

Transportation Improvement Program

for the

Eau Claire Urbanized Area

2012-2016

Adopted October 5, 2011

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**Transportation Improvement Program
For the
Eau Claire Urbanized Area**

2012-2016

Urban Transportation Projects Programming Component

Prepared for:
Chippewa-Eau Claire Metropolitan Planning Organization

With assistance provided by staff from
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The preparation of this document was financed, in part, through State Transportation Planning Assistance funds from the Wisconsin Department of Transportation with a supplemental planning grant from the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

Adopted: October 5, 2011

Abstract

Title: Transportation Improvement Program for the Eau Claire Urbanized Area, 2012-2016

Author: Chippewa-Eau Claire Metropolitan Planning Organization

Subject: A five-year listing of proposed transportation improvements based on a transportation plan, the area's priorities, and estimates for total costs and revenues.

Date: October 5, 2011

Local Planning Agency: West Central Wisconsin Regional Planning Commission

Source of Copies: West Central Wisconsin Regional Planning Commission
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Abstract: This report is the Transportation Improvement Program (TIP) for the Chippewa-Eau Claire Metropolitan Planning Organization. It is a five-year listing of transportation projects that are proposed to be carried out between 2012 and 2016. The TIP is intended to be in compliance with both the area's major transportation plan elements and Federal review requirements.

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I. INTRODUCTION

This report presents the Transportation Improvement Program (TIP) for the Chippewa-Eau Claire Metropolitan Planning Area (refer to Map A). The TIP consolidates, in one report, a listing of all programmed highway, transit, bicycle/pedestrian, and other transportation projects which may be implemented with federal funds, those that are of regional significance, and represent identified priority needs over a five-year period.

Flexibility of SAFETEA-LU Funding

Flexibility has been maintained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funding categories to ensure that the long-range multi-modal transportation goals of the new legislation are fully considered. It is the intent of this TIP to facilitate the continued flexibility of SAFETEA-LU and to clarify planning procedures to the extent possible. The following statements are directed toward this end.

- The MPO and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment.
- If WisDOT or the transit operator(s) wish to proceed with a project(s) not in the first year of the TIP, the MPO agrees that projects from the second through fifth year of the TIP can be advanced to proceed with federal fund commitment without the MPO being further involved in this project selection.
- Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval for use of allocation STP-Urban funds.

II. CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) has the responsibility for carrying out a multi-modal transportation planning and programming process of which the TIP is part. Both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that all federally funded transportation projects be included in the TIP to receive federal aid. While the MPO, in cooperation with WisDOT and local units of government, is responsible for prioritizing surface transportation projects within the urbanized area, additional federal-aid transportation projects within the metropolitan planning area (such as STP-rural projects) are also included for information purposes and intended to comply with the SAFETEA-LU metropolitan planning requirements.

III. TIP DEVELOPMENT

MPO Action Required

All local units of government within the Eau Claire Urbanized Area were requested to submit a list of federally assisted transportation projects that are proposed over the 2012-2016 time period in their jurisdiction. The Wisconsin Department of Transportation (WisDOT) received a similar request. Priorities are established by local governmental units and the state in their submittal to the MPO. The MPO reviewed the submitted projects based on compliance with transportation plan recommendations and availability of federal and state transportation funds. The final TIP is reviewed and endorsed by the MPO. The TIP is then submitted to WisDOT for approval on behalf of the Governor and then submitted by WisDOT to FHWA and FTA for their acceptance.

Public Participation Process

A continued goal of SAFETEA-LU is to provide public awareness of and involvement in the transportation planning and programming process. The MPO continues to maintain an extensive public participation process as an integral component of its planning and programming activities. The following actions, contained in the MPO's public Involvement Plan, summarize the MPO's efforts in addressing the public participation process.

- The MPO maintains a Technical Advisory Committee comprised of Federal, WisDOT, and municipal representatives for highways and transit, and private sector transit representatives.
- A mailing list of local private transit operators is maintained and used for direct notification and solicitation of input for the development of TIPs, work programs, and special studies requiring their expertise.
- Special study committees are formed when needed (such as a bicycle facilities study committee), and are comprised of citizen and TAC members, as well as other necessary expertise.
- All meetings (MPO, TAC, Special Study) are advertised through the local media.
- Public information meetings are held in conjunction with planning studies in progress, or when requested.
- Public notices are employed to inform the general public of the availability of all draft and final TIPs, work programs, and planning studies for review and comment. Also to offer the opportunity to request a public hearing prior to final action by the MPO Policy Committee.
- Refer to Appendix 2 for public participation documentation.
- The MPO also maintains a web site at <http://www.wcwrpc.org> for public information and contact purposes.

Map A

Back of Map A

In addition to these specific actions by the MPO, all TIP projects submitted by local municipalities, as well as MPO work program activities submitted for local municipal review, are subject to the public participation process mandated through the open meeting laws and legal notices required for all formal action by local units of government. The Wisconsin Department of Transportation also relies on the public involvement process conducted by the MPO for the development of the State TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307/5309 programs.

IV. TRANSPORTATION IMPROVEMENT PROJECTS

Project Implementation Status

The implementation status for those projects identified for 2010 and 2011 in the previous 2010-2014 TIP is described in Table 1. Only those projects for which funds have not been expended are addressed. The annual listing of obligated projects can be found at www.WCWRPC.org.

**Table 1
Project Implementation Status
2010 and 2011 Projects**

Status of Project	Project Description	Implementing Agency
Delayed to 2012	High Bridge Repair and Deck (trail)	City of Eau Claire
Canceled	Rudolph Road/Mitscher roundabout	City of Eau Claire
Delayed to 2012	Melby Street (Starr to Anderson)	City of Eau Claire
Delayed to 2012	South M.S. trail connection, etc.	City of Eau Claire
Delayed to 2012	Chippewa R. Trail (relocation Short St.)	City of Eau Claire
Delayed to 2013	Melby Street (Victor to 115th)	City of Eau Claire
Delayed to 2012	Spring St. (Duncan Creek Bridge)	City of Chippewa Falls
Delayed to 2014	Chippewa R. Trail (40th to Chippewa Mall Dr.)	City of Chippewa Falls
Postponed indefinitely	Pumphouse Rd. bike/ped. trail	City of Chippewa Falls
Delayed to 2012	East Loop Trail	City of Altoona
Canceled	North Crossing/USH 12 (south ramp)	WisDOT
Canceled	North Crossing/USH 12 (north ramp)	WisDOT
Delayed to 2012	S Farwell/Madison signal modification	City of Eau Claire
Delayed to 2012	USH 53-Hastings Way (JT)	WisDOT
Delayed to 2012, 2014	I-94 (USH 12/STH 29 - STH 312)	WisDOT
Delayed to 2012, 2015	Water St Bridge (over Chippewa R.)	WisDOT

Financial Plan

Table 2 presents the estimated federal funding requests, inflated to estimate project year dollars, and federal funding availability for the federal-aid eligible transportation projects identified in the 2012-2016 TIP. In addition, local project needs are identified through each municipality's multi-year capital improvements program and local funds are committed during the development of annual municipal budgets. The projects identified in Table 3 represent the fundable projects from current and proposed federal, state, and local sources. The projects identified in the 2012-2016 TIP are financially constrained to the available funding sources noted.

