

# Transportation Improvement Program for the Chippewa-Eau Claire Urban Area 2024-2028

prepared for:  
Chippewa-Eau Claire  
Metropolitan Planning Organization

**DRAFT**

October 04, 2023

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CHIPPEWA-EAU CLAIRE  
METROPOLITAN PLANNING ORGANIZATION



**Transportation Improvement Program  
for the Chippewa-Eau Claire Urban Area  
2024-2028**

Urban Transportation Projects Programming Component

Prepared for:  
Chippewa-Eau Claire Metropolitan Planning Organization

With assistance provided by staff from participating municipalities and:

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Abstract

**Title:** Transportation Improvement Program for the Chippewa-Eau Claire Urban Area, 2024-2028

**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 04, 2023

**Local Planning Agency:** West Central Wisconsin Regional Planning Commission

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Altoona Public Library, Altoona, WI

**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 2024 and 2028. The TIP is intended to be in compliance with both the area’s major transportation plan elements and Federal review requirements.

Table of Contents

I. INTRODUCTION	1
Flexibility of FAST Act Funding	1
II. CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION	1
III. TIP DEVELOPMENT	1
MPO Action Required	1
Public Participation Process	2
IV. TRANSPORTATION IMPROVEMENT PROJECTS	5
Project Implementation Status	5
Financial Plan	5
2024-2028 TIP Projects	5
Allocation of Transit Funds	5
2024-2028 Transit Capital Projects	6
Prioritization of STBG-U Funding	18
V. METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION	18
VI. ENVIRONMENTAL JUSTICE CONSIDERATIONS	20
VII. PERFORMANCE MEASURES AND TARGETS	32
 <u>List of Tables</u>	
Table 1 Available Federal Funding for 2024-2028 TIP Project	7
Table 2 TIP Standard Reference For Federal Funding Projects	8
Table 3 TIP Project Listing	9
Table 4 Adjacent Minority and Low-Income Population Summary by Project	21
 <u>List of Maps</u>	
Map 1 Chippewa-Eau Claire MPO Boundaries	3
Map 2 Environmental Justice - Minority Pop. Distribution with Projects	24
Map 3 Environmental Justice - Persons in Poverty Distribution with Projects	26
Map 4 Environmental Justice - Minority Pop. Distribution with Transit Routes	28
Map 5 Environmental Justice - Persons in Poverty Distribution with Transit Routes	30
 <u>Appendices</u>	
Appendix 1: Resolution – Metropolitan Transportation Planning Process Certification	
Appendix 2: Public Participation Documentation	
Appendix 3: STBG-Urban Project Prioritization Process	
Appendix 4: Operations and Maintenance: Projections and Financial Constraint	

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

### I. INTRODUCTION

This report presents the Transportation Improvement Program (TIP) for the Chippewa-Eau Claire Metropolitan Planning Area (refer to Map 1). 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 FAST Act Funding***

Flexibility has been maintained in the Fixing America’s Surface Transportation Act (FAST Act) funding categories to ensure that the long-range multi-modal transportation goals of the federal legislation are fully considered. It is the intent of this TIP to facilitate the continued flexibility and flow of federal funds, 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 two years 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 two years of the TIP, the MPO agrees that projects from the third 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 allocated STBG-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 STBG-rural projects) are also included for information purposes and intended to comply with the federal 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 2024-2028 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.

