



WAUSAU METROPOLITAN
PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

January 1, 2027- December 31, 2027

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

October 2026



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

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**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)
UNIFIED PLANNING WORK PROGRAM 2027**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION (Wausau MPOC)

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Judith Hase	President, Village of Maine
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Mark Maloney	President, Village of Weston
Tom Helbach	Mayor, City of Mosinee
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Matt Bronson	Director, WisDOT - North Central Region

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MaKayla Galecki, Interim Transportation Planner	Wausau MPO/Marathon County CPZ
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Brian Grefe, CWA Manager	Central Wisconsin Airport
Darryl Landeau, Transportation Planner	North Central Wisconsin RPC
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Jared Grande, Community Development Director	Village of Rib Mountain
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Greg Ulman, Public Works Director	Village of Kronenwetter
Vacant, Comm. Dev./ Zoning Admin.	Village of Kronenwetter
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Dave Meurett	WisDOT – North Central Region
Sydney Eberhardy	WisDOT – Bureau of Planning
Jason Nordberg	FHWA – Ex Officio Member
Evan Gross	FTA – Ex Officio member

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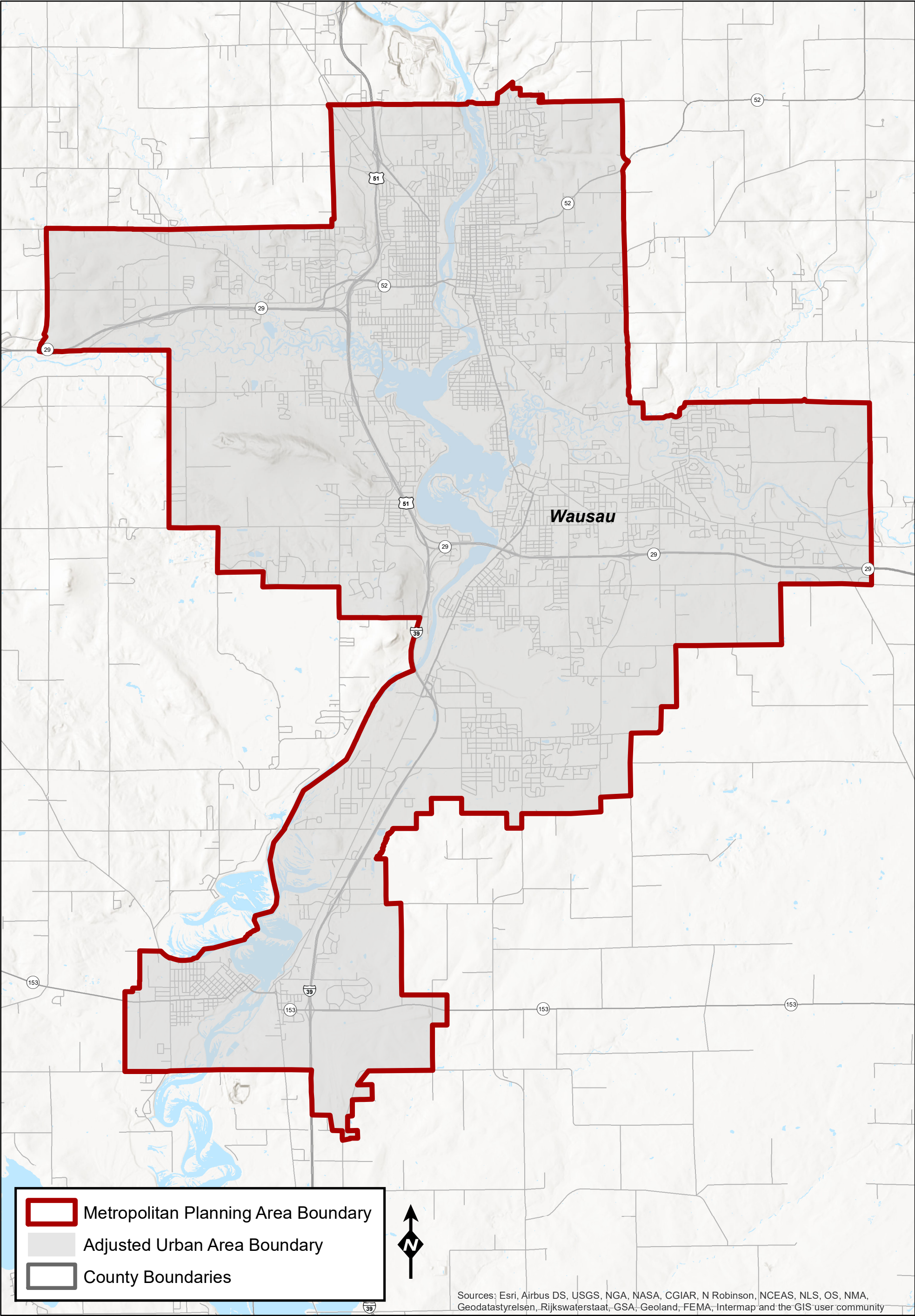
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The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title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

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Wausau

Metropolitan Planning Area Boundary - August 30, 2024



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2027 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 2026. The Work Program includes activities under Long Range Transportation Planning (LRTP), Short Range Transportation Planning, Transit Planning, the Transportation Improvement Program (TIP) and Program Administration, and Safe and Accessible Transportation Options (SATO).