2012-2016 TIP Projects

The 2012-2016 TIP projects are listed in Table 3. The table includes a project sponsor, work description, funding source and share, total cost estimated construction year dollars, and the applicable federal aid program. Table 3 is preceded by a reference guide to the assigned federally funded programs on page 8.

Allocation of Transit Funds

The local distribution of FTA Section 5307 operating assistance funds between Eau Claire Transit and Chippewa Falls Shared-Ride Taxi follows the state's allocation formula established under TRANS 8 legislation.

The MPO adopted this method of distribution based on the formula that WisDOT implemented for the distribution of Section 5307 operating assistance funds for urbanized areas with populations under 200,000. The allocation formula presented under TRANS 8 legislation distributes Section 5307 operating assistance funds to eligible transit systems on a flat percentage basis determined by comparing statewide Section 5307 operating assistance needs to FTA Section 5307 funding levels. The degree to which the funding levels are able to address needs determines the percent of funds distributed to eligible transit systems. This statewide distribution formula has been accepted by the MPO and incorporated into the budgeting processes of both the Eau Claire and Chippewa Falls transit systems.

2012-2016 Transit Capital Projects

The programmed and anticipated expenditures for transit in the Eau Claire Urbanized Area for 2012 through 2016 are shown in Table 3 (page 9). Both operating and capital expenditures are listed, though capital expenditures are listed as "illustrative projects" until funds are approved by FTA. There will be five applicants for federal transit aid: (1) Eau Claire Transit System; (2) Chippewa Falls Shared-Ride Taxi System; (3) Center for Independent Living of Western Wisconsin, (4) West Central Wisconsin community Action Agency, Inc., and (5) Western Dairyland Economic Opportunity Council, Inc.

The Eau Claire Transit System will be requesting operating funds from the Section 5307 program and capital acquisition funds from the Section 5309 program. Eau Claire Transit will require approximately \$32 million in total operating funds between 2012 and 2016. Eau Claire Transit is also anticipating expenditures of \$4.8 million in 2013 to build a new transfer station. In addition, ECT will expend \$1.2 million for replacement buses in 2012, \$350,000 in 2012 for new automated fareboxes, \$1.35 million for the purchase of paratransit vehicles in 2014, \$3 million for eight replacement vehicles in 2014, another \$3 million for 6 replacement buses in 2015, and \$52,000 for route sign maps in 2016.

The Chippewa Falls Shared-Ride Taxi System expects to replace vehicles at a steady pace over the next five years, requiring approximately \$60,000 per year. The purchase of these vehicles will improve transit services for the mobility impaired, as well as the general public. Approximately \$2 million will be needed to operate the system from 2012 through 2016.

The Center for Independent Living of Western Wisconsin (CILWW) is applying for continued funding through Section 5317 (New Freedom). Funding requested includes operating funds to continue the voucher transportation program and associated personnel costs, and for capital, including materials related to mobility manager activities. CILWW is also applying for a Veterans Transportation and Community Living Initiative (VTCLI) Grant to expand the Volunteer Driver Training Program and transportation services, and to add dispatch offices in our region. In collaboration with Eau Claire County ADRC, Eau Claire City Transit, Eau Claire County Veterans Office, Chippewa County Veterans Office, and other community partners to obtain in-kind and cash local match for this grant, which will, over five years, create the region's first One call/One click information center for transportation services. The Veterans Transportation and Community Living Initiative (VTCLI) grant is a partnership between the US Departments of Defense, Health and Human Services, Labor, Transportation and Veterans Affairs, and is funded under the FTA Section 5309 -Discretionary Bus and Bus facilities program.

Western Dairyland Economic Opportunity Council, Inc., and the West Central Wisconsin Community Action Agency, Inc., are both applying for continued funding under the Wisconsin Employment Transportation Assistance Program (WETAP), partially funded by the FTA Section 5316 Jobs Access and Reverse Commute (JARC) program. The community Action Agency, Inc. will be continuing their rideshare and JumpStart programs, assisting with work and work related transportation for low income individuals and families. Wisconsin Dairyland will continue their vehicle repair and purchase assistance programs.

TIP Standard Reference for Federal Funding Projects

Category Title	Highway Purpose	Non-Highway (NH) Purpose	Federal Transit Adm. (FTA) Purpose
Safe Routes to School		SRTS	
National Highway System	NHS		
Interstate Maintenance	IM		
Bridge Replacement & Rehabilitation	BR		
STP Enhancements	EN	EN/NH	EN/FTA
STP Urban	URB	URB/NH	URB/FTA
STP Rural	RU	RU/NH	RU/FTA
STP Flexibility*	FLX	FLX/NH	FLX/FTA
Safety	HSIP	rail crossing	
Transit Planning			5304
Urban Area Formula Program			5307
Transit Capital			5309
State Elderly & Persons with Disabilities			5310
Rural Area Formula Program			5311
Job Access & Reverse Commute			5316 (JARC)
New Freedom			5317

*Note: STP-State Flexibility is assigned only by WisDOT, and can be used interchangeably with equity adjustment funds, as specified in Table 3, if applicable.

Table 2
Available Federal Funding for 2012-2016
(in year of expenditure \$*; and in thousands of \$)