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

#### ***Public Participation Process***

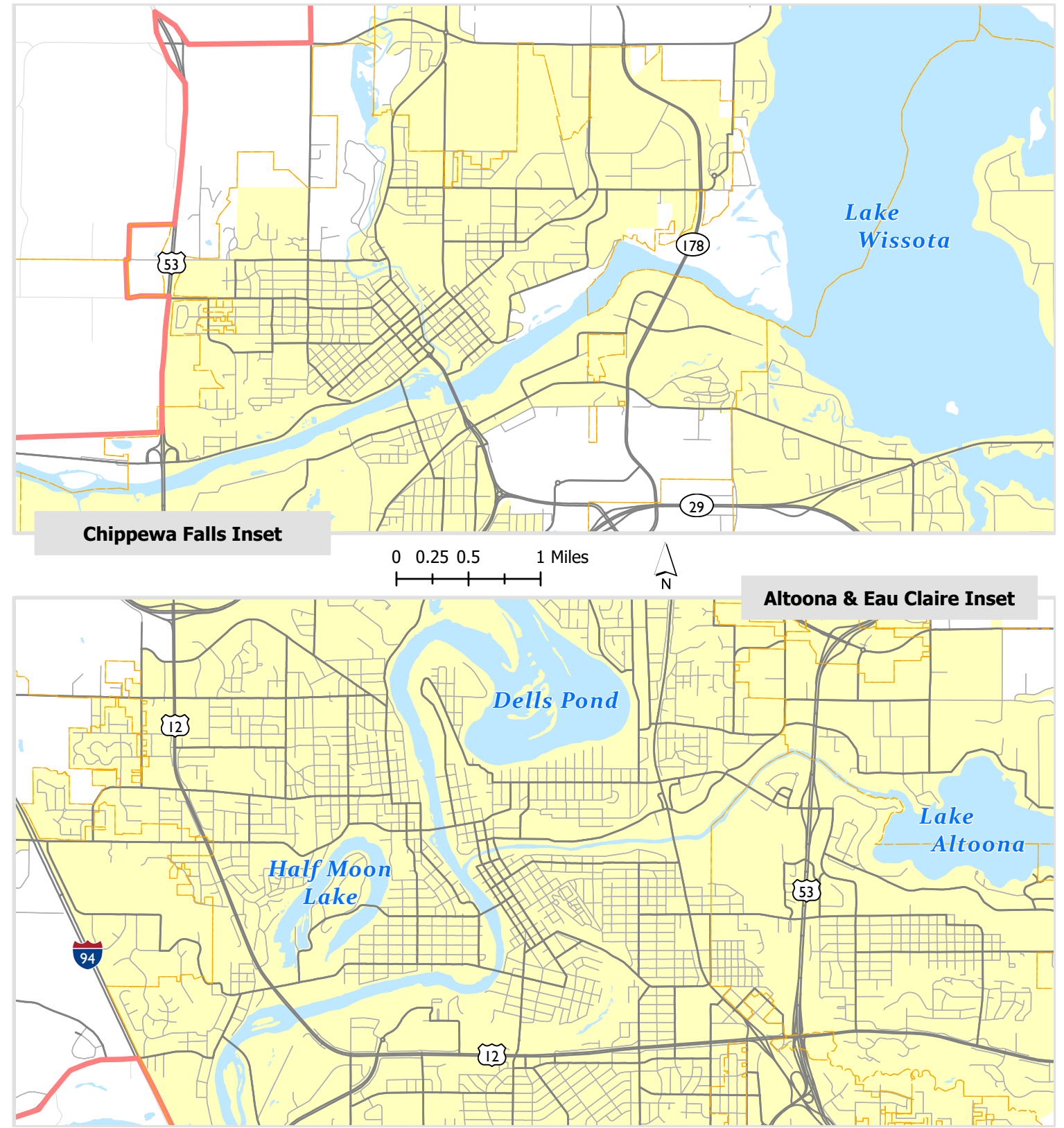
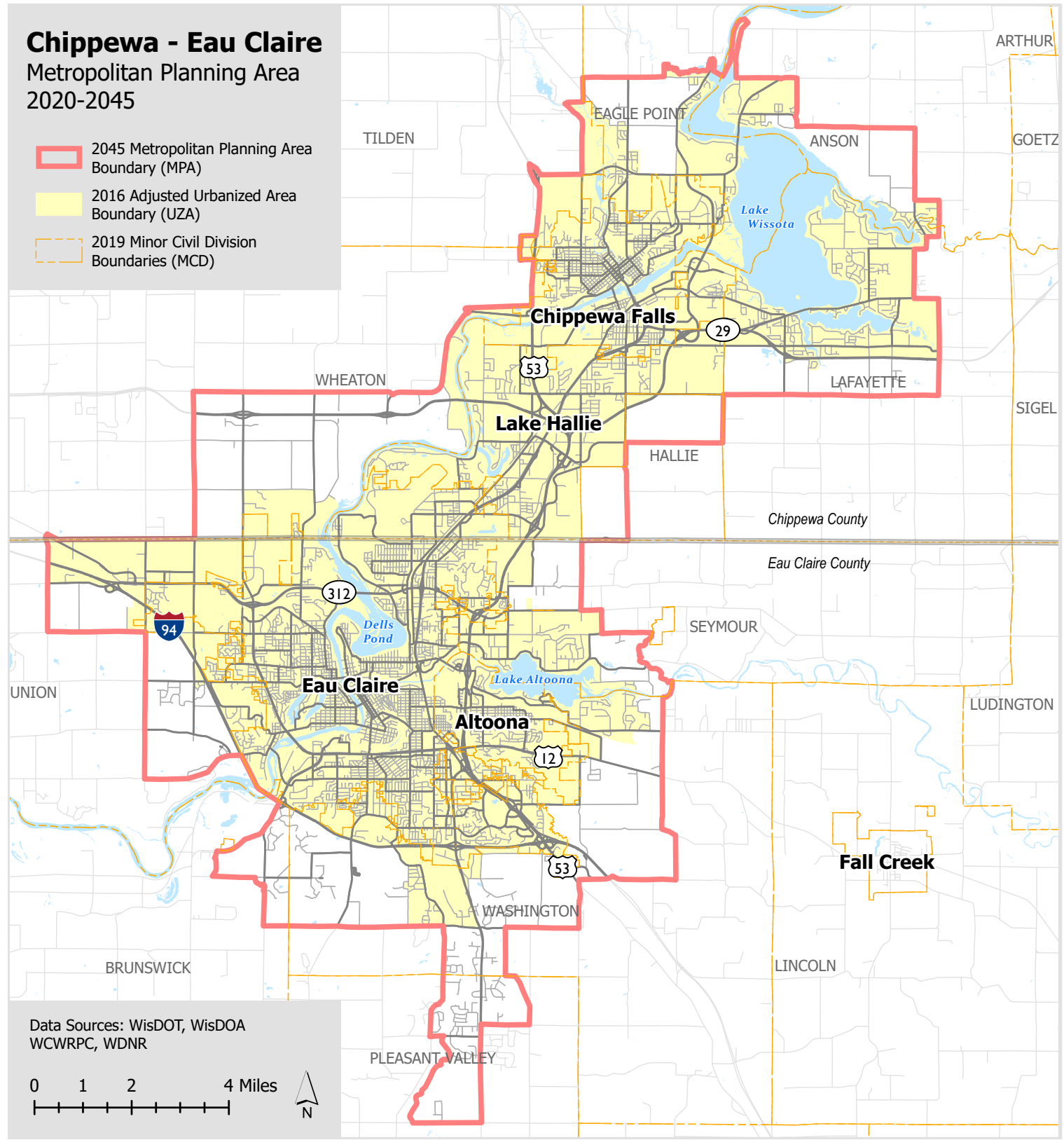
A continued goal of the FAST Act is to provide public awareness of and involvement in the transportation planning and programming process. The MPO continues to maintain an extensive public participation process as an integral component of its planning and programming activities. The following actions, 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 others with 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. Public notices also 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 [www.wcwrpc.org](http://www.wcwrpc.org) for public information and contact purposes.