Long Range Transportation Planning focuses on development of the 2050 Plan and projects that have a long-term nature. The Public Participation Plan (PPP) for the metro area includes opportunities for people to access information about MPO planning using 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 focus is to ensure compliance with all Infrastructure Investment and Jobs Act (IIJA) requirements. The 2027 Wausau MPO UPWP will include working toward the implementation of that plan along with ensuring compliance with all IIJA requirements.

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 implement the *2021 Bicycle and Pedestrians Plan* for the Metro area will remain a part of that focus.

MPO staff continue 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 continue to provide technical assistance for the Transit Commission and its staff. The MPO and Metro Ride hired a consultant to complete the 2022-2026 Transit Development Plan (TDP). MPO and Metro Ride staff are working to overcome the budgetary and service delivery issues identified in the plan to create a system that works effectively 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 2026-2031 STP-Urban funding cycle will identify the projects to allocate funds to for the Wausau Metropolitan Area.

MPO staff are continuously 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 according to the grant amounts provided to the Wausau MPO by each funding agency, as well as the amounts received from all other funding sources, based on their respective cost-share formulas.

Costs will be allocated to each work element identified by an internal numerical identifier (i.e., 3220, 3230, 3235, 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's data, the fringe benefit rate is approximately 15%-35% of salary (dependent on fringe options employee elects to take). Fringe benefits include PTO, holidays, insurance, retirement, etc. Other direct expenses include office supplies, printing, mileage, travel, and contractual services.

The Wausau MPO is housed within the Marathon County Conservation, Planning, & Zoning Department. Marathon County is the cognizant agency for the MPO indirect cost rate. A Central Services Cost Allocation Plan is conducted at the end of each calendar year, which provides data to determine an indirect cost per hour per employee. This is the rate authorized for use in the UPWP by Marathon County. At the date of publishing, the 2025 plan was not yet available, so the Marathon County Finance Director directed the 2024 data should continue to be used. For further information: See Appendix F.

2027 UNIFIED PLANNING WORK PROGRAM SUMMARY LIST OF IDENTIFIED PROJECTS

3220 - Long Range Planning

- a. Infrastructure Investment and Jobs Act (IIJA)
- b. ADA compliance
- c. 2022 LRTP implementation
- d. Statewide transportation plans (freight plan, active transportation plan 2050)
- e. Finalize 2027 LRTP

3230 - Short Range Planning

- a. Miscellaneous TIP related projects
- b. Short range studies
- c. Implement the 2021 bicycle and pedestrian plan
- d. State highway safety planning
- e. Performance measures implementation
- f. Conduct a comprehensive safety action plan through the Safe Streets and Roads for All (SS4A) grant program
- g. Wausau MPO STP-U and TAP scoring criteria update
- h. Wausau MPO bike map maintenance
- i. Conduct bicycle routing analysis to support update of Wausau MPO Bicycle and Pedestrian Plan

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. Transportation coordination for seniors and people with disabilities
- e. Community outreach, education and initiative development and management
- f. Finalize 2027 LRTP
- g. SS4A comprehensive safety action plan
- h. Begin update to the Wausau MPO Bicycle and Pedestrian Plan

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 Program
- d. Staff the Marathon County Transportation Coordinating Committee (TCC)
- e. Planning assistance to transit studies and work groups
- f. Develop the 2027-2031 TDP

3250 - Transportation Improvement Program (TIP)

- a. Develop the 2028-2031 TIP
- b. Monitor TIP identified projects
- c. Amend the 2027-2030 TIP as needed

3260 - Transportation Administration and Public Relations

- a. Develop the 2028 Unified Planning Work Program (UPWP)
- b. Prepare all reports for WisDOT and FHWA
- c. Manage annual budget
- d. Prepare for and attend MPO, county, and other related meetings
- e. Attend quarterly MPO director's meetings and semi-annual review meeting
- f. Attend workshops, conferences, and training sessions
- g. 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.
- h. Maintain the MPO website and social media accounts
- i. Review current MPO bylaws for potential update
- j. Attend annual MPO/RPC/WisDOT transportation conference
- k. Attend annual Wisconsin APA conference
- l. Respond and prepare for planning work related to federal and state actions and/or transportation bill extension/reauthorization.

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, Director / Secretary
Lora Robinson, Accountant / Administrative Support
MaKayla Galecki, Interim Transportation Planner
Vacant, Planning Technician

laurie.miskimins@marathoncounty.gov
lora.robinson@marathoncounty.gov
makayla.galecki@marathoncounty.gov

Approximate staff time allocated to the Wausau MPO:

Program Manager (MPO Director)	41% or 853 hours per year
Accountant / Administrative Support	25% or 520 hours per year
Transportation Planner	100% or 2080 hours per year
Planning Technician	26% or 541 hours per year

Molly Adzic, Marathon County Human Resources 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) or Bureau of Transit, Local Roads, Rails and Harbors (BTLRRH), 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 board for the Metropolitan Planning Organization for the greater Wausau, Wisconsin metropolitan planning area. The commission 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. The TAC does not have a set meeting schedule. Meetings are held as needed.

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. The Bicycle & Pedestrian Sub-Committee meets on the 1st Thursday of every third month or as needed.

