



WAUSAU METROPOLITAN
PLANNING ORGANIZATION

UNIFIED
PLANNING
WORK
PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2025

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
October 2024



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)
UNIFIED PLANNING WORK PROGRAM 2025**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

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MPO TECHNICAL ADVISORY COMMITTEE

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Arran Hersey, Transit Director	Metro Ride/Wausau Area Transit System
Dave Meurett	WisDOT – North Central Region
Matt Sorensen	WisDOT – Bureau of Planning
Jason Nordberg	FHWA – Ex Officio Member
Evan Gross	FTA – Ex Officio member

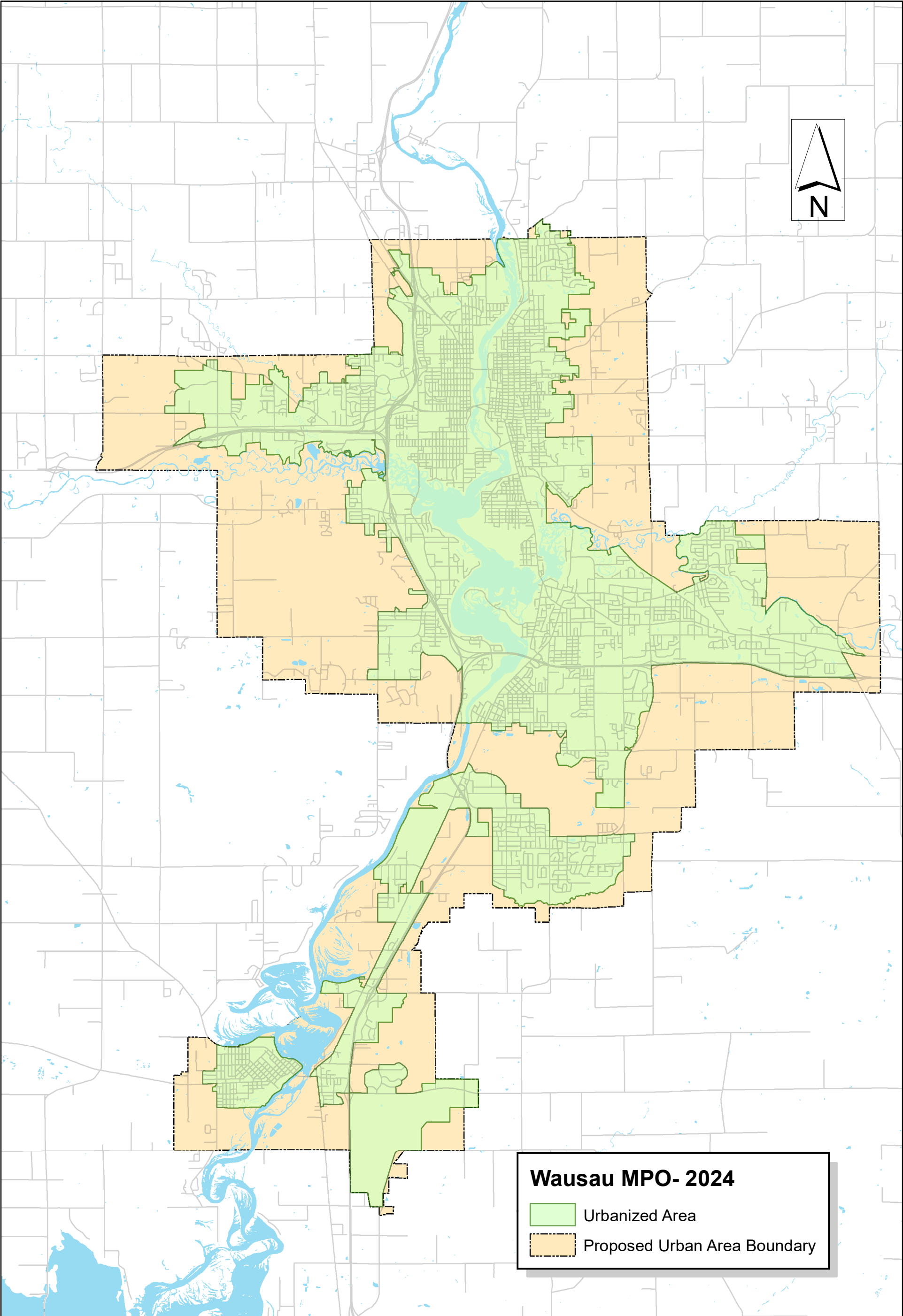
Contact: Laurie Miskimins, MPO Director
Wausau Area Metropolitan Planning Organization
210 River Drive
Wausau, WI 54403-5449
Phone: (715) 261-6000
Fax: (715) 261-6016

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Metropolitan Planning Area Boundary Map



0 0.5 1 2 3 4 Miles

2025 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE WAUSAU METROPOLITAN PLANNING ORGANIZATION

This document delineates the type and extent of planning activities programmed for the Wausau Metropolitan Planning Organization (MPO) staff during the year 2025. The Work Program includes activities under Long Range Transportation Planning (LRTP), Short Range Transportation Planning, Transit Planning, the Transportation Improvement Program, and Program Administration.

Long Range Transportation Planning focuses on development of the 2050 Plan and projects that have a long-term nature. The Public Participation Plan for the metro area includes opportunities for people to access information about MPO planning through the use of the website, virtual meetings, and different social media platforms. Short Range Transportation Planning focuses on the implementation of the projects that fulfill the long range plan goals. The LRTP's main focus is to ensure compliance with all Bipartisan Infrastructure Law (BIL) requirements and this year's work program will involve working toward the implementation of that plan.

MPO staff continues to develop Short Range Transportation Plans to address immediate transportation needs of the communities within the Wausau Metropolitan Area. Some of the implementations of the short range plans and projects were identified in the Long Range Transportation Plan. Continuing to implementation the *2020 Bicycle and Pedestrians Plan* for the Metro area will remain a part of that focus.