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.

Chippewa-Eau Claire MPO  
Transportation Improvement Program

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Transportation Improvement Program



### IV. TRANSPORTATION IMPROVEMENT PROJECTS

#### ***Project Implementation Status***

The implementation status for those projects identified for 2022 and 2023 in the previous 2022-2026 TIP have either been completed, extended out to a new timeframe, or are no longer planned. The annual listing of obligated projects can be found at [www.wcwrpc.org](http://www.wcwrpc.org).

#### ***Financial Plan***

Table 1 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 2024-2028 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 2024-2028 TIP are financially constrained to the available funding sources noted.

New Operations and Maintenance projections and financial analysis required under 23 CFR 450.326(j) is included in Appendix 4.

#### ***2024-2028 TIP Projects***

The 2024-2028 TIP projects are listed in Table 3. The table includes a project sponsor, work description, funding source and share, total cost in estimated construction year dollars, and the applicable federal aid program. Table 3 is preceded by a reference guide (Table 2) to the assigned federally funded programs.

#### ***Allocation of Transit Funds***

Section 5307 (Urbanized Area Formula Grants) is the program for urban transit operating and capital funding under the FAST Act. 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 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.

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, provides formula funding to increase the mobility of seniors and persons with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

Section 5339, Bus and Bus Facilities Program, is a formula grant program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Funding is distributed to states in two separate allocations. Each year, a flat amount is allocated to each State. The State must apply for these funds directly from FTA and distribute the dollars as grant sub-agreements. The state will disburse these funds as a discretionary program with a set of scoring criteria to select submitted projects. The second allocation funding is distributed by FTA by formula based on population, vehicle revenue miles and passenger miles. The local transit systems (ECT and SRT) will apply directly to FTA for the use of these funds, transferring them into the urbanized area’s Section 5307 allocation, to be used for the intended Section 5339 purpose as bus and bus facility capital assistance but with the transit system maintaining control over the funds.