MARATHON COUNTY
CONSERVATION, PLANNING AND ZONING (CPZ) DEPARTMENT



Wausau MPO Organizational Chart

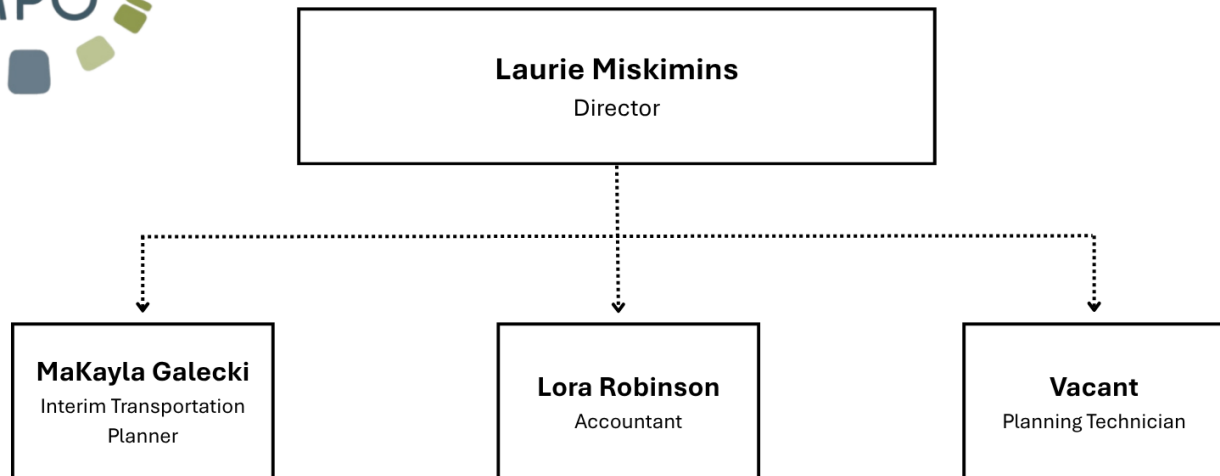


TABLE I

2027 PROJECT BUDGET -PLANNING FUNDS

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$27,325	\$1,741	\$5,090	14%	\$34,156
3230 - SHORT RANGE PLANNING	\$41,963	\$2,674	\$7,817	21%	\$52,454
3235 – SAFE AND ACCESSIBLE OPTIONS (FTA)	\$15,000	\$0	\$0	6%	\$15,000
3235 – SAFE AND ACCESSIBLE OPTIONS (FHWA)	\$50,000	\$0	\$0	21%	\$50,000
3240 - TRANSIT PLANNING	\$28,491	\$1,815	\$5,307	15%	\$35,613
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$7,430	\$473	\$1,384	4%	\$9,287
3260 - TRANSPORTATION ADMINISTRATION	\$38,376	\$2,445	\$7,149	20%	\$47,970
TOTALS	\$208,585	\$9,148	\$26,748	100%	\$244,481

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

Disclaimer: These allocation totals are only estimates. Final 2027 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

METROPOLITAN PLANNING FACTORS

The Federal Transportation Bill or the Infrastructure Investment & Jobs Act (IIJA) 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 2027 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	IIJA or Federal Transportation Reauthorization Compliance	X	X	X	X	X	X	X	X	X	X
3220b	ADA Compliance	X	X	X	X	X	X			X	
3220c	2022 LRTP Implementation	X	X	X	X	X	X	X	X	X	X
3220d	Statewide Transportation Plans (Freight, ATP 2050)	X	X	X	X	X	X	X	X	X	X
3220e	2027 LRTP Development	X	X	X	X	X	X	X	X	X	X
3230a	Misc. TIP Related Projects	X	X	X	X	X	X	X	X	X	X
3230b	Short Range Studies	X	X	X	X	X	X	X	X	X	X
3230c	Implement 2021 Bicycle & Pedestrian Plan	X	X	X	X	X	X	X	X	X	X
3230d	State Highway Safety Planning		X	X		X	X	X			
3230e	Performance Measures Implementation	X		X	X	X	X	X	X	X	X
3230f	SS4A Comprehensive Safety Action Plan		X	X	X	X	X	X	X	X	
3230g	STP-U and TAP Scoring Criteria Update	X	X	X	X	X	X	X	X	X	X
3230h	Wausau MPO Bike Map Upkeep	X	X	X	X	X	X		X	X	X
3230i	Bicycle Route Analysis	X	X	X	X	X	X		X	X	X
3235a	SATO Transit Studies Work Group Assistance	X	X	X	X	X	X	X		X	
3235b	SATO Community/Agency Assistance	X	X	X	X	X	X	X		X	
3235c	SATO Data Collection	X		X	X		X	X		X	
3235d	Transportation Coordination (Elderly/Disabled)		X	X	X		X			X	
3235e	Community Outreach	X	X	X	X	X				X	
3235f	2027 LRTP Development (SATO)	X	X	X	X	X	X	X	X	X	X
3235g	SS4A Comprehensive Safety Action Plan (SATO)		X	X	X	X	X	X	X	X	
3235h	Update Bicycle & Pedestrian Plan	X	X	X	X	X	X	X	X	X	X
3240a	Attend Metro Ride Transit Commission Meetings	C	X	X	X	X	X	X		X	
3240b	Implement 2022 Transit Development Plan (TDP)	X	X	X	X	X	X	X	X	X	
3240c	Paratransit / Elderly & Disabled (85.21) Program		X	X	X	X	X			X	
3240d	Staff Transportation Coordinating Committee (TCC)	X	X	X	X	X	X	X		X	
3240e	Planning Assistance to Transit Studies & Work Groups	X	X	X	X	X	X	X		X	
3240f	Develop 2027–2031 Transit Development Plan (TDP Update)	X	X	X	X	X	X	X	X	X	
3250a	Develop 2028–2031 TIP	X		X	X	X	X	X	X	X	X
3250b	Monitor TIP Projects	X		X	X	X	X	X	X	X	
3250c	Amend 2027–2030 TIP	X		X	X	X	X	X	X	X	
3260a	Develop 2028 UPWP	X		X	X	X	X	X	X	X	X
3260b	Prepare Reports for WisDOT and FHWA	X		X	X	X	X	X	X	X	
3260c	MPO / County / Related Meetings	X	X	X	X	X	X	X		X	
3260d	Prepare for and attend MPO, county, and other related meetings	X	X	X	X	X	X	X		X	
3260e	Attend quarterly MPO director's meetings and semi-annual review meeting	X	X	X	X	X	X	X		X	
3260f	Attend workshops, conferences, and training sessions	X	X	X	X	X	X	X		X	
3260g	Provide public relations and assistance on MPO and other country-related issues	X	X	X	X	X	X	X		X	X
3260h	Maintain the MPO website and social media accounts	X	X	X	X	X	X	X		X	X
3260i	Review current MPO bylaws	X				X	X	X			
3260j	Attend annual MPO/RPC/WisDOT transportation conference	X	X	X	X	X	X	X		X	
3260k	Attend annual Wisconsin APA conference	X	X	X	X	X	X	X		X	
3260l	Respond and prepare for planning work related to federal and state actions and/or transportation bill extension/reauthorization.	X		X	X	X	X	X	X	X	X