Funding Source		Programmed Expenditures						Estimated Available Funding					
Agency	Program	2012	2013	2014	2015	2016	Total	2012	2013	2014	2015	2016	Total
Federal Highway Administration	URB (STP-U local)	\$1,031	\$1,793	\$1,217	\$0	\$1,263	\$5,304	\$1,031	\$1,793	\$1,217	\$0	\$1,263	\$5,304
	STP (STP-U state)	6,096	0	0	8,224	0	\$14,320	6,096	0	0	8,224	0	\$14,320
	STP Enhancement	855	468	0	0	264	\$1,586	855	468	0	0	264	\$1,586
	STP Rural	381	950	0	0	0	\$1,331	381	950	0	0	0	\$1,331
	NHS/Major Project	0	0	0	0	0	\$0	0	0	0	0	0	\$0
	IM	11,213	9,070	16,951	0	0	\$37,234	11,213	9,070	16,951	0	0	\$37,234
	HSIP (STP-Safety)	1,176	0	0	0	0	\$1,176	1,176	0	0	0	0	\$1,176
	STP Bridge	2,577	25	211	0	0	\$2,813	2,577	25	211	0	0	\$2,813
	SRTS	286	0	0	0	0	\$286	286	0	0	0	0	\$286
	TOTAL		\$23,615	\$12,305	\$18,379	\$8,224	\$1,527	\$64,050	\$23,615	\$12,305	\$18,379	\$8,224	\$1,527
Federal Transit Administration	FTA Section 5307 (Urban Area Formula Program - Operating)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	FTA Section 5307 (ARRA)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	FTA Section 5309 (Urban Area-Capital)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	FTA Section 5304 (Urban Area-Planning)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	FTA Section 5310 (Elderly & Persons with Disabilities Program)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	FTA Section 5316 (JARC/WETAP)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	FTA Section 5317 (New Freedom)	NA	NA	NA	NA	NA	\$0	NA	NA	NA	NA	NA	\$0
	TOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Costs are inflated at a rate of 2.8% each year after 2012.

Table 3
2012-2016 TIP Project Listing
(in 2012 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Transit																						
C. Eau Claire	Operating Assistance																					
Illustrative projects	Eau Claire Transit	OPS	1,782	1,663	2,495	5,940	1,860	1,736	2,604	6,200	1,916	1,788	2,682	6,386	1,973	1,842	2,763	6,578	2,032	1,897	2,845	6,775
	(P)																					
	Section 5307	TOTAL	1,782	1,663	2,495	5,940	1,860	1,736	2,604	6,200	1,916	1,788	2,682	6,386	1,973	1,842	2,763	6,578	2,032	1,897	2,845	6,775
C. Eau Claire	Capital Assistance - ECT																					
Illustrative projects	Transfer Center	CAP				0	4,000	0	800	4,800				0				0				0
	40 ft. replacement buses (8)	CAP				0				0	2,400	0	600	3,000				0				0
	35-ft. replacement buses (2)	CAP	992	0	240	1,232				0				0				0				0
	Replacement buses (6)	CAP				0				0				0	2,400	0	600	3,000				0
	Automated fareboxes	CAP	280	0	70	350				0				0				0				0
	Paratransit vehicles (12)	CAP				0				0	1,080	0	270	1,350				0				0
	Route sign maps	CAP				0				0				0				0	42	0	10	52
	Section 5309 (P)	TOTAL	1,272	0	310	1,582	4,000	0	800	4,800	3,480	0	870	4,350	2,400	0	600	3,000	42	0	10	52
C. Chippewa Falls	Operating Assistance																					
Illustrative project	Shared Ride Taxi	OPS	140	131	196	467	144	134	201	479	147	137	207	491	151	141	213	506	156	145	220	521
	(P)	CAP				0				0				0				0				0
	Section 5307	TOTAL	140	131	196	467	144	134	201	479	147	137	207	491	151	141	213	506	156	145	220	521
C. Chippewa Falls	Capital Assistance - SRT																					
Illustrative project	Replacement Vehicles	OPS				0				0				0				0				0
	(P)	CAP	59	0	11	70	60	0	12	72	60	0	12	72	60	0	12	72	60	0	12	72
	Section 5309	TOTAL	59	0	11	70	60	0	12	72	60	0	12	72	60	0	12	72	60	0	12	72
CILWW	Regional Mobility Mgr.																					
Illustrative projects		OPS	237	0	164	401				0				0				0				0
	(P)	CAP				0				0				0				0				0
Appl. Submitted	Section 5317 (New Freedom)	TOTAL	237	0	164	401	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CILWW	One Call/One Click Transp.																					
Illustrative project	Resource Center Projects	OPS	2,000	0	500	2,500				0				0				0				0
	(P)	CAP				0				0				0				0				0
Appl. Submitted	S 5309 Veterans Transportation and Community Living Initiative (VTCLI)	TOTAL	2,000	0	500	2,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 3
2012-2016 TIP Project Listing
(in 2012 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
West Central WI Comm. Action Agency, Inc. Illustrative project Appl. Submitted	Rideshare & JumpStart (vehicle purchase and repair) programs	OPS CAP	59	30	30	118																	
	(P) Section 5316 (WETAP/JARC)	TOTAL	59	30	30	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Western Dairyland Econ. Opportunity Council, Inc. Illustrative project Appl. Submitted	Vehicle Repair, Vehicle Purchase and Training programs	OPS CAP	97	49	49	195																	
	(P) Section 5316 (WETAP/JARC)	TOTAL	97	49	49	195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle/Pedestrian																							
C. Chippewa Falls 370-08-006 8996-00-74	Pump House Road Bike/Pedestrian Trail Pumphouse Road to STH 178 (Cray Blvd)	PE ROW CONST				0				0				0									
	(2.40 mi.) (P) EN/NH	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236	0	80	316	
	Map #A																						
C. Altoona 370-07-017 7824-00-71	East Loop Trail Bike/Pedestrian Trail South Beach Dr. to 3rd Street East	PE ROW CONST				0				0				0									
	(2.30 mi.) (P) EN/NH	TOTAL	194	0	55	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Map #B																						
C. Eau Claire 370-08-023 7995-02-32	South M.S. trail connection curb extension, & bike racks	Infrastr Non-Infr	286	0	2	288								0									
	SRTS (P) Map #C	TOTAL	286	0	2	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C. Eau Claire 370-09-033 7995-02-31	Chippewa River Trail relocation at Short Street	PE ROW CONST				0				0				0									
	(1.00 mi.) (P) EN/NH	TOTAL	169	0	42	211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Map #D																						