#### ***2024-2028 Transit Capital Projects***

The programmed and anticipated expenditures for transit in the Eau Claire Urbanized Area for 2024 through 2028 are shown in Table 3 (starting on page 11). Both operating and capital expenditures are listed. Some capital projects are listed as “illustrative projects” until funds are approved by FTA. We currently anticipate four 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, and (4) Western Dairyland Economic Opportunity Council, Inc.

The Eau Claire Transit System will be requesting capital and operating funds from the Section 5307 program, as well as some capital acquisition funds from the Section 5339 program. All Eau Claire Transit projects can be found in Table 3 on page 14.

The Chippewa Falls Shared Ride Taxi system expects to replace two vehicles each year from 2024 to 2026. The purchase of these vehicles facilitate the system continuing to deliver safe, reliable, accessible service for the residents of Chippewa Falls. Total expenses for the service will be approximately \$1.9 million over the three-year span.

The Center for Independent Living of Western Wisconsin (CILWW) expects to apply for continued funding through Section 5310. Funding requested includes operating funds to continue the regional volunteer driver and voucher transportation program and associated personnel costs, and for capital, including materials related to mobility manager activities.

Western Dairyland Economic Opportunity Council, Inc., is expecting to apply for continued funding for their Work-n-Wheels program, vehicle repair and purchase assistance plans for low-income individuals and families, under either the 5307 or 5311 Programs, as determined appropriate based on their urban and/or rural affiliations.

Chippewa-Eau Claire MPO  
Transportation Improvement Program

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Transportation Improvement Program

Table 1: Available Federal Funding for 2024-2028 TIP Project

Funding Program		Programmed Expenditures					
Agency	Program	2024	2025	2026	2027	2028	Total
Federal Highway Administration	URB (STBG-U local)						\$0
	STBG-U	\$2,970	\$6,239	\$3,433		\$11,982	\$12,642
	STBG-X (STBG-flex, state)	\$17			\$1,518		\$1,535
	STBG-TA	\$1,012	\$935	\$58			\$2,005
	STBG-BR (Bridge)	\$1,524	\$288	\$7,853			\$9,665
	STBG-R (Rural)	\$4,892	\$21,220				\$26,112
	STBG-P (Planning)						\$0
	NHPP	\$6,951	\$6,355	\$3,748			\$17,054
	HSIP	\$5,920	\$7,773				\$13,693
	HSIP-RR (Rail X-ing)						\$0
FHWA PROGRAMS SUBTOTAL		\$23,286	\$42,810	\$15,092	\$1,518	\$0	\$82,706
ESTIMATED ANNUAL REVENUES		\$23,286	\$42,810	\$15,092	\$1,518	\$0	\$82,706
Federal Transit Administration	FTA Section 5307 (Urban Area Formula Program)	\$2,905	\$3,672	\$5,070	\$244	\$257	\$11,891
	FTA Section 5339 (Bus/Bus Replacement)	\$196	\$115				\$311
	FTA Section 5310 (Elderly & Persons with Disabilities Program)						\$0
	FTA Section 5311 (Rural Formula Program)						\$0
FTA PROGRAMS SUBTOTAL		\$3,101	\$3,787	\$5,070	\$244	\$257	\$12,202
ESTIMATED ANNUAL REVENUES		\$3,101	\$3,787	\$5,070	\$244	\$257	\$12,202

Table 2: TIP Standard Reference For Federal Funding Projects

TIP Standard Reference for Federal Funding Projects	
FAST Act Funding Category Title	Notation
Surface Transportation Block Grant - Transportation Alternatives	TA
National Highway Performance Program	NHPP
Surface Transportation Block Grant - Urban	STBG-U
Surface Transportation Block Grant - Rural	STBG-R
Surface Transportation Block Grant - (Urbanized Area)	URB
Highway Safety Improvement Program	HSIP
Railway-Highway Crossings (set-aside from HSIP)	HSIP-RR
Surface Transportation Block Grant - Freight	STBG-F
Urban Formula grants (operation and capital)	5307
Formula Grants for Rural Areas	5311
Enhanced Mobility of Seniors and Individuals with Disabilities	5310
Bus and Bus Facilities	5339
Metropolitan Transit Planning	5303
Statewide Transit Planning	5304

# Chippewa-Eau Claire MPO Transportation Improvement Program

(in 2024 \$; in thousands of \$)

[illegible]