MPO staff continues to work with the Wausau Area Transit System (Metro Ride) and private transportation enterprises to provide the Wausau Urbanized Area with a reliable and efficient transit system. MPO staff continues to provide technical assistance for the Transit Commission and its staff. The MPO and Metro Ride staffs with a hired consultant completed the 2022-2026 Transit Development Plan (TDP). The MPO and Metro Ride staffs are working to overcome the budgetary and service delivery issues identified in the plan to create a system that works in the metro area.

MPO staff continues to use the Transportation Improvements Program (TIP) selection criteria to identify candidate projects, programs, and allocate the Surface Transportation Block Grant Program (STBG) funds and develops a four-year TIP for the metropolitan area. The 2024-2027 STP-Urban funding cycle will identify the projects to allocate funds to for the Wausau Metropolitan Area.

MPO staff is always working on communication methods to involve more platforms between the public and government agencies to provide information and technical assistance and gather public input. MPO staff continues to develop projects and programs to meet the federal metropolitan planning requirements.

EXPLANATION OF COSTS

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

Costs will be allocated to each work element identified by an internal numerical identifier (i.e., 3220, 3230, 3240, 3250, and 3260). The direct costs will be billed to the federal and state agencies and include labor plus fringe benefit costs. Based on Marathon County experience, the fringe benefit rate ranges from 15%-38% of salary (dependent on fringe options employee elects to take). Fringe benefits include vacation, sick leave, holidays, insurance, retirement, etc. Expenses/Indirect costs include office supplies, printing, mileage, and travel, and other allocated costs of county that are assessed to each department. For further information:

[Wausau MPO 2025 Direct and Indirect Costs.](#)

2025 UNIFIED PLANNING WORK PROGRAM SUMMARY LIST OF IDENTIFIED PROJECTS

3220 - Long Range Planning

- a. Bipartisan Infrastructure Law (BIL) Compliance
- b. ADA Compliance
- c. Update the MPO's Title VI plan
- d. 2022 LRTP Implementation
- e. Statewide Transportation Plans (Freight Plan, Active Transportation Plan 2050)
- f. Advancing Transportation System Management (TSM) & Transportation Demand Management (TDM) Tools

3230 - Short Range Planning

- a. Miscellaneous TIP related projects
- b. Short range studies
- c. Implement the 2020 Bicycle and Pedestrian Plan
- d. State Highway Safety Planning
- e. Performance Measures Implementation
- f. Activities identified in the 2021 Planning Emphasis Areas (PEA)
- g. Evaluate bike share programs for potential implementation within the metro area
- h. Evaluate sites for possible regional electric vehicle charging station
- i. Update the Wausau Urbanized Area Functional Classification System

3235 - Safe and Accessible Options (SATO)

- a. SATO Planning Assistance to Transit Studies and Work Groups
- b. SATO Planning Assistance to Communities/Agencies
- c. Data Collection to Support SATO Activities
- d. Trans. Coord. for Seniors and People with Disabilities
- e. Outreach to Traditionally Underserved Populations

3240 - Transit Planning

- a. Attend Metro Ride Transit Commission Meetings
- b. Implement the 2022 Transit Development Plan (TDP)
- c. Paratransit, Elderly and Disabled (85.21) transportation programs
- d. Staff the Marathon County Transportation Coordinating Committee
- e. **Special Study:** Metro Ride facility assessment study
- f. **Special Study:** Evaluate sites for potential new Metro Ride bus barn
- g. Planning Assistance to Transit Studies and Work Groups

3250 - Transportation Improvement Program (TIP)

- a. Develop the 2026-2029 TIP
- b. Monitor TIP identified projects
- c. Conduct the STP-Urban funds allocation process with WisDOT
- d. Amend TIP as needed
- e. Rank and decide projects for 2026-2030 STP-Urban funds cycle

3260 - Transportation Administration and Public Relations

- a. Develop the 2026 Unified Planning Work Program
- b. Prepare all reports for WisDOT and FHWA
- c. Prepare for and attend MPO, County, and related meetings
- d. Attend quarterly MPO Directors meetings and semi-annual review meeting
- e. Attend workshop, conferences, and training sessions

- f. Provide public relations and assistance on MPO and other County related issues, i.e., comprehensive planning, and other planning/zoning activities as it relates to transportation in the Metro area.
- g. Maintain the MPO website and social media accounts
- h. Review current MPO bylaws for potential update
- i. Attend annual MPO conference

MARATHON COUNTY CONSERVATION, PLANNING AND ZONING DEPARTMENT STAFF

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

Laurie Miskimins, Program Manager/MPO Director	laurie.miskimins@marathoncounty.gov
Morgan Arnold, Accountant / Administrative Support	morgan.arnold@marathoncounty.gov
Aaron Anklam, Transportation Planner	aaron.anklam2@marathoncounty.gov
Vacant, Transportation Planner	

Approximate staff time allocated to the Wausau MPO:

Program Manager (MPO Director)	60% or 1240 hours per year
Accountant / Administrative Support	25% or 520 hours per year
Transportation Planner	100% or 2080 hours per year
Transportation Planner (Vacant)	50% or 1040 hours per year

Molly Adzic, Marathon County Employee Resource Director, (molly.adzic@marathoncounty.gov) is the Title IV Coordinator for the Wausau MPO Area.

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

COMMITTEES LIST AND RESPONSIBILITIES

Marathon County Metropolitan Planning Commission

The Marathon County Metropolitan Planning Commission is the policy-making committee for the Metropolitan Planning Organization for the greater Wausau, Wisconsin metropolitan planning area. The committee meets on the 2nd Tuesday of each month.

MPO Technical Advisory Committee

The Technical Advisory Committee (TAC) is a subcommittee of the Wausau MPO. The TAC is made up of technical experts who review documents, plans, and policies in order to make recommendations to the Planning Commission

MPO Bicycle & Pedestrian Sub-Committee

The Bicycle & Pedestrian Sub-Committee was established to study, develop, recommend, and advise the Wausau MPO TAC on a wide range of programs and issues concerning the development and implementation of the bicycle and pedestrian components of the LRTP.