3220. LONG RANGE TRANSPORTATION PLANNING

Objective

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

Previous Work

In 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 (2026)

- 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 to surrounding areas.
- Supporting public transit options in MPO communities.
- Leveraging funding sources for projects.
- Enhancing intergovernmental coordination and cooperation.
- 2027 LRTP update development

Methodology

WisDOT has developed a transportation network model that previously simulated baseline conditions for the year 2010 and is now transitioning to use 2020 conditions as the new base year. The model incorporates roadway, land use, population, housing, and employment data. Updated forecasts for 2050's population, housing, and employment have been developed and entered into the model. Local communities will continue to monitor existing land use and provide updates to ensure the model remains accurate. The model is used to identify deficiencies in the transportation system related to traffic capacity (not traffic operations). Results help pinpoint roadway segments that may require attention from both local communities and WisDOT. With the release of 2020 Census data, model inputs and outputs are being updated to reflect the most current demographic and land use conditions, ensuring future transportation planning decisions are based on reliable and up-to-date information.

Long Range Transportation Plan

The IIJA and FAST Act regulations will continue to be used in the implementation of the Long-Range Transportation Planning for the MPO. Work items in 2027 include working with citizens, local staff, WisDOT, and consultants that aid in the update and 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 2027 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.
- Finish update to the 2022 Adopted LRTP, to include, but not limited to:
 - Update existing conditions and trends analysis
 - Update traffic model scenarios
 - Incorporate updated plans and strategies
 - Align plan elements with updated WisDOT guidelines
 - Review and update goals and objectives
 - Review and update future projects
 - Update financial plan
 - Conduct public participation and regional coordination

The Public Participation Plan for the MPO was approved in November 2020 and updated in October 2024. 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 IIJA and FAST Act compliance.
- New thoughts and ideas regarding public engagement.

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.

The Wausau 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. The Wausau MPO updated and approved its Title VI, non-discrimination program/limited English proficiency plan in December 2024.

Transportation System Database

MPO staff work includes 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, with new imagery coming available in 2026. 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 Connect 2050, 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 look at congestion management with issues like 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 that will be established.

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

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

Time Schedule

All Year	2022 LRTP Implementation
Q1 2027	Finalize and adopt 2027 LTRP
All Year	IIJA and FAST Act Compliance
All Year	Americans with Disabilities Act (ADA) Compliance

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours
(Director-113, Planner- 354, Admin/Accountant- 0, Technician- 199)

Direct Program Costs: \$ 34,156

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 27,325
WisDOT	\$ 1,741
Local	\$ 5,090
TOTAL	<u>\$ 34,156</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 because 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.

Previous Year's Accomplishments (2026)

- Providing input for the Eau Claire River Bike/Ped feasibility study.
- Providing input on various roadway projects in the metro area.
- Assisting in updating the Travel Demand Model (TDM).
- In alignment with IIJA and the FAST Act, continued developing and implementing performance measures to guide the LRTP and TIP, tracking impacts tied to transportation and land use projects.
- Updated the Wausau MPO Online Bike Map
- Applied for Bicycle Friendly Community Status
- Applied for SS4A funds to complete a Comprehensive Safety Action Plan

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 and work towards developing the 2027 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, LRIP, and Local Bridge Program Funds.