Table 3
2012-2016 TIP Project Listing
(in 2012 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
C. Eau Claire 370-09-034 7995-02-29	High Bridge Repair and Deck remove rails, construct deck, safety railing, connection to City's multiuse trail system (0.20 mi.) EN/NH (P) Map #E	PE ROW CONST TOTAL	492	0	123	615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C. Chippewa Falls 370-10-017 8996-00-93	Chippewa River Trail Bike/Pedestrian Trail 40th St. to Chippewa Mall Dr. (2.86 mi.) (P) EN/NH Map #F	PE ROW CONST TOTAL	0	0	0	0	455	0	114	569	0	0	0	0	0	0	0	0	0	0	0	0
Highway																						
Chippewa County 370-05-004 8919-03-72,73	CTH X Lake Wissota Bridge B-09-0008 Reconstruction (0.00 mi.) (P) BR Map #1	PE ROW CONST TOTAL	2,577	0	634	3,211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chippewa County 370-05-018 8919-03-01,70	CTH X STH 29 to 175th Street Resurface (1.25 mi.) (P) RU Map #2	PE ROW CONST TOTAL	381	0	95	476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C. Chippewa Falls 370-06-021 8996-00-80	Spring Street Duncan Creek Bridge B-09-0711 (0.00 mi) (P) BR Map #3	PE ROW CONST TOTAL	0	0	0	0	24	0	6	30	0	0	200	0	50	250	0	0	0	0	0	0
WisDOT 370-10-004 7995-02-34	S Farwell St/Madison Ave Intersection Signal Modifications (0.0 mi.) (P) HSIP Map #4	PE ROW CONST TOTAL	41	0	5	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 3
2012-2016 TIP Project Listing
(in 2012 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT 370-12-010 1009-96-20	Rail Crossing UP Railroad/CTH T (187089A) Crossing signals and gates (0.00 mi.) (P) Rail/Hwy X-ing Safety	PE ROW CONST TOTAL				0			0	200	0	0	200				0	0	0	0	0	0	0
WisDOT 370-06-011 1024-00-20,70,90	I-94 CTH E & CTH C Bridges B-18-0019, 20, 21, 22 (0.00 mi.) (P) IM Map #5	PE ROW CONST TOTAL				0			0	9,345	1,037	0	10,382				0	0	0	0	0	0	0
WisDOT 370-07-015 1190-00-84	USH 53 - Hastings Way Melby St. to STH 124 JT/Pavement Replacement (2.28 mi.) (P) FLX Map #6	PE ROW CONST TOTAL				0			0	4,466	0	0	4,466				0	0	0	0	0	0	0
WisDOT 370-08-003 1022-04-04,74 amended 9/10	I-94 USH 12/STH 29 - STH 312 8% Urban, 92% Rural Resurface (6.9 mi.) (P) IM Map #7	PE ROW CONST TOTAL				1,575	175	0	1,750				0	9,803	1,730	0	11,533				0	0	0
WisDOT 370-09-011 1022-08-07,77	I-94 STH 312 - STH 37 Resurface (5.84 mi.) (P) IM Map #8	PE ROW CONST TOTAL				90	10	0	100				0	6,237	693	0	6,930				0	0	0
WISDOT 370-10-019 7080-00-73	USH 12 & CTH AA Intersection Intersection Reconstruction (0.4 mi.) (P) TEA Map #9	PE ROW CONST TOTAL				0			0	469	0	156	625				0	0	0	0	0	0	0

Table 3
2012-2016 TIP Project Listing
(in 2012 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT 370-08-013 1190-01-84	BUS 53 (Hastings Way) Hallie South Limits to STH 124 JT Payment (0.00 mi.) (P) FLX Map # 10	PE ROW CONST TOTAL				0 0 1,070 1,070				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT 370-09-012 1022-09-80	IH 94 USH 53 - Mallard Road Resurface 5% Urban, 95% Rural IM (7.98 mi) (P) Map #11	PE ROW CONST TOTAL				0 0 0 0		7,126	792	0	7,918				0 0 0 0				0 0 0 0				0 0 0 0
WisDOT 370-08-019 1022-09-08/78 amended 9/10	IH 94 USH 53 - Mallard Road Pavement Replacement (7.99 mi) (P) IM (1.65 mi in MPA) Map #12	PE ROW CONST TOTAL				0 0 0 0		0	0	0	0				0 0 0 0				0 0 0 0	0	10	0	10
C. Eau Claire 370-08-015 7995-02-22,36,37	Melby Street Victor to 115th Reconstruction (0.68 mi.) (P) URB Map #13	PE ROW CONST TOTAL				0 0 0 0		760	0	485	1,245				0 0 0 0				0 0 0 0				0 0 0 0
Eau Claire County 370-08-017 7824-01-02,72	Highland/Spooner (CTH A) Hastings Way (Bus 53) to USH 53 Reconstruction (0.72 mi.) (P) URB Map #14	PE ROW CONST TOTAL				0 0 0 0		984	0	246	1,230				0 0 0 0				0 0 0 0				0 0 0 0
WisDOT 370-09-001 1021-00-00	IH-94 STH 29 - STH 312 Capacity Analysis (7.0 mi.) (P) IM Map #15	PE ROW CONST TOTAL				203 22 0 225		0	0	0	0				0 0 0 0				0 0 0 0				0 0 0 0

Table 3
2012-2016 TIP Project Listing
(in 2012 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016							
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
C. Eau Claire 370-12-008	Short Street Chippewa River bridge to STH 37 Reconstruction 0.75 mi. URB (P) Map #31	PE ROW CONST TOTAL				0				0				0				0				0	514	0	486	1,000
Eau Claire Co. 370-12-009	CTH AA (Prill Rd & Mayer Rd) House Rd to USH 12 Reconstruction 0.34 mi. URB (P) Map #32	PE ROW CONST TOTAL				0				0				0				0				0	0	0	180	180
Total Project Cost (\$1,000)			23,615	2,278	1,558	27,451	12,639	2,640	1,458	16,737	17,392	2,423	349	20,164	7,570	3,297	0	10,867	1,367	2,170	1,149	4,686				
(P)=Preservation Costs			23,615	2,278	1,558	27,451	12,639	2,640	1,458	16,737	17,392	2,423	349	20,164	7,570	3,297	0	10,867	1,367	2,170	1,149	4,686				
(E)=Expansion Costs			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Prioritization of STP Highway Funding

The federal government apportions Urban Surface Transportation Program (STP-Urban) funds on an annual basis to the states based on population within all of the census-designated urban/urbanized areas in the state. The state, in turn, distributes its allotment in advance of the fiscal year to the various areas. The state distributes an urbanized area's entitlement of Urban STP funds based on each municipality's proportionate share of the total STP urban system mileage. The Eau Claire Urbanized Area estimated entitlement for 2015-2016 is \$1,131,186. STP-Urban funds can be used for capital mass transit investments and for capital highway investments on routes within the designated urbanized area that are functionally classified as collectors or arterials.

The MPO has adopted a process for evaluating and prioritizing STP-Urban projects. The MPO's methodology scores projects based on their preservation of the existing system, safety, and promotion of multimodalism. A full description of the prioritization process can be found in Appendix 3. After the projects are ranked by staff, the TAC convenes and reviews the ranking and makes a recommendation to the MPO Council. This method was adopted by the MPO in 2011, in an effort to more objectively consider the importance of each project to the urbanized area.

The three projects submitted for the 2015-2016 biennium and their respective ratings are shown in Table 4. Table 5 shows the subsequent proposals for project funding levels. The prioritization shown was conducted prior to the adoption of this 2012-2016 TIP.

V. METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

See Resolution 11-04 in Appendix 1.