MARATHON COUNTY
CONSERVATION, PLANNING AND ZONING DEPARTMENT



Organizational Chart

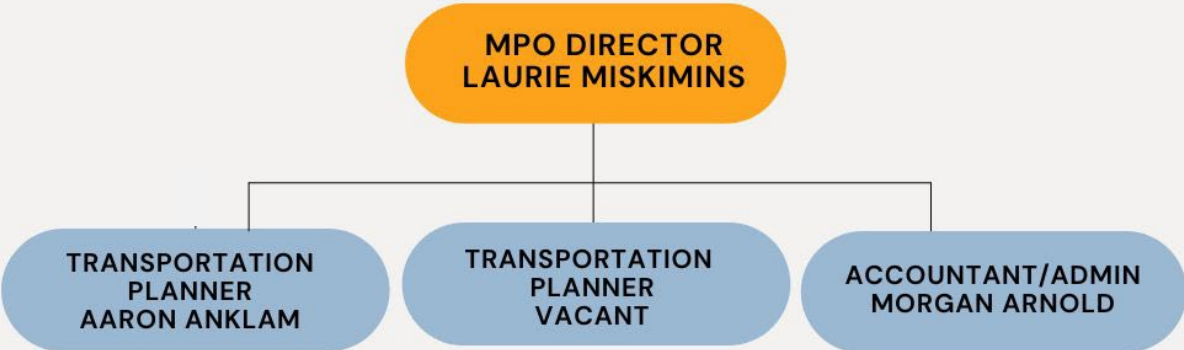


TABLE I
2025 PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGRANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$39,407	\$1,994	\$7,858	20%	\$49,258
3230 - SHORT RANGE PLANNING	\$50,869	\$2,574	\$10,143	26%	\$63,587
3235 – SAFE AND ACCESSIBLE OPTIONS (FTA)	\$16,134	\$0	\$0	6%	\$16,134
3235 – SAFE AND ACCESSIBLE OPTIONS (FHWA)	\$3,866	\$0	\$0	2%	\$3,866
3240 - TRANSIT PLANNING	\$20,095	\$1,017	\$4,007	10%	\$25,118
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$5,754	\$291	\$1,147	3%	\$7,192
3260 - TRANSPORTATION ADMINISTRATION	\$64,910	\$3,285	\$12,943	33%	\$81,138
TOTALS	\$201,034	\$9,161	\$36,098	100%	\$246,293

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

Disclaimer: These allocation totals are only estimates. Final 2025 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

METROPOLITAN PLANNING FACTORS

The Federal Transportation Bill or the Bipartisan Infrastructure Law (BIL) continues the planning factors from federal bills the FAST Act, MAP-21 and SAFETEA-LU that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. The ten metropolitan planning factors include:

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

The following matrix illustrates the 2025 MPO work elements and the metropolitan planning factors to be addressed in each project.

METROPOLITAN PLANNING FACTORS

UPWP Category	UPWP Elements	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
3220a	BIL/FAST Act Compliance	X	X	X	X	X	X	X	X	X	X
3220f	TSM & TDM	X	X	X	X		X	X	X		X
3220d	2022 LRTP Implement		X	X				X	X		X
3230c	Implement 2021 Amended Bike/Ped. Plan	X	X	X	X	X	X	X	X	X	X
3230e	Performance Measures	X		X		X	X	X	X	X	X
3230h	Bike Share Evaluation	X	X		X	X	X	X		X	X
3230i	Electric Charging Station Evaluation	X	X		X	X	X	X		X	X
3235a	Safe and Accessible Options		X	X	X		X				X
3240b	Implement the 2022 TDP	X	X	X	X	X	X	X	X	X	X
3240c	Elderly and Disabled Transportation			X	X	X	X	X	X		X
3240e	Metro Ride Facility Assessment Study	X	X		X	X	X	X		X	X
3240f	Metro Ride Bus Barn Site Evaluation	X	X		X	X		X		X	X
3250a	Transportation Improvement Program 2025-2028	X			X	X	X	X	X	X	X
3260a	2025 Unified Planning Work Program	X	X	X	X	X		X	X	X	X
3260b-g	Administration and Public Relations		X					X			

3220. LONG RANGE TRANSPORTATION PLANNING

Objective

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

Previous Work

In early 2022, the Long-Range Transportation Plan for the Wausau Metropolitan Area was developed to specifically identify the areas of compliance with the previous and new Federal Highway Bills.

Previous Year's Accomplishments (2024)

In 2024, the Wausau MPO supported efforts towards achieving the goals of the LRTP, including but not limited to:

- Providing transportation infrastructure and services that enhance the economic condition of the area.
- Supporting availability of multimodal regional mobility services.
- Supporting design of roadways to be context-sensitive with surrounding areas.
- Supporting public transit options in MPO communities.
- Leveraging funding sources for projects.
- Enhancing intergovernmental coordinating and cooperation.

Methodology

WisDOT has developed the transportation network model which simulates year 2010 conditions. The model inputs include roadway, land use, population, housing and employment data. Forecasts of 2050 population, housing and employment were developed and entered into the model. The existing land use will also be monitored by the local communities to create any modification to the model, if needed. This model will be used to identify the deficiencies in the transportation system as it relates to traffic capacity and not traffic operations. The information in the model helps identify the roadway segments that need attention by the communities and WisDOT. The model data will be updated when the newer 2020 census information becomes available.

Long Range Transportation Plan

The BIL and FAST Act regulations will continue to be used in the implementation of the Long Range Transportation Planning for the MPO. Work items in 2025 include working with citizens, local staff, WisDOT, and consultants that aid in the implementation of the Long Range Transportation Plan for the Wausau Metropolitan Area. The 2050 LRTP will maintain the 20 year planning horizon that will ensure eligible use of federal funding. The U.S. Department of Transportation recommends MPOs also include 2025 work program activities to (1) address the transition to performance based planning and programming; (2) coordinate planning efforts to ensure a regional approach, including among state DOTs, MPOs, and operators of public transportation; and (3) identify and address access to essential services. The following planning activities are incorporated into the work program:

- Compile and generate GIS data for this planning purpose,
- Update the MPO Land Use databases and maps,
- Create and utilize Performance Based Planning and Programming which relates to performance measures/indicators/targets to monitor and track transportation and

land use impacts and planning assumptions that are related to the projects, policies, and recommendations in the Long Range Transportation Plan.