MPO staff will continue to use ITS strategies in the Wausau area, specifically those associated with the Highway 51/29 corridor. The I-39 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, I-39 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 Transportation Planner and Planning Technician will provide planning assistance by overseeing the committee work and participating in the Bicycle/Pedestrian Plan implementation. In addition, staff will work with a consultant to complete an updated bicycle route analysis to support the update of the Wausau MPO Bicycle and Pedestrian Plan and coordination on area bicycle and pedestrian planning efforts.

MPO staff will work with the MPO TAC to update the STP-Urban and TAP criteria in line with any new federal or state guidance and responsive to a transportation bill extension/reauthorization. New criteria will need to be finalized in advance of the next call for projects.

Performance-Base Planning and Programming

The federal transportation bills IIJA, 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 measure 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 2027, the MPO will follow WisDOT guidance and set 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
All Year Long	Bike and Pedestrian Committee Oversight
All Year Long	Performance Measures
All Year Long	TIP Project Monitoring
All Year Long	SS4A Comprehensive Safety Action Plan
All Year Long	

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours (Director-195, Planner- 356, Admin/Accountant-0, Technician-119)	
Consultant Services for Bicycle Route Planning Analysis	\$14,484
MPO Direct Costs	<u>\$37,970</u>
Direct Program Costs:	\$ 52,454

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 41,963
WisDOT	\$ 2,674
Local	\$ 7,817
TOTAL	<u>\$ 52,454</u>

3235. SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS (SATO)

Objective

Throughout 2027, staff will work to enhance Complete Streets and Safe and Accessible Transportation Options (SATO) planning within 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 (2026)

- Staffed the Wausau MPO Bike/Ped Sub-Committee.
- Updated the Wausau MPO Bike Map.
- Supported TAP project submittals and project evaluation.
- Updated some bicycle safety information, and provided bicycle education courses
- Strategized on new information, education, and initiatives the Bike/Ped Committee may want to disseminate and undertake in 2027.
- Implemented/distributed new information, initiatives, coordination, and education on bicycle and pedestrian safety in cooperation with other MPO and non-profit partners.

- Provided coordination and support to other regional bicycle efforts.
- Worked on implementing the TDP and expanding SATO into transit programs.
- Started working on a scope for updating the Bike/Ped Plan
- Data collection through bike/ped counters

Product

Throughout 2027, staff will continue advancing Safe and Accessible Transportation Options (SATO) planning by integrating Complete Streets principles into transportation planning activities and supporting projects that improve safety, accessibility, and mobility for all users.

Staff will provide SATO planning assistance to transit studies, local communities, and partner agencies to ensure transportation investments consider the needs of pedestrians, bicyclists, public transportation users, children, older adults, individuals with disabilities, motorists, and freight. Efforts will also include transportation coordination activities that improve mobility for seniors and individuals with disabilities, community outreach and education, and data collection to support planning and performance measurement.

Building on previous work, staff will continue implementing recommendations from the Transit Development Plan (TDP) and integrate SATO principles into transit planning and programming. Staff will also support development of the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan and finalize transportation elements associated with the 2027 Long-Range Transportation Plan (LRTP).

To improve active transportation throughout the region, staff will begin an update of the Wausau MPO Bicycle and Pedestrian Plan, continue expanding bicycle and pedestrian accessibility, and identify opportunities to improve the safety and connectivity of the regional bicycle and pedestrian network through planning, coordination, and implementation activities.

Time Schedule

All Year Long	Transit Development Plan implementation
All Year Long	2027 TDP Update
May – Sept	Data collection
All Year Long	Bike/Ped Meeting and Activities related to SATO
All Year Long	SATO in SS4A
All Year Long	Updating the Bike/Ped Plan

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours (Director-323, Planner-535, Admin/Accountant -0, Technician -196)	
Consultant Services for Bicycle & Pedestrian Plan Update	\$5,245.56
MPO Direct Costs	<u>\$59,754.44</u>
Direct Program Costs:	\$65,000

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 50,000
FTA	\$ 15,000
WisDOT	\$ 0
Local	\$ 0
TOTAL	<u>\$ 65,000</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 2027 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 (2026)

- Assisted Metro Ride with their Facility Study.
- Provided Elderly and Disabled Transportation Assistance through the 85.21 Grant Program and the Transportation Coordinating Committee.
- Reviewed the recommendations brought forward in the 2022 Transit Development Program (TDP).
- Started the scope on the 2027 TDP and applied for 5304 funding.

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 of 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). The MPO and Metro Ride have received FTA 5304 funds for updating the TDP in 2027. The

MPO will work with Metro Ride to select a consultant, coordinate stakeholder outreach and engagement and update the plan.

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 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 is in the process of completing 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 finalizing this study and next steps toward implementation. 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 feasibility study mentioned earlier.