Table 4
Chippewa-Eau Claire Urbanized Area
2015-2016 STP-Urban Project Requests and Prioritization

Project	Sponsor	Functional Classification	Plan Consistency	Preserves Existing System			Capacity			Safety			Multi-modal		Total Score	Rank
				Criteria	Value	Score	Criteria	Value	Score	Criteria	Value	Score	Value	Score		
CTH AA (USH 12 - House Rd)	Eau Claire Co.	C/MA	5	a	3	5	v/c	0.1190	1	1	297.79	1	2/3	3	15	2
Short St (Chippewa R. Br. - STH 37)	C. Eau Claire	MA	5	a	3	5	v/c	0.2183	1	1	323.33	1	2/3	3	15	1
CTH I (STH 178 - Commerce Pkwy)	Chippewa Co.	MA	3	a	5	3	v/c	0.1515	0	1	679.89	3	2/3	3	12	3

Table 5
Chippewa-Eau Claire Urbanized Area
2015-2016 STP-Urban Project Funding

Project	Total Project Cost	Proposed Local Share	%	Proposed Federal Share	%
Short St (Chippewa R. Br. - STH 37)	\$1,000,000	\$485,800	48.58%	\$514,200	51.42%
CTH AA (USH 12 - House Rd)	\$1,200,000	\$583,014	48.58%	\$616,986	51.42%
CTH I (STH 178 - Commerce Pkwy)	\$265,000	\$265,000	100.00%	\$0	0.00%
Totals	\$2,465,000	\$1,333,814		\$1,131,186	

Federal allocation = \$1,131,186

VI. ENVIRONMENTAL JUSTICE CONSIDERATIONS

The Chippewa-Eau Claire MPO, in cooperation with the Eau Claire Transit (ECT) System, have worked to enhance analytical capabilities to ensure that the long-range transportation plan and the Transportation Improvement Program (TIP) comply with Title VI and address environmental justice. The MPO has identified and mapped employment centers, education and job training centers, and day care sites in relation to fixed route transit service. The 2000 U.S. Census Transportation Planning Package (CTPP) has enabled the MPO to identify the location of populations by Transportation Analysis Zone within the urban area and to compare them with identified transit service and the proposed highway projects included in the TIP. The MPO will likely update these data items as new data becomes available at the TAZ level, and as the new long range transportation planning efforts get underway.

Maps 1, 2, 3 and 4 depict the location of the ECT bus routes and the proposed highway and bicycle/pedestrian projects in relationship to identified minority and low income populations within the urban area. Similar comparisons have been developed for urban elderly and disabled populations in the Long Range Transportation Plan update 2000-2030.

Based on the analysis of the data available, the transportation projects and services included in this TIP do not impose disproportionately high and adverse impacts on minority or low income populations. Furthermore, the benefits of the transportation improvements and services are reasonably distributed to serve the needs of all populations in the area.

In 2009, a Title VI Non-Discrimination Agreement between WisDOT and WCWRPC, as the MPO for the Chippewa-Eau Claire MPO and the Federal Transit Administration, was signed. The agreement identifies a Title VI Coordinator at the MPO, and that, as a sub-recipient of FTA funds, the MPO assures compliance with Title VI requirements in any and all contracting practices, regardless of federal funding participation. A copy of the agreement is available by contacting WCWRPC.

**Appendix 1
Approval Resolution
and Planning Process Certification**

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Resolution No. 11-04

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA, 2012-2016.

WHEREAS, in accordance with 23 CFR 450.334(a) the Chippewa-Eau Claire Metropolitan Planning Organization 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:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the Transportation Improvement Program for the Chippewa-Eau Claire Urbanized Area, 2012-2016 TIP is in conformance all pertinent provisions stated above, and

WHEREAS, the TIP is in conformance with the Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030 (adopted December, 2010); now therefore


BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION:

Section 1: That the Chippewa-Eau Claire Metropolitan Planning Organization 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 above noted federal requirements, and

Section 2: That the Chippewa-Eau Claire Metropolitan Planning Organization, as the designated MPO, adopts the Transportation Improvement Program for the Chippewa-Eau Claire Urbanized Area 2012-2016.

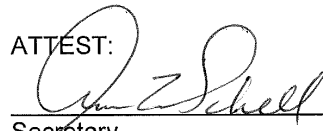
Adopted this 5th day of October, 2011.

APPROVED:



Chairperson
Chippewa-Eau Claire Metropolitan
Planning Organization

ATTEST:



Secretary

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Appendix 2 Public Participation Documentation

1. **Public Notices**
 - June 16, Eau Claire Leader Telegraph
 - June 16, Chippewa Herald

2. **Technical Advisory Committee Membership
Metropolitan Planning Organization Membership**

3. **August 17, 2011 TAC Minutes
October 5, 2011 MPO Minutes**

4. **Public Participation Plan available at www.wcwrpc.org**

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Metropolitan Planning Organization Policy Committee

William Spangler, City of Altoona

Gregory Hoffman, City of Chippewa Falls
Kerry Kincaid, City of Eau Claire
John Neihart, Village of Lake Hallie
Larry Willcom, Chippewa County
Christopher Flaten, Eau Claire County
Gary Lazarz, Town of Anson
Frederick Turk, Town of Brunswick
Michael Sedlacek, Town of Eagle Point
Larry Marquardt, Town of Hallie
David Staber, Town of Lafayette
Dan Hanson, Town of Pleasant Valley
Douglas Kranig, Town of Seymour
Daniel Adams, Town of Tilden
Fred Belay, Town of Union
Mike Peterson, Town of Washington
Paul Krumenauer, Town of Wheaton

Metropolitan Planning Organization Technical Advisory Committee

Bruce Stelzner, Chippewa Co. Highway Commissioner

Marcus Evans, Eau Claire Co. Highway Commissioner

Nancy Sarauer, Chippewa Co. Transportation Coordinator
Dorothy Moen, Eau Claire Co. Transit Operations Coordinator
Richard Rubenzer, Chippewa Falls City Engineer
Brian Amundson, Eau Claire Public Works Director
Mike Golat, Altoona City Administrator
Peter Lehmann, Village of Lake Hallie
Mike Branco, Eau Claire Transit Manager
Mark Jones, Abby Vans
Jayson Smith, Chippewa Falls Shared Ride Taxi Coordinator
Fred Belay, Town of Union
Janelle Henning, Town of Washington
Nick Schaff, Wisconsin DNR
Alexis Kuklenski, Federal Highway Administration
Aileen Switzer, Wisconsin DOT-Madison
William Wheeler, Federal Transit Administration
Jeff Abboud, Wisconsin DOT-Northwest Region