- Work on Regional Planning Coordination with WisDOT and the North Central Wisconsin Regional Planning Commission by involving the MPO on plans and programs that are being conducted to enhance the performance of the group.
- Continue to collaborate on activities to better provide for access to transportation that will entail Environmental Justice analysis and accessibility analysis for all users.
- Work through the 2022 LRTP on consultation with federal and state agencies on the environmental impacts.

The Public Participation Plan for the MPO was approved in November 2020. An update to the Public Participation Plan is in progress for late 2024 or early 2025. The update includes updating MPO staff contact information, membership lists, and incorporating the new 2024 MPO boundary map. Development of the Plan addressed all facets of the public involvement process as it relates to the information and documents prepared by the MPO. This plan also undertakes the:

- Evaluation and criteria used for the effectiveness of existing involvement processes.
- Development of new and more efficient means to engage the public, specifically using technology, i.e., social media and website applications.
- Development and enhancement of the analytical capabilities for assessing impact distributions of transportation programs, policies and activities established in the transportation plan and the TIP.
- Assurance of BIL and FAST Act compliance.
- New thoughts and ideas regarding public engagement in a post-COVID world.

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

As it relates to the Presidential Executive Order regarding Title VI issues, the MPO will use its Title VI, Non-discrimination program/Limited English Proficiency Plan to address the involvement and non-discrimination issues of the MPO with regards to minority and low-income populations and race, color, or national origin. A new plan will be created this year that will aim at helping develop strategies for engaging these populations through public involvement as it relates to the accessibility of major destinations.

Transportation System Database

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

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

Marathon County obtained high resolution digital orthophotography in the fall of 2020. That information provides the basis for updating the latest land cover mapping for the County and the MPO. The land cover will be used for any traffic forecast modeling being generated for the MPO and WisDOT.

The information from the area traffic model was used for the LRTP and may be used by the MPO and WisDOT to evaluate future projects and policies.

Statewide Planning Assistance

The MPO staff coordinates activities between the MPO and WisDOT regarding the development and implementation of state transportation plans and coordinates, to the extent possible, the Wausau Area Long Range Transportation Plan with the adopted statewide strategies. The MPO also works with FHWA and WisDOT to coordinate any efforts related to the federal Surface Transportation Block Grant Program (STBG or STP-Urban)) and National Highway System (NHS). The MPO will assist WisDOT when needed in the implementation of Wisconsin’s statewide transportation plan, Active Transportation Plan 2050, their Wisconsin Rail Plan 2050, the State Freight Plan, and the State Highway Safety Plan.

Product

The staff will continue to primarily work on studies that will become the basis for the MPO to create several new policies. These studies will include looking at Transportation Demand Management tools like the use of Intelligent Transportation Systems (ITS), traffic signals and their related policies; safety issues with crash data of identified intersections freight movements and related impacts; air quality, storm water and other environmental concerns; and the financial costs of the operation and maintenance of the policies or tools that could be established/expanded. Included in this work, MPO staff will develop an updated inventory of ITS technologies, their use within the MPO, and high-level opportunities to expand ITS use to advance safety and mobility in the MPO region.

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

The MPO staff will help coordinate with the County and individual MPO communities on Comprehensive Planning. This will help maintain consistency in the data and information between the communities and the MPO. Any land use information and decisions made by the County and the individual communities will benefit the MPO when creating or utilizing land use information for the Long Range Transportation Plan and particularly in the traffic modeling process. This work will continue to assist the MPO and its communities with any development identified in the 2022 Long Range Plan.

Staff will continue to enhance the aspects of the MPO website. This site is independent of the Marathon County website but has all the appropriate links back to the County’s website. The website provides an ease of operation in obtaining MPO information.

Time Schedule

All Year	2022 LRTP Implementation
All Year	BIL and FAST Act Compliance
All Year	ADA Compliance

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours
(Director-162, Planner-416, Admin/Accountant -0, Vacant - 447)

Program Costs: \$ 49,258

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$39,407
WisDOT	\$ 1,994
Local	<u>\$ 7,858</u>
TOTAL	<u>\$ 49,258</u>

3230. SHORT RANGE TRANSPORTATION PLANNING

Objective

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

Previous Work

Short Range projects have been developed in response to the requests made by the MPO staff, communities, and WisDOT. Examples of previous projects include plans on Camp Phillips Road in the Village of Weston; traffic impact studies; river crossing feasibility for the Rib River and Wisconsin River; Kowalski Interchange analysis; traffic analysis and intersection safety studies, and assistance with preliminary design on road construction projects.

In 2022, staff updated the regional bike routes map. The Commission also meets as necessary.

Previous Year's Accomplishments (2024)

- Providing input for the Eau Claire River Bike/Ped feasibility study.
- Providing input for adding rumble strips on County Highways.
- Establishing the Transit Work Group and providing education and information to MPO communities and assist them in evaluating potential for transit expansion.
- Providing input on the proposed Bus. 51 reconstruct project.

Methodology

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

Product

MPO staff will continue the implementation of the LRTP. These implementation items will be working with the communities to develop the initial planning or review designs or assist in public involvement of the projects identified in the LRTP.

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

identified in the State Highway Safety Plan. Staff will also provide assistance to communities on WisDOT Grant Applications when asked, like the STP-Urban, TAP, and the Carbon Reduction Program Funds.

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

MPO staff will undertake or assist on miscellaneous short range transportation studies requested by the MPO communities. In previous years they were the Camp Phillip Centre, Maple Ridge Interchange development, I39 Interchange Access, the 28th Ave. corridor, as well as a Wisconsin River crossing in the City of Wausau, monitoring the Surface Transportation Block Grant (STP-Urban) funded projects, TIP identified reconstruction projects, and STP-Urban and TAP grant applications.