Time Schedule

Monthly	Commission Meetings
All Year Long	TDP implementation
All Year Long	Develop 2027 TDP
All Year Long	Elderly and Disabled Transportation Program Implementation
Sept – Nov	2026 85.21 Elderly and Disabled Transportation Program Application

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning
Department/MPO Person-Hours
(Director-102, Planner-502, Admin/Accountant -0, Technician -0)

Direct Program Costs:	\$ 35,613
Contracted Services (5304 FTA Funds)	\$150,000

<u>Sources of Funds</u>	<u>Amount</u>
FHWA - Transit	\$ 28,491
WisDOT	\$ 1,815
Local	\$ 5,307
FTA 5304	\$150,000
TOTAL	<u>\$ 185,613</u>

3250. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective

Develop a Transportation Improvement Program necessary to program 2028-2031 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 (2026)

- Maintained the 2025-2028 TIP.
- Provided oversight on projects within the TIP.
- Amended the 2025-2028 TIP as needed.
- Processed Administrative Changes to the 2025-2028 TIP.
- Created the 2027-2030 TIP

Methodology

Anticipated transportation projects are requested from the MPO communities and due to MPO staff by mid-July. 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 IIJA and FAST Act will result in greater efforts by MPO staff in the public relations category.

In the 2027-2030 TIP, the MPO will be adopting new TIP amendment procedures. The MPO Public Participation Plan will need to be amended in 2027 to include these new procedures.

Product

Maintenance of the 2027-2030 adopted TIP.

A 2028-2031 Transportation Improvements Program is to be developed identifying highway and transit projects utilizing federal highway and federal transit funds in the Wausau Metropolitan Area.

Updated list of Federally Obligated Projects.

Amended Public Participation Plan to include new TIP Amendment procedures.

Time Schedule

All Year Long	Monitor and Amend TIP as needed
January	Update Public Participation Plan to reflect TIP Amendment procedures adopted in 2027-2030 TIP
March	Update and post the Federally Obligated Projects List
June - July	Project Identification with MPO Communities and WisDOT
August	Draft 2028-2031 TIP Document
October	Final 2028-2031 TIP Document
November	Approved TIP submitted to WisDOT

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours
(Director-0, Planner-166, Admin/Accountant -0, Technician -0)

Direct Program Costs: **\$9,287**

<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 7,430
WisDOT	\$ 473
Local	\$ 1,384
TOTAL	<u>\$ 9,287</u>

3260. TRANSPORTATION ADMINISTRATION AND PUBLIC RELATIONS

Objective

Prepare 2028 Unified Planning Work Program (UPWP); prepare procedures necessary to carry out the transportation planning activities set forth in the 2027 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 IIJA.

Previous Year's Accomplishments (2026)

- Maintained the daily duties and responsibilities of the MPO.
- Conducted meetings for the MPOC, TCC, TAC, and Bike/Ped.

- Attended quarterly director meetings.
- Attended the 2026 MPO/RPC/DOT Transportation Conference.
- Attended the 2026 WI APA Planning 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 2028 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 2028, 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/July 2027. The Wisconsin MPO directors will also have 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, it 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 2027, 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 1000 Lake View Drive, Wausau, WI. or another designated and advertised meeting location as needed. In 2027, these dates will be January 12, February 9, March 9, April 13, May 11, June 8, July 13, August 10, September 14, October 12, November 9, and December 14. The MPO Technical Advisory Committee will meet, as needed, and the dates and times will be arranged by staff. The Bike/Ped Sub-Committee meets once every quarter and as needed.

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.

Staff will also prepare for unforeseen transportation planning work because of federal or state actions such as a federal transportation act extension/reauthorization, new regulations/guidance, and/or new executive order.

Time Schedule

July	Departmental Budget
July	Draft UPWP Document
October	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 Long	MPO Website Maintenance
All Year Long	MPO Bylaws Review
All Year Long	Manage new or unforeseen work related to federal and state actions or orders
Fall	Attend MPO Conference

ESTIMATED TIME AND COST

Marathon County Conservation, Planning and Zoning Department/MPO Person-Hours
(Director-119, Planner-166, Admin/Accountant -520, Technician -27)

Direct Program Cost:	\$ 47,970
<u>Sources of Funds</u>	<u>Amount</u>
FHWA	\$ 38,376
WisDOT	\$ 2,445
Local	\$ 7,149
TOTAL	<u>\$ 47,970</u>

TABLE I
2027 PL PROJECT BUDGET

PROJECT	FEDERAL HIGHWAY ADMINISTRATION PL - FUNDS	WISCONSIN DEPARTMENT OF TRANSPORTATION	METROPOLITAN PLANNING ORGANIZATION	PERCENT OF BUDGET	TOTALS
3220 - LONG RANGE PLANNING	\$27,325	\$1,741	\$5,090	14%	\$34,156
3230 - SHORT RANGE PLANNING	\$41,963	\$2,674	\$7,817	21%	\$52,454
3235 – SAFE AND ACCESSIBLE OPTIONS (FTA)	\$15,000	\$0	\$0	6%	\$15,000
3235 – SAFE AND ACCESSIBLE OPTIONS (FHWA)	\$50,000	\$0	\$0	21%	\$50,000
3240 - TRANSIT PLANNING	\$28,491	\$1,815	\$5,307	15%	\$35,613
3250 - TRANSPORTATION IMPROVEMENTS PROGRAM	\$7,430	\$473	\$1,384	4%	\$9,287
3260 - TRANSPORTATION ADMINISTRATION	\$38,376	\$2,445	\$7,149	20%	\$47,970
TOTALS	\$208,585	\$9,148	\$26,748	100%	\$244,481

Numbers may not add correctly due to rounding.

