	\$5,206	\$26,252	(\$1,406)
Duluth-Superior	\$88,066	\$70,453	\$3,210	\$14,403	\$2,329
Dubuque	\$6,724	\$5,379	\$245	\$1,100	\$150
<b>Total</b>	<b>\$10,196,198</b>	<b>\$8,156,958</b>	<b>\$371,700</b>	<b>\$1,667,540</b>	<b>\$158,934</b>

**Supplemental \$180,00 minimum funding**  
 Fond du Lac \$38,190  
 Beloit \$11,587  
 TMA Contribution 0.739722100%

Adjusted	CY 2023 PL Funding Formula			
MPO	Total	Federal	State	Local
SEWRPC	\$5,407,825	4,326,260	202,902	878,663
Madison	\$1,253,208	1,002,566	47,020	203,621
Appleton+Oshkosh	\$906,844	725,475	34,025	147,344
Green Bay	\$644,355	515,484	24,176	104,695
Eau Claire	\$323,845	259,076	12,040	52,729
La Crosse	\$300,726	240,581	11,181	48,965
Wausau	\$234,990	187,992	8,737	38,261
Sheboygan	\$225,000	180,000	8,348	36,652
Janesville	\$225,000	180,000	8,154	36,846
Fond du Lac	\$225,000	180,000	6,427	38,573
Beloit	\$159,046	127,237	5,282	26,527
Duluth-Superior	\$85,155	68,124	3,166	13,865
Dubuque	\$6,536	5,229	243	1,064
<b>Total</b>	<b>\$9,997,530</b>	<b>\$7,998,024</b>	<b>\$371,701</b>	<b>\$1,627,805</b>



## **BICYCLE/PEDESTRIAN COMMITTEE SURVEY**

Can be found here:

[https://wausaumpo.org/wp-content/uploads/2023/05/Wausau Bike Pedestrian Committee Survey -March 2023.pdf](https://wausaumpo.org/wp-content/uploads/2023/05/Wausau_Bike_Pedestrian_Committee_Survey_-March_2023.pdf)

## **METRO AREA INTERSECTION ACCIDENT REPORT**

Can be found here:

[https://wausaumpo.org/wp-content/uploads/2023/05/Safety\\_Report\\_Wausau\\_MPO.pdf](https://wausaumpo.org/wp-content/uploads/2023/05/Safety_Report_Wausau_MPO.pdf)