MPO staff will continue the implementation of the area-wide bicycle/pedestrian plan. The Bicycle/Pedestrian Sub-committee of the MPO oversees the implementation of the plan. The CPZ Transportation Planner will provide planning assistance by overseeing the committee work and participating in the Bicycle/Pedestrian Plan implementation.

MPO staff will research bike share programs from across the country. The purpose is to determine if any of these programs are suitable to fill in public transportation gaps within the metro area.

MPO staff will evaluate sites within the urban area to determine their suitability for future electric charging stations. Staff will evaluate sites within .5 miles of the Designated Alternative Fuel Corridors listed in the Wisconsin State Plan for Electric Vehicle Infrastructure.

Performance-Base Planning and Programming

The federal transportation bills BIL, MAP-21 and FAST Act require incorporation of Performance-Base Planning and Programming (PBPP) in the development of the Metropolitan Planning Organization (MPO) Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

The Wausau Metropolitan Planning Organization has participated in performance-based planning and programming and will continue to advance the national performance measure goals (23 USC 150). MPO staff will continue to create performance measures to monitor and track transportation and land use impacts and planning assumptions that are related to the projects, policies, and recommendations in the Long Range Transportation Plan. In 2025, the MPO will follow WisDOT guidance and set the performance measures based on the WisDOT performance targets when they are created.

Time Schedule

As Needed	State Highway Safety Plan Involvement
All Year Long	Development of LRTP Identified projects.
All Year Long	Short Range Studies

As Needed	Bike and Pedestrian Committee Oversight
All Year Long	Performance Measures
All Year Long	TIP Project Monitoring
May - Aug	Bike Share Programs Metro Area Evaluation
Jan - May	Regional Electric Vehicle Site Evaluation

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
 Department/MPO Person-Hours
 (Director-412, Planner-676, Admin/Accountant -0, Vacant -104)

Program Costs: \$ 63,587

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 50,869
WisDOT	\$ 2,574
Local	<u>\$ 10,143</u>
TOTAL	<u>\$63,587</u>

3235. SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS (SATO)

Objective

Throughout 2025, Staff will work to enhance Complete Streets and Safe and Accessible Transportation Options planning with in the MPO communities to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Previous Year’s Accomplishments (2024)

- Reviewed UniverCity study and looked at bus stops within the City of Wausau for ADA compliance.

Product

Staff will continue to work to further the planning done in a UniverCity Year Program planning study in 2021. This plan made several recommendations to improve the local infrastructure for pedestrians and impaired individuals. Tasks include assessment of sidewalk conditions by identifying missing and improper curb ramps. Tasks also include evaluation of potential locations for audio crossings.

Staff work with implementation of the Transit Development Plan (TDP) and the Transit Work Group (TWG) will also relate to SATO options.

Staff will also work to expand Bicycle & Pedestrian (Bike/Ped) accessibility to traditionally underserved populations, and initiatives to improve Bike/Ped safety.

Time Schedule

All Year Long	Safe and Accessible Transportation Options – 2021UniverCity ADA Planning Study Continuation
All Year Long	Transit Development Plan Implementation

May – Sept

Data collection
ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours
(Director-75, Planner-322, Admin/Accountant -0, Vacant -0)

Program Costs: \$ 20,000

<u>Sources of Funds</u>	<u>Amount</u>
FTA	\$ 16,134
FHWA	\$ 3,866
WisDOT	\$ 0
Local	\$ 0
TOTAL	<u>\$ 20,000</u>

3240. TRANSIT PLANNING

Objective

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

Previous Work

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

Work will continue in 2025 on educating residents and businesses of the value and need for public transit and paratransit in their communities. The development of the TDP in 2022, used public opinion and targeted focus groups to develop strategies for moving forward with the expansion of the service area. It also provides a general sense of how the metro area communities view transit in the area.

In 2023, the MPO began working with the NCWRPC to conduct a Needs Assessment for the Elderly and Disabled for Marathon County and the Wausau MPO. Projects like this will continue to take place as part of the Regional Models of Cooperation and Ladders of Opportunity concepts from MAP-21. The project was completed at the end of 2023.

Previous Year's Accomplishments (2024)

- Establishing the Transit Work Group and providing education and information to MPO communities and assist them in evaluating potential for transit expansion.
- Worked with the new Transit Director on an RFP for a new bus barn facility.
- Reviewed the recommendations brought forward in the 2022 Transit Development Program (TDP)

Product

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

MPO staff will work with Metro Ride staff to implement the 2022 Transit Development Program (TDP).

Staff will work with MPO member communities to reestablish the relationships they had when a broader transit system was in place. The relationships between the MPO, Metro Ride Transit, and the WisDOT are explained in the Cooperative Agreement for Continuing Transportation Planning found at WausauMPO.org.

Staff, with Metro Ride, NCHC and the NCWRPC will work to implement the Coordinated Public Transit Human Service Transportation Plan developed in 2023. This plan will build on the relationships identified in the area.

The signed documents by all parties can be found on the Marathon County and the MPO websites.

Metro Ride has applied for 5310 funds to complete a study of their current facilities to determine the feasibility of retrofitting the facilities for the use of electric buses. MPO staff will support Metro Ride in their application for this grant and will assist them in whatever capacity is required to complete the study.

MPO staff will assist Metro ride in the evaluation of sites within the urban area of Wausau for a potential new bus barn. This item is dependent on the findings in the retrofitting feasibility study mentioned earlier.

Time Schedule

Monthly	Commission Meetings
All year	TDP implementation
All year	Elderly and Disabled Transportation Program Implementation
Sept – Nov	2025 85.21 Elderly and Disabled Transportation Program Application
Jan - June	<u>Special Study</u> : Metro Ride Facility Assessment Study
June – Oct	<u>Special Study</u> : Metro Ride New Bus Barn Site Evaluation

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours
(Director-125, Planner-312, Admin/Accountant -0, Vacant -52)

Program Costs: \$ 25,118

<u>Sources of Funds</u>	<u>Amount</u>
FHWA - Transit	\$ 20,095
WisDOT	\$ 1,017
Local	\$ 4,007
TOTAL	<u>\$ 25,118</u>

3250. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective

Develop a Transportation Improvement Program necessary to program 2026-2029 multi modal transportation improvements within the Wausau Metropolitan Area.