Disclaimer: These allocation totals are only estimates. Final 2027 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

TABLE II
2027 PL OBJECT CLASS BUDGET

OBJECT	FHWA PL - FUNDS	STATE MATCH	LOCAL MATCH	TOTAL
	80%	5.09695%	14.90305%	
SALARIES*	\$181,692	\$7,969	\$23,299	\$212,960
OFFICE SUPPLIES	\$6,434	\$282	\$825	\$7,541
CONTRACTUAL	\$16,833	\$738	\$2,159	\$19,730
TRAVEL	\$2,773	\$122	\$356	\$3,250
MILEAGE	\$853	\$37	\$109	\$1,000
TOTAL FUNDS - NO SATO	\$143,585	\$9,148	\$26,748	\$179,841
SATO DIRECT COSTS	\$65,000	\$0	\$0	\$65,000
TOTAL FUNDS - WITH SATO	\$208,585	\$9,148	\$26,748	\$244,481

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

* Salaries include 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 2027 Planning (PL) funding will be based on FHWA approvals of the MPO's UPWP.

TABLE III
2027 COST SHARE DISTRIBUTION
WAUSAU METROPOLITAN PLANNING ORGANIZATION

MUNICIPALITY	PERCENT	AMOUNT
MARATHON COUNTY	50.00%	\$13,374.06
CITY OF WAUSAU	23.38%	\$6,253.71
VILLAGE OF WESTON	9.15%	\$2,448.55
VILLAGE OF KRONENWETTER	4.31%	\$1,152.28
VILLAGE OF RIB MOUNTAIN	3.97%	\$1,062.49
VILLAGE OF ROTHSCILD	3.26%	\$872.28
CITY OF MOSINEE	2.60%	\$696.31
CITY OF SCHOFIELD	1.38%	\$368.70
TOWN OF STETTIN	0.51%	\$137.27
VILLAGE OF MAINE	0.47%	\$125.98
TOWN OF WAUSAU	0.46%	\$124.24
TOWN OF WESTON	0.27%	\$70.99
TOWN OF MOSINEE	0.23%	\$61.25
TOTAL	100.00%	\$26,748.11

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 2024 municipal boundaries and the Wausau Planning Area.

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APPENDIX A

RESOLUTION ADOPTING

2027

UNIFIED PLANNING WORK PROGRAM

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APPENDIX A
MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # X-26

**RESOLUTION ADOPTING THE
2027 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 *2026 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 CRF 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 20th day of October 2026



Duane Gau, Chairman



Laurie Miskimins, Commission Secretary,
Metropolitan Planning Organization Director

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APPENDIX B

MPO SELF CERTIFICATION SUMMARY

2027

UNIFIED PLANNING WORK PROGRAM

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APPENDIX B

MPO SELF CERTIFICATION SUMMARY

In accordance with 23 CFR 450.336(a) the Wausau MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment 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 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 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 (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on sex; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

By: 
Wausau MPO Planning Commission Chair

Date: _____

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 Infrastructure Investment and Jobs Act (IIJA), 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 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 Unified Planning Work Program includes documentation that, as an agency and in partnership with its members, the MPO Commission adheres to the applicable requirements of IIJA.

The ten requirements for self-certification are listed below.

(1) *23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.*

- a) These citations summarize the metropolitan planning requirements. i. The MPO has an approved Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), Unified Work Program (UPWP), Congestion Management Process (CMP), Public Participation Plan (PPP), required interagency agreements, approved metropolitan area boundaries, and annual listings of obligated projects.

(2) In nonattainment 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 93):

- a) All state and local transportation officials will take part in a 3C planning process in nonattainment areas to determine which planning elements will be developed, adopted, and implemented to maintain or improve the air quality for said area.
- b) In nonattainment areas that include more than one state, the affected states may jointly undertake and implement air quality planning procedures.
 - i. For nonattainment areas, activities not conforming to approved State Implementation Plans (SIPs) will not be financially supported by the federal government. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air quality standards. Refer to 42 USC §§ 7408, 7410, 7504, 7505a, 7506 (c) and (d), 7511, 7512, and §7604; 49 USC Chapter 53; and 23 USC §134.

(3) *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21:* Title VI of the Civil Rights Act of 1964 prohibits exclusion from participation, denial of benefits, and discrimination under federally assisted programs on grounds of race, color, or

national origin. Title VI assurance regulations were also executed by each state, prohibiting discrimination on the basis of sex or disability. Refer to 23 USC §324 and 29 USC §794.

- a) Reference Title VI accomplishments identified in the UPWP.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, religion, disability national origin, sex or age in employment or business opportunity:
- a) The agency should document their adherence to these requirements on their website.
- (5) 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 in USDOT funded projects:
- a) The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially, and economically disadvantaged businesses.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts:
- a) The agency should document the MPO's Equal Employment Opportunity (EEO) policies on their website.
- (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:*
- a) Programs and activities funded with federal dollars are prohibited from discrimination based on disability.
 - b) Compliance with the applicable regulations is a condition of receiving federal financial assistance from the U.S. Department of Transportation.
 - c) Refer to the American with Disabilities Act of 1990 as amended (PL 101-336); 49 CFR Parts 27, 37, and 38.
- (8) *The Older Americans Act, as amended (42 U.S.C. 6101):*
- a) Confirms opportunity for employment with no discriminatory personnel practices because of age.
 - i. Also, the Older American Act Amendments of 2006 included provisions relating to transportation.
- (9) *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on sex:*
- a) No one on the basis of sex shall be denied participation in or benefits of any program or activity receiving Federal assistance under Title 23.
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities:
- a) This law protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency.