Minutes of the Technical Advisory Committee
of the Chippewa-Eau Claire Metropolitan Planning Organization
Wednesday, August 17, 2011, 1:30 p.m.
WCWRPC offices, Eau Claire, Wisconsin

Members Present: Jeff Abboud, WisDOT-NW Region; Marcus Evans, Eau Claire County; Rich Kern, Chippewa County; Rick Rubenzer, City of Chippewa Falls; Brian Amundson, City of Eau Claire; Dave Walter, City of Altoona

Staff Present: Ann Schell, WCWRPC

Others Present: none

1. The meeting was called to order at approximately 1:40 p.m.
2. Welcomes and introductions were made.
3. The minutes of the April 16, 2011 meeting were unanimously approved following a motion by Mr. Rubenzer, seconded by Mr. Walter.
4. Mr. Abboud told the members that WisDOT had requested the amendment to the 2010-2014 TIP, to add the engineering portion of two projects. He described the projects as a painting project on the USH 53 bridge over I-94 with engineering in 2011 and actual painting beyond the scope of the TIP, and the engineering for a project that will epoxy the USH 12 Chippewa River Bridges, which will be, with the actual work scheduled for 2012. The amendment has been noticed and no comments have been received. A motion recommending this approval of Amendment #8 was made by Mr. Rubenzer, seconded by Mr. Amundson, and passed unanimously.
5. Ms. Schell presented the transportation analysis zone (TAZ) and transportation analysis district (TAD) boundaries developed by staff to meet the requirements of the U.S. Bureau of the Census. She explained that these TAZs, to be called "Census TAZs" are not the same TAZs that we will be using for transportation modeling purposes. The Census bureau required that TAZs contain at least 600 persons or 1,000 employees, in order to avoid the suppression of data. As these TAZs are too large to use for modeling, they will need to be disaggregated, along with the corresponding data, to "Model TAZs" prior to the next model update. Ms. Schell explained that staff attempted to aggregate the 2000 model TAZs, as much as possible, into the Census TAZs, but that some changes were made to accommodate changes in the highway network, such as the STH 53 bypass. She noted that there might be a need for adjustments when the 2010 urbanized area boundaries are released by the Bureau, as TAZs are intended to nest within the urbanized area boundary.

The TADs were required to contain at least 20,000 persons, resulting in few logical options, and the final submittal containing two TADs in Chippewa County and four in Eau Claire County. It is presumed that these may be used by WisDOT in statewide modeling, but are not of much use at the urbanized area level.

Ms. Schell said that the TAZs would come back to the TAC when they are being disaggregated for modeling.

6. Ms. Schell called the committee's attention to the four projects that were submitted for STP-Urban funding, one from each of the cities of Chippewa Falls and Eau Claire and Eau Claire and Chippewa counties. She reviewed how the projects had been rated according to the new project prioritization process, with particular detail on the safety and preservation criteria. It was agreed that the weighting of crash data by severity type was appropriate.

The group reviewed the rating of the projects. An error was noted in the tie-break between the top three projects, which used the functional classification. CTH AA is part major arterial and part collector, and should therefore be third after the Short Street Project, a major arterial.

Mr. Amundson asked if it was appropriate to use STP-Urban funds on the STH 124 project, as it is a state facility, a connecting highway. After significant discussion, it was decided that a recommendation would be made which would allow for each possibility, and that the situation could then be clarified by WisDOT. A motion was made by Mr. Kern, seconded by Mr. Walter, to recommend funding of STH 124 project at 80%, and the remaining funds to the Short Street project, if it was decided that STH 124 was appropriate to fund, or Short Street and CTH AA, at equal federal shares, if STH 124 was dropped. The motion passed unanimously.

(Note: It was determined that a connecting highway project could be funded with STP-Urban funding, but since there is another option, the funding may be better used elsewhere. Mr. Abboud followed up with the following statement, "... the Department would recommend that Chippewa Falls withdraw the STH 124 project for consideration. The Department will enter into our Project Scoping process a project for that segment of STH 124." Mr. Rubenzer concurred and the STH 124 project was withdrawn. The final recommendation is for the funding of the Short Street project and the CTH AA (Eau Claire Co.) at equal percentages (51.42% federal funds), with Short Street receiving \$514,200 and CTH AA receiving \$616,986, totaling \$1,131,186.)

7. Ms. Schell asked the TAC if there were any changes or additions to the Table 3 for the 2012-2016 TIP, as mailed. Mr. Abboud noted that one project was duplicated in the table, I-94 (STH 37-USH 53, pavement replacement), and that the engineering project number could be removed from the CTH X/CTH J intersection project. Also, it was agreed to delete the I-94 Bridge Replacement project that had been delayed until 2018.
8. Ms. Schell asked if there were any TSM studies or projects that the members would like to have included in the 2012 MPO work program. Mr. Abboud suggested that there was a need for official mapping of USH 12, east to Elco Road, to address a widening proposal. Ms. Schell and Mr. Walter agreed that they would discuss the possibility of Ms. Schell assisting the City of Altoona on the official mapping.
9. Under other business, Ms. Schell noted that WisDOT had been directed to not hold any public information meetings on the Chicago-Twin Cities high speed rail study in Wisconsin. The meetings had originally scheduled for late June, but have now been canceled. MnDOT will be holding public information meetings in Minnesota and will make an effort to hold some near the state line, in hopes of accommodating Wisconsin residents.
10. The next meeting is tentatively scheduled for sometime in January.
11. The meeting was adjourned at approximately 3:00 p.m.

**Minutes of the
Chippewa-Eau Claire Metropolitan Planning Organization**

Wednesday, October 5, 2011

7:30 p.m.

Suite 401, Banbury Place

800 Wisconsin Street, Eau Claire, Wisconsin

Members Present: Douglas Kranig, Town of Seymour (chair); Brian Amundson (for Kerry Kincaid), City of Eau Claire; Chris Flatten, Eau Claire County; Greg Hoffman, City of Chippewa Falls; Gordon Steinhauer, Eau Claire County