Previous Work

Transportation Improvement Programs have been developed annually since the formation of the Wausau MPO in 1983. The TIP includes federally funded pedestrian, bicycle, transit, and street/highway projects located within the Wausau Metropolitan Area. Annual/biennial elements have been prepared as a component of the TIP to enumerate transportation improvement projects and transit operating and capital needs. The annual TIP contains a section on privatization efforts made by Metro Ride and MPO staff. In 2007, a policy was created that contains eligibility and prioritization criteria which are used in funding the candidate projects. The Technical Advisory Committee modified the selection criteria for selecting projects in 2019.

Previous Year's Accomplishments (2024)

- Maintained the 2024-2027 TIP.
- Provided oversight on projects within the TIP.
- Amended the 2024-2027 TIP a total of 6 times.
- Created the 2025-2028 TIP.

Methodology

Anticipated transportation projects are requested from the MPO communities. Candidate projects for federal funding are screened and prioritized according to the TIP prioritization criteria. The MPO staff reviews the list, and the final selection of Surface Transportation block Grant (STP-Urban) projects is determined by the MPO TAC. In 2019, the MPO TAC revised the TIP prioritization criteria and made modifications needed to make the best-informed decisions when prioritizing projects for funding. The draft TIP is distributed to the Planning Commission, public and private transportation providers in the area, other interested parties, and the general public. A public informational meeting is conducted on the draft TIP in conformance with the Public Participation Plan for the TIP. The final TIP is developed to identify the projects in the Metropolitan Area which utilize federal highway and federal transit funds and is sent to WisDOT and the appropriate federal agencies. Public participation requirements under the BIL and FAST Act will result in greater efforts by MPO staff in the public relations category.

Product

A 2026-2029 Transportation Improvements Program is to be developed identifying highway and transit projects utilizing federal highway and federal transit funds in the Wausau Metropolitan Area.

Time Schedule

All Year	Monitor and Amend TIP as needed
June - August	Project Identification
September	Draft 2026-2029 TIP Document
October	Final 2026-2029 TIP Document
November	Approved TIP submitted to WisDOT

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours

(Director-13, Planner-42, Admin/Accountant -0, Vacant -104)

Program Costs: \$7,192

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 5,754
WisDOT	\$ 291
Local	<u>\$ 1,147</u>
TOTAL	<u>\$7,192</u>

3260. TRANSPORTATION ADMINISTRATION AND PUBLIC RELATIONS

Objective

Prepare a year 2026 Unified Planning Work Program (UPWP); prepare procedures necessary to carry out the transportation planning activities set forth in the 2026 work program; provide continuous educational opportunities for the MPO staff through attendance at WisDOT, FHWA and FTA sponsored or approved training courses and seminars; provide for technical and industry related publications; provide for public information, public relations and program audits; increase interactions and enhance communications between the public and MPO staff; and cooperate with WisDOT's statewide planning efforts.

Previous Work

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

Previous Year's Accomplishments (2024)

- Maintained the daily duties and responsibilities of the MPO.
- Conducted meetings for the MPOC, TCC, and TWG.
- Attended quarterly director meetings.
- Hosted the 2024 MPO/RPC/DOT Transportation Conference.
- Submitted quarterly reports as required.
- Provided technical support as necessary.

Methodology

MPO staff solicits the opinions of the MPO communities on the types of transportation planning activities which should take place in the Wausau Metropolitan Area. A UPWP for 2025 will be developed in response to federal planning requirements and the transportation needs of the MPO communities based on the 2022 Long Range Transportation Plan. Staff attends transportation seminars and conferences promoted, sponsored, or recommended by WisDOT, FHWA and FTA for the development and maintenance of continuing, comprehensive transportation planning programs. MPO staff cooperates with WisDOT projects and programs. MPO staff serves as a public source of

information on transportation plans and issues including statistical data gathered for various transportation projects.

Product and Meetings

MPO staff will prepare a UPWP for 2026, as well as periodic financial and activity reports. The mid-year review meeting with FHWA and WisDOT regarding the UPWP will be held in May/June 2024 with the annual review meeting to be scheduled in October 2024. The Wisconsin MPO directors will also be having scheduled quarterly meetings to discuss planning policy, financial and technical issues, and concerns.

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

To enhance the ability to utilize this information and all other aspects of the MPO, will utilize its own MPO website. This site is independent of the Marathon County website and has all the appropriate links back to the County's website. The website provides a separation of the two websites for ease of operation over the existing situation with less confusion.

Time spent on education and training, which applies to several categories is charged to this category. Support staff functions are allotted to this category, including recording and preparation of meeting minutes and the maintenance of financial records.

In 2025, the MPO will continue with the meeting schedule policy for the Planning Commission. The meetings will be held every second Tuesday of the month at 2:00 pm at 210 River Drive, Wausau, WI. or another designated and advertised meeting location as needed. In 2025, these dates will be January 14, February 11, March 11, April 8, May 13, June 10, July 8, August 12, September 9, October 14, November 11, and December 9. The MPO Technical Advisory Committee will meet, as needed, and the dates and times will be arranged by staff.

Staff will review the current bylaws of the Wausau MPO and compare them to other MPO bylaws from around the country and Wisconsin. Staff will update the bylaws to be more reflective of modern times and will present them to the Commission for adoption.