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APPENDIX C

2026 TITLE VI ACCOMPLISHMENTS

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APPENDIX C

2026 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.

2026 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 from 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 bicyclewausau.org websites are the main focus for information.

2027 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 *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.

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APPENDIX D

TITLE VI

**NON-DISCRIMINATION PROGRAM/
LIMITED ENGLISH PROFICIENCY PLAN**

AND THE

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

AND THE

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

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APPENDIX D

TITLE VI
NON-DISCRIMINATION PROGRAM/
LIMITED ENGLISH PROFICIENCY PLAN

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

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APPENDIX E
MEETINGS CALENDAR

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2027 Calendar



January

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

February

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	1	2	3	4	5	6

March

Su	Mo	Tu	We	Th	Fr	Sa
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

April

Su	Mo	Tu	We	Th	Fr	Sa
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

May

Su	Mo	Tu	We	Th	Fr	Sa
25	26	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	1	2	3	4	5

June

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

July

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

August

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	31	1	2	3	4

September

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	1	2

October

Su	Mo	Tu	We	Th	Fr	Sa
26	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	1	2	3	4	5	6

November

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

December

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

Wausau MPO Planning Commission meetings are held at 2:00 PM on the second Tuesday of each month as indicated by the highlighted dates. TAC and Bike/Ped held as needed.

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APPENDIX F

**EXPLANATION OF DIRECT
& INDIRECT COSTS**

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

- 1) All costs included in this proposal (as dated below) to establish cost allocations or billings for the fiscal year ended December 31, 2024, are allowable in accordance with the requirements of 2 CFR Part 200 and the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
- 2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Governmental unit: **Marathon County, Wisconsin**

Signature: Samantha Fenske

Name of Official: Samantha Fenske

Title: Finance Director

Date of Execution: 01-06-2026

WAUSAU MPO EXPLANATION OF 2027 DIRECT & INDIRECT COSTS

<u>MPO SALARIES</u>	<u>2026 Estimated Time on MPO Program</u>	<u>Approximate # of hours</u>	<u>Estimated Chargeable Salary</u>
MPO Director	41%	853	\$44,394
Accountant/Administrative Support	25%	520	\$18,209
Transportation Planner	100%	2080	\$76,320
Planning Technician	26%	520	\$10,384
Total Estimated Direct Salary Costs			\$149,307

<u>MPO FRINGE</u>	<u>Total Estimated Fringe for 2026 (Four Fulltime Employees)</u>	<u>Estimated Fringe Attributable to MPO</u>
MPO Director	\$30,839	\$11,902
Accountant/Administrative Support	\$39,084	\$10,162
Transportation Planner	\$36,749	\$36,749
Planning Technician	\$18,799	\$4,841
Total Estimated Fringe Costs	\$125,471	\$63,653
TOTAL PERSONNEL COSTS: SALARY & FRINGE		\$212,960

BREAKDOWN OF MPO ONLY FRINGE ESTIMATES

	<u>Social Security</u>	<u>Medicare</u>	<u>Medical</u>	<u>Dental</u>	<u>Workers' Comp</u>	<u>PEHP</u>	<u>WRS</u>	<u>Life Coverage</u>
<u>Fringe Estimates for 2026 (Four Employees; based on estimated benefit elections for the employees)</u>	\$9,251	\$2,165	\$37,372	\$1,236	\$1,663	\$1,108	\$10,825	\$28

NON-PERSONNEL DIRECT EXPENSES FOR MPO

Office Supplies, Equipment, & Printing	\$7,541
Travel	\$3,250
Mileage	\$1,000
Contractual Services	\$19,729.82
Total	\$31,520.82

ESTIMATED TOTAL DIRECT COSTS FOR WAUSAU MPO IN 2026	\$244,480.82
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**INDIRECT ALLOCATION COSTS FOR MARATHON
COUNTY CONSERVATION, PLANNING, & ZONING**

Special Accounting	\$2,634.75
Information Technology	\$351,163.69
Employee Resources	\$34,998.58
Corporation Counsel	\$7,284.91
County Administrator	\$27,394.65
Finance Department	\$45,169.20
Property and Liability Insurance	\$26,348.38
Facilities and Capital Management	\$96,635.62
County Treasurer	\$5,332.60
Central Services Communications	\$22,682.26
TOTAL	\$619,644.64
Per Employee in Department	\$20,654.82
Estimated Hourly (based on 2080 hours/year)	\$9.93
Estimated attributable to MPO Work	\$39,451.89

Indirect Costs provided by Marathon County Finance via the Central Services Cost Allocation Plan located at <https://www.marathoncounty.gov/home/showpublisheddocument/17597/639034578480670000>.

The Wausau MPO is housed within the Marathon County Conservation, Planning, & Zoning Department. Marathon County is the cognizant agency for the MPO indirect cost rate. A Central Services Cost Allocation Plan is conducted at the end of each calendar year, which provides data to determine an indirect cost per hour per employee. This is the rate authorized for use in the UPWP by Marathon County. At the date of publishing, the 2025 plan was not yet available, so the Marathon County Finance Director directed the 2024 data should continue to be used.