Others Present: Jeff Abboud, WisDOT-NW Region

Staff Present: Ann Z. Schell, WCWRPC; Jay Tappen, WCWRPC

1. The meeting was called to order by Mr. Kranig at approximately 7:30 p.m.
2. Mr. Kranig welcomed those present and introductions were made.
3. The minutes of the May 18, 2011 meeting were approved as presented. Motion by Mr. Hoffman, seconded by Mr. Flatten; motion carried.
4. The minutes of the August 17, 2011 TAC meeting were accepted.
5. Ms. Schell and Mr. Abboud presented the two projects to be amended to the 2010-2014 TIP, as amendment #8. Ms. Schell noted that the two WisDOT bridge projects needed to appear in the existing TIP so that engineering work could begin on them in 2011. Mr. Abboud gave more detail, explaining that the engineering for the painting of the USH 53 bridges over I-94 would be done this year, even though the actual painting is not scheduled until sometime beyond the scope of the TIP. The USH 12 bridge over the Chippewa River is showing some premature cracking and needs some epoxying to extend the life of the bridge. The engineering for the work on the Chippewa River bridges will be done in 2011, with the actual work done in 2012. There was some discussion of the age of the Chippewa River bridges. Mr. Amundson said that the older of the two structures was built in 1994, one year after the North Crossing project was completed. Mr. Amundson moved to approve amendment #8. The motion was seconded by Mr. Steinhauer, and passed unanimously. Resolution #11-03 was signed.
6. Ms. Schell reminded the Council that the TIP is a listing of transportation projects within the Metropolitan planning area using federal and state funds over the coming 5 years. She called their attention to the draft 2012-2016 TIP and specifically to Table 3 which shows the complete list of projects. She also noted that the TIP shows the results of the STP-Urban project prioritization process for the 2015-16 biennium, on Tables 4 and 5. The new process, adopted at a recent meeting of the MPO Council, was used for the first time. Three projects were submitted and ranked. The TAC recommended the funding of two of those projects, Short St (Chippewa River Bridge to STH 37 and CTH AA (USH 12 to House Road, at equal federal shares of 51.42%, or \$514,200 and \$616,986, respectively.

After some discussion, a motion was made by Mr. Steinhauer, and seconded by Mr. Flatten, to approve the 2012-2016 TIP and certification of the planning process. The motion passed unanimously, and resolution #11-04 was signed.

7. Ms. Schell reviewed the draft 2012 work program for the MPO. She noted the four major elements and several specific projects under those elements, including: assistance to the City of Altoona in the development of an official map for USH 12, in anticipation of future widening of the facility within the City and into the Town of Washington; the beginning of the major update of the long range plan with early work in data collection, TAZ development, and review and update of the public information plan; and assistance to requesting communities on the Safe Routes to Schools Program.

Mr. Amundson moved to approve the 2012 Work Program, seconded by Mr. Hoffman. The motion passed unanimously.

8. Ms. Schell and Mr. Abboud updated the Council on the Gateway alternative analysis, for transit services in the corridor between Eau Claire and the Twin Cities. Ms. Schell noted that there are two remaining alternatives related to the MPO area. One of the two is for express bus service (or BRT) into Eau Claire, and the other is for commuter rail service along the UP line into Eau Claire. Mr. Abboud added that there are some issues concerning the St. Croix River bridge in Hudson. WisDOT feels that additional study needs to take place concerning the capacity of the bridge and the need and potential for bridge expansion, prior to including the use of existing lanes, or shoulders, for a BRT-type service. WisDOT is working with the consultant team to recognize these concerns.

Ms. Schell noted that the HSR, Milwaukee-Twin Cities study process had down-selected to 4 alternatives, and that the second round of public information meetings was scheduled for late June of 2011, but the decision was made to not hold any public information meetings in Wisconsin. Later in the summer, with this early-state study nearing it's completion, Wisconsin withdrew from the study, leaving Minnesota as the sole sponsor. It is understood that a draft has been submitted to the FRA, with one alternative recommended to proceed into the next stage of planning – the La Crosse, without Madison, alternative. Ms. Schell noted that there will be objections filed, as the process should not have recommended one alternative with much critical analysis, such as corridor capacity, yet undone. She also noted that it would be impossible to meet public involvement requirements of the NEPA process without input from the state that the majority of the corridor(s) length is located. She noted that the action has been quite frustrating, that WisDOT employees can not discuss the issue, and that the MPO has been denied an opportunity to review the draft report. Staff will be continuing all efforts possible on this issue.

9. There was no other business.
10. The tentative date for the next meeting is February 1, 2012.
11. The meeting was adjourned at approximately 8:10 p.m.

Appendix 3
STP-Urban Project
Prioritization Process

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Chippewa-Eau Claire MPO Project Prioritization for STP-Urban Funding

Background

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, metropolitan planning organizations (MPOs) have had the responsibility of selecting Surface Transportation Program – Urban projects to be funded with the allocation for their specific urbanized area. The law states:

“...Procedures or agreements that distribute suballocated Surface Transportation Program or section 9 funds to individual jurisdictions or modes within the metropolitan area by predetermined percentages or formulas are inconsistent with the legislative provisions that require MPOs in cooperation with the State and transit operators to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the planning process.” [23 CFR 450.324(j)]

In other words, the MPO’s allocation of STP-Urban funds cannot be assigned to projects based on criteria that divvy up the funds between the MPO member communities. The concept, here, is to consider the urbanized area as one functioning entity, an urban transportation network, with projects selected based on the goals of the urbanized area long range transportation plan. The long range plan goals address the planning factors set out in ISTEA, and modified in subsequent transportation acts, Transportation Equity Act for the 21st Century (TEA-21), signed into law in 1998, and Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), 2005, which follow:

SAFETEA-LU Metropolitan Planning Factors

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;**
- **Increase the safety of the transportation system for motorized and non-motorized users;**
- **Increase the security of the transportation system for motorized and non-motorized users;**
- **Increase the accessibility and mobility of people and for freight;**
- **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;**
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**
- **Promote efficient system management and operation; and**
- **Emphasize the preservation of the existing transportation system.**

Guidance distributed shortly after 1991 recommended MPOs develop a set of project prioritization criteria which utilized the intent of the planning factors to prioritize projects that were submitted for STP-Urban funding within the MPO's boundaries.

More Recently

The Chippewa-Eau Claire MPO, since the early to mid-1990s, has maintained a process which used a calculation that suballocated the STP-Urban allocation to the individual urban municipalities based on relative mileage in the urban functionally classified system. Every two years, MPO staff did a preliminary ranking of submitted projects by comparing the cost of the project(s) submitted by each municipality, as a proportion of the running STP-Urban balance of that municipality. The staff ranking was then submitted to the TAC where discussion of project merits resulted in recommended projects to be funded by the projected allocation of STP-Urban funds for the pending biennium.

Early in 2010, the Chippewa-Eau Claire MPO Council directed the MPO staff to present a set of proposed criteria to the TAC for their review and comment, leading to an adoption of a set for use in prioritizing candidate projects for STP-Urban funding. The request was in response to comments from within the MPO concerning the lack of an objective selection process and the slanting of decisions toward the municipalities with more miles in the system.

With the newly adopted long range plan update, Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030 (adopted Dec., 2010), the planning factors have been revisited, goals and objectives have been freshened, and it's a good time to revisit the subject of prioritizing projects for implementation with STP-Urban funds in the urbanized area.