Time Schedule

July	Departmental Budget
September	Draft UPWP Document
November	Approved UPWP submitted to WisDOT
Quarterly	Submit reports and invoices
Quarterly	MPO Director's Meetings
Monthly	County Highway Committee Meetings
Monthly	MPO Meetings
All Year	MPO Website Maintenance
All Year	MPO Bylaws Review
Fall	Attend MPO Conference

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours

(Director-462, Planner-312, Admin/Accountant -520, Vacant -333)

Program Cost:	\$ 81,138
<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 64,910
WisDOT	\$ 3,285
Local	<u>\$ 12,943</u>
TOTAL	<u>\$ 81,138</u>

TABLE I
2025 PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGRANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$39,407	\$1,994	\$7,858	20%	\$49,258
3230 - SHORT RANGE PLANNING	\$50,869	\$2,574	\$10,143	26%	\$63,587
3235 – SAFE AND ACCESSIBLE OPTIONS (FTA)	\$16,134	\$0	\$0	6%	\$16,134
3235 – SAFE AND ACCESSIBLE OPTIONS (FHWA)	\$3,866	\$0	\$0	2%	\$3,866
3240 - SHORT RANGE TRANSIT PLANNING	\$20,095	\$1,017	\$4,007	10%	\$25,118
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$5,754	\$291	\$1,147	3%	\$7,192
3260 - TRANSPORTATION ADMINISTRATION	\$64,910	\$3,285	\$12,943	33%	\$81,138
TOTALS	\$201,034	\$9,161	\$36,098	100%	\$246,293

Numbers may not add correctly due to rounding.

Disclaimer: These allocation totals are only estimates. Final 2025 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

TABLE II
2025 OBJECT CLASS BUDGET

OBJECT	FHWA PL - FUNDS	STATE MATCH	LOCAL MATCH	TOTAL
	80%	4.0482%	15.9518%	
SALARIES*	\$166,635	\$8,505	\$33,512	\$228,652
OFFICE SUPPLIES & EQUIP	\$6,645	\$303	\$1,193	\$8,141
PRINTING	\$816	\$37	\$147	\$1,000
TRAVEL	\$6,530	\$298	\$1,173	\$8,000
MILEAGE	\$408	\$19	\$73	\$500
TOTAL FUNDS - NO SATO	\$181,034	\$9,161	\$36,098	\$226,293
SATO SALARIES	\$20,000	\$0	\$0	\$20,000
TOTAL FUNDS - WITH SATO	\$201,034	\$9,161	\$36,098	\$246,293

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

* Salaries includes fringe benefits ranging from 15%-38% and do not include any indirect charges. Fringe rates fluctuate by employee due to the type of insurance and other benefits an employee may opt to take each year.

Disclaimer: These allocation totals are only estimates. Final 2025 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

TABLE III
 2025 COST SHARE DISTRIBUTION
 WAUSAU METROPOLITAN PLANNING ORGANIZATION

MUNICIPALITY	PERCENT	AMOUNT
MARATHON COUNTY	50.00%	\$18,048.87
CITY OF WAUSAU	23.38%	\$8,439.65
VILLAGE OF WESTON	9.15%	\$3,304.42
VILLAGE OF KRONENWETTER	4.31%	\$1,555.05
VILLAGE OF RIB MOUNTAIN	3.97%	\$1,433.87
VILLAGE OF ROTHSCHILD	3.26%	\$1,177.18
CITY OF MOSINEE	2.60%	\$939.70
CITY OF SCHOFIELD	1.38%	\$497.57
TOWN OF STETTIN	0.51%	\$185.25
VILLAGE OF MAINE	0.47%	\$170.02
TOWN OF WAUSAU	0.46%	\$167.67
TOWN OF WESTON	0.27%	\$95.80
TOWN OF MOSINEE	0.23%	\$82.66
TOTAL	100.00%	\$36,097.73

Note: Percent is based upon the 2020 Census population for communities within the Wausau Metropolitan Planning Boundary. Population figures are based on the 2020 Census counts from the Bureau of the Census and aggregated by the 2023 municipal boundaries and the Wausau Planning Area.

APPENDIX A
RESOLUTION ADOPTING
2025
UNIFIED PLANNING WORK PROGRAM

APPENDIX A
MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # 8-24

**RESOLUTION ADOPTING THE
2025 UNIFIED PLANNING WORK PROGRAM
FOR THE WAUSAU METROPOLITAN AREA**

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

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Conservation, Planning and Zoning Department has developed a one-year Unified Planning Work Program for the Wausau Metropolitan Area; and

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

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

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission adopts the *2025 Unified Planning Work Program for the Wausau Metropolitan Area*; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity,
4. Section 11101(e) of the Infrastructure Investment and Jobs Act (Public 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 go to certified DBE firms;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

6. 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;
7. 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;
8. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED that the Marathon County Metropolitan Planning Commission recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 22nd day of October 2024



Randy Fifrick, Chairman



Laurie Miskimins, Commission Secretary,
Metropolitan Planning Organization Director

APPENDIX B

MPO SELF CERTIFICATION SUMMARY

2025

UNIFIED PLANNING WORK PROGRAM

APPENDIX B MPO SELF CERTIFICATION SUMMARY

The Wausau Metropolitan Planning Organization (MPO) Commission, as the policy board of the MPO, is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal transportation legislation, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements. (Compliance with the Clean Air Act is not required as the Wausau urbanized area is not an air quality non-attainment or maintenance area.)

By federal law, agencies providing transportation services and/or receiving federal money must categorically adhere to the requirements as listed in the MPO's adoption/self-certification resolution.

With the approval of the Self-Certification, the MPO Commission is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services. The Transportation Planning Work Program includes documentation that, as an agency and in partnership with its members, the MPO Commission adheres to the applicable requirements of federal transportation legislation.

The 9 requirements for self-certification are summarized below.

1. **23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;** These citations summarize the metropolitan planning requirements. Under these requirements, the MPO must currently have an approved Transportation Improvement Program, Long-range Transportation Plan, Transportation Planning Work Program, and Public Participation Plan. The MPO is also required to have interagency agreements, approved metropolitan area boundaries, and annual listings of obligated projects.
 - Wausau MPO Compliance: The MPO complies with this requirement because it currently has an approved TIP, Long range Transportation Plan, Transportation Planning Work Program, and Public Participation Plan. The MPO also has all of its required agreements, approved boundaries, and listings of obligated projects.
2. **Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;** Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin.
 - Wausau MPO Compliance: The MPO complies with this requirement through the policies identified in the Wausau Metropolitan Planning Organization (MPO) Title VI Plan/Limited English Proficiency Plan/Public Participation Plan.
3. **49 USC 5332,** prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity,

- Wausau MPO Compliance: The MPO complies with this requirement through the policies identified in the WAUSAU Metropolitan Planning Organization (MPO) Title VI Plan/Limited English Proficiency Plan/Public Participation Plan.
4. **Section 11101(e) of the Infrastructure Investment and Jobs Act (Public 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 go to certified DBE firms;
 - Wausau MPO Compliance: The MPO does not typically utilize outside contractors in the execution of planning projects. However, if the situation should arise, the MPO will establish and follow a DBE policy.
 5. **23 CFR part 230,** regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - Wausau MPO Compliance: This requirement does not directly apply to the Wausau MPO because it is not involved in federal or federal-aid highway construction contracts.
 6. **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;
 - Wausau MPO Compliance: The MPO complies with this requirement through the policies identified in the Wausau Metropolitan Planning Organization (MPO) Title VI Plan/Limited English Proficiency Plan/Public Participation Plan.
 7. **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;
 - Wausau MPO Compliance: The MPO complies with this requirement through the policies identified in the Wausau Metropolitan Planning Organization (MPO) Title VI Plan/Limited English Proficiency Plan/Public Participation Plan.
 8. **Section 324 of title 23, U.S.C.** regarding the prohibition of discrimination based on gender; and
 - Wausau MPO Compliance: The MPO complies with this requirement through the policies identified in the Wausau Metropolitan Planning Organization (MPO) Title VI Plan/Limited English Proficiency Plan/Public Participation Plan.
 9. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27** regarding discrimination against individuals with disabilities.
 - Wausau MPO Compliance: The MPO complies with this requirement through the policies identified in the Wausau Metropolitan Planning Organization (MPO) Title VI Plan/Limited English Proficiency Plan/Public Participation Plan.

APPENDIX C

2024 TITLE VI ACCOMPLISHMENTS

APPENDIX C

2024 TITLE VI ACCOMPLISHMENTS

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

2024 Accomplishments

- ◆ Using the 2020 U.S. Census Bureau information and the Marathon County GIS, analysis was conducted on the location and proximity of low-income and minority populations to the projects listed in the Transportation Improvement Program (TIP). This analysis was conducted to verify if the planning process or individual projects had any adverse effects on the minority and low-income populations of the area. The areas referenced on the maps indicate the census blocks that have a minority and low-income population that is higher than the MPO average.

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

- ◆ MPO staff used the MPO Public Participation Plan to articulate the way information and ideas are gathered and disseminated to the general public based on recent changes to the way the public is being engaged and will be in the future.
- ◆ MPO staff participated in public meetings and open houses pertaining to projects being conducted in the Wausau area. All of the meetings were held to get more people involved in the decision making process and inform them of the impacts of the projects. Since March 2020, all the meetings have been offered to be attended virtually.
- ◆ The MPO through its Bicycle/Pedestrian Committee is implementing the *Amended Wausau MPO 2021 Bicycle and Pedestrian Plan*. The Plan identifies routes and areas to walk and bike that will give the minority and low income populations more options to get to their destinations throughout the metro area. MPO Staff continued to monitor the Bike Route/Signage System that was put in place in 2013 to identify the best routes to bike between communities representing more of an arterial bike route system.
- ◆ Staff maintained an independent Wausau MPO webpage to disseminate information in a timely, visual, electronic format. The WausauMPO.org and bicycleausau.org websites are the main focus for information.

2025 Goals

- ◆ Continue to develop and articulate how the area will address issues pertaining to involvement of minority and low-income populations in the planning and project development process by expanding the outreach and involvement efforts.
 - ◆ Utilize the Title VI Non-Discrimination Program/Limited English Proficiency Plan for the MPO area. The Plan sets forth the assurances that no person or group shall be excluded from participation in any and all programs or services administered by the MPO.
- Implement the Public Participation Plan to engage with the public better.
- ◆ Continue to enhance the website and social media presence for the Wausau MPO to disseminate information in a timely, visual, electronic format.
 - ◆ Utilize the written language assistance plan, which will include the availability of minority language publications.
 - ◆ Utilize the new *2023 Coordinated Public Transit Human Services Transportation Needs Assessment for Marathon County*, and address the accessibility needs for the elderly and disabled populations of the area.
 - ◆ Evaluate documents, maps, brochures, and other MPO resources that may need be translated in other languages.

APPENDIX D

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

AND THE

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

AND THE

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

APPENDIX D

TITLE VI
NON-DISCRIMINATION PROGRAM/
LIMITED ENGLISH PROFICIENCY PLAN

and the

TITLE VI NON-DISCRIMINATION AGREEMENT

and the

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

and the

PUBLIC PARTICIPATION PLAN
FOR ITS TRANSPORTATION PLANS AND PROGRAMS

These four documents describing how the MPO will conduct itself with regards to any Title IV, Non-Discrimination and Limited English Proficiency issues and how the entities will work together to provide Transit Planning functions in the Wausau Metro Area can be obtained by going to the MPO webpage. The Website is: WausauMPO.org

APPENDIX E
MEETINGS CALENDAR

2025 Calendar

January

Su	Mo	Tu	We	Th	Fr	Sa
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

February

Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	1

March

Su	Mo	Tu	We	Th	Fr	Sa
23	24	25	26	27	28	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

April

Su	Mo	Tu	We	Th	Fr	Sa
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3

May

Su	Mo	Tu	We	Th	Fr	Sa
27	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5

July

Su	Mo	Tu	We	Th	Fr	Sa
29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2

August

Su	Mo	Tu	We	Th	Fr	Sa
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

September

Su	Mo	Tu	We	Th	Fr	Sa
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4

October

Su	Mo	Tu	We	Th	Fr	Sa
28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

November

Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6

December

Su	Mo	Tu	We	Th	Fr	Sa
30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

APPENDIX F

MPO

UNIFIED PLANNING WORK PROGRAM

CHECKLIST

APPENDIX F
MPO UPWP CHECKLIST

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