The following set of criteria are offered as suggestions to, as objectively as possible, address the metropolitan planning factors, some explanation is added (*in italics*) to describe the criterion, its relationship to the planning factors, or the source of the data. The criteria also address rating options for all appropriate transportation modes, as STP-Urban funds are multi-mode eligible.

STP-Urban Project Prioritization Criteria

1. PLAN CONSISTENCY. This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, Transit Development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination. (*SAFETEA-LU requires all projects to be consistent with the long range plan.*)

Score:

- 5 Direct Relationship (specifically listed in plan)
- 3 Some Relationship (meets plan goals/objectives)
- 0 No Relationship

2. PRESERVES EXISTING SYSTEM. This criterion emphasizes the goal of maximizing the efficiency of existing infrastructure. A project is rated using only the most appropriate of the alternative rating categories. For instance, a project which adds lanes to an arterial could be rated by pavement condition, showing project timeliness, or as a new facility showing functional need.

Highway applications. Alternative ratings are available by project type based on pavement condition, new facilities, or traffic operations improvements.

a. Existing highways. For existing highways, an indicator of pavement surface condition is based on the Pavement Surface Evaluation and Rating Manual (PASER). Pavements with lower ratings have greater pavement distress and are scored higher. The use of other rating tools will be scored in a proportional fashion. *(If the local jurisdiction does not use the PASER rating system, MPO staff will rate pavement in the project area.)*

Score:

- 5 Rating of 1-2 (in very poor condition, reconstruction necessary)
- 5 Rating of 3-4 (significant aging, would benefit from an overlay)
- 3 Rating of 5-6 (surface aging, sealcoat or overlay warranted)
- 1 Rating of 7-8 (slight wearing, routine maintenance)
- 0 Rating of 9-10 (no visible distress)

b. New Facilities. For new streets and highways, an evaluation is made of the criticality of the project to the overall functionality and efficiency of the existing network. *(Transportation model results would be considered here.)*

Score:

- 5 Very critical, needed to avoid lost opportunity relative to timing and cost off other programmed projects
- 3 Beneficial to the overall performance of the system
- 1 Some current need, more important to system performance in long term
- 0 No relationship to system performance

c. Traffic Operations Improvements. Principally for intersection channelization or signalization projects, or improvements to corridor performance through access management.

Score:

- 5 Very critical, eliminates major hindrance to system performance and safety
- 3 Beneficial to the overall performance of the system
- 1 Some current need, more important to system performance in long term
- 0 No relationship to system performance

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure.

d. Transit Improvements.

Score:

- 5 A project that provides, or is an integral factor in providing, a transit or paratransit option
- 3 A project that enhances a transit or paratransit option, thereby making a transit mode more attractive
- 1 A project that meets transit or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel
- 0 A project that inappropriately addresses transit or paratransit needs

e. Bicycle and Pedestrian Improvements. Projects can be categorized as either barrier crossing or corridor improvements and rated using the appropriate set of criteria.

- 1) Barrier Crossing Improvements. Provides facility over/under non-compatible transportation route or natural feature. [Scores of criteria a), b) and c) are averaged and rounded to the nearest integer.]

a) Spacing. (distance between facilities)

Score:

- 5 2.01 miles or greater
- 4 1.51 to 2 miles
- 3 1.01 to 1.50 miles
- 2 0.76 to 1 mile
- 1 0.51 to 0.75 miles
- 0 0.5 miles or less

b) Level of Use. (origin/destination pairs)

Score:

- 5 residential to multimodal transfer locations
- 5 residential to employment centers/schools/colleges
- 3 residential to commercial/recreational
- 1 residential to residential
- 0 recreational to recreational

c) User Safety. (Is at-grade crossing possible?)

Score:

- 5 no potential for at-grade crossing
- 3 at-grade crossing possible; safety concerns remain
- 0 safe at-grade crossing is possible

2) Corridor Improvements. Provides a bicycle and pedestrian route on or along a transportation route or natural feature. [Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.]

a) Spacing.

Score:

- 5 No alternative parallel route available
- 3 Adjacent parallel route would be better option
- 0 Adequate parallel route already exists

b) Level of Use. (origin/destination pairs)

Score:

- 5 residential to multimodal transfer locations
- 5 residential to employment centers/schools/colleges
- 3 residential to commercial/recreational
- 1 residential to residential
- 0 recreational to recreational

c) User Safety.

Score:

- 5 safety concerns addressed without compromising usefulness; promote increased use by all user groups
- 3 safety measures may encourage increased use by some user groups, but discourage use by other user groups
- 0 safety concerns cannot be adequately addressed

3. CAPACITY. This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway Capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage. (*V/C ratio is an output of the regional transportation model.*)

Score:

- 5 > 1.00
- 4 0.80 - 1.00
- 3 0.60 - 0.79
- 2 0.40 - 0.59
- 1 0.20 - 0.39
- 0 < .20

Alternate Rating. (non-corridor based projects)

Score:

- 5 Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
- 3 Beneficial to the overall performance of the system
- 1 Some current need, more important to system performance in long term
- 0 No relationship to system performance

4. SAFETY. This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities.

- 1) Segment Crash Rates. WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.

Score:

- 5 > 280
- 3 150-279
- 0 < 149

- 2) High Crash Locations. Intersections defined as any location with crashes > 5 in any one year. (These locations would likely also be eligible for Highway Safety Improvement Project (HSIP) funding at a 90/10 cost share.)

Score:

- 5 > 5 crashes/year
- 3 1- 4 crashes/year
- 0 0 crashes

- 3) New Facilities. An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.

Score:

- 5 safety concerns addressed without compromising usefulness; promote increased use by all user groups
- 3 safety measures may encourage increased use by some user groups, but discourage use by other user groups
- 0 safety concerns cannot be adequately addressed

5. MULTIMODAL. This criterion emphasizes projects that address needs of all modes (vehicular, transit, pedestrian, bicycle) or TDM actions in the corridor.

Score:

- 5 In a multimodal corridor, the project addresses the needs of all modes.
- 3 In a multimodal corridor, at least two modes are addressed, though not all modes are addressed.
- 1 In a multimodal corridor, only one mode, other than vehicular, is addressed.
- 0 Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

The project scores for each criterion are totaled and ranked from highest to lowest score. Functional classification is used for tie-breaking, with priority descending from principal arterial to collector.

STP-Urban Project Selection Procedure

The projects are selected for funding awards by rank order as determined by the prioritization process. The general approach of the MPO is to maximize funding for projects. With this approach, the MPO would ideally fund projects, in prioritized order, at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 20 percent minimum federal funding level. If the remaining allocation is inadequate to fund the final project at 20 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 20 percent federal funding level until balance is achieved with the allocation. If the final project cost is so large that funding it at the 20 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 20 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