(in 2024 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				Jan - Dec 2027				Jan - Dec 2028			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Bicycle/Pedestrian																						
West Central WI RPC  TIP# 370-23-004 1009-01-29	SRTS Plans	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Various School Districts	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TAP	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WCWRPC																						
TIP# 370-21-001 1009-01-19	Chippewa Valley SRTS Program	Planning	140	0	35	175	116	0	29	145	58	0	15	73	0	0	0	0	0	0	0	0
	School districts: Altoona, CF, EC	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TAP	TOTAL	140	0	35	175	116	0	29	145	58	0	15	73	0	0	0	0	0	0	0	0
Chippewa County Town of Lafayette																						
TIP# 370-21-003 7863-00-02, 72	50th Ave Trail	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Stillison School to CTH J Shared Use Path (Chippewa County/Town of Lafayette)	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	819	0	205	1,024	0	0	0	0	0	0	0	0	0	0	0	0
	1 mile TAP	TOTAL	0	0	0	0	819	0	205	1,024	0	0	0	0	0	0	0	0	0	0	0	0
Highway																						
Eau Claire Co.																						
TIP # 370-23-022	CTH CC	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CTH TT to 33rd St. Pavement Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	200	2,000	2,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	.5 mile LRIP Funds	TOTAL	0	200	2,000	2,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eau Claire Co.																						
TIP# 370-20-005	State, St./CTH F	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hamilton to Golf Reconstruction	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	776	0	194	970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	.7 mile URB	TOTAL	776	0	194	970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eau Claire Co.																						
TIP # 370-23-023	CTH F	PE	0	0	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	0	0	0
	B-18-008 over Lowes Creek Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	200	2,000	2,200	0	0	0	0	0	0	0	0	960	240	0	1,200	0	0	0	0
	STP Bridge	TOTAL	0	200	2,000	2,200	0	0	0	0	105	0	0	105	960	240	0	1,200	0	0	0	0
Chippewa Falls																						
TIP # 370-23-021 8996-01-20/21	Central Street Bridge Replacement Over Duncan Creek P-09-0715	PE	300	0	75	375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	2,296	0	575	2,871	0	0	0	0	0	0	0	0
	Local Program - Bridge	TOTAL	300	0	75	375	0	0	0	0	2,296	0	575	2,871	0	0	0	0	0	0	0	0
Chippewa Co. T. Lafayette																						
TIP# 370-20-004	CTH J and 50th Ave Reconstruction	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	1,777	0	445	2,222	0	0	0	0	0	0	0	0	0	0	0	0
	.5 mile URB	TOTAL	0	0	0	0	1,777	0	445	2,222	0	0	0	0	0	0	0	0	0	0	0	0
Chippewa Co.																						
TIP# 370-22-002	CTH X	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	197th St. - CTH XX Recondilion	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	2,423	0	606	3,029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3.1 miles STP-Rural	TOTAL	2,423	0	606	3,029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chippewa County Eau Claire County																						
TIP # 370-22-020	CTH T	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	STH 312 to STH 29 Road Reconstruction (3.5 mi.)	ROW	0	0	5,227	5,227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	21,220	0	5,305	26,525	0	0	0	0	0	0	0	0	0	0	0	0
	STPR and SPTU	TOTAL	0	0	5,227	5,227	21,220	0	5,305	26,525	0	0	0	0	0	0	0	0	0	0	0	0
Chippewa Co.																						
TIP# 370-23-024	CTH OO	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Business 53 to STH 124 Recondilion	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	1,833	0	459	2,292	0	0	0	0	0	0	0	0	0	0	0	0
	2.1 miles STBG - URB	TOTAL	0	0	0	0	1,833	0	459	2,292	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT																						
TIP# 370-16-024 1022-07-78	IH 94	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	USH 12 - STH 312 Pavement Resurfacing	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,982	1,383	0	13,365
	7.3 miles / 1.4 miles MPA STBG-U Backbone	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,982	1,383	0	13,365
WisDOT																						
TIP# 370-19-009 8610-02-24, 44, 74	STH 124	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	High St to Bridge St Pavement Resurfacing	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	960	240	274	1,474	0	0	0	0	0	0	0	0	0	0	0	0
	.8 mile NHPP	TOTAL	0	0	0	0	960	240	274	1,474	0	0	0	0	0	0	0	0	0	0	0	0

# Chippewa-Eau Claire MPO Transportation Improvement Program

### Table 3

## 2024-2028 TIP Project Listing

(in 2024 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				Jan - Dec 2027				Jan - Dec 2028			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT TIP# 370-19-010 8610-08-23, 43, 73	STH 124 Elm St to CTH S Pavement Resurfacing 1.9 miles NHPP	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-19-011 8610-08-02, 72	STH 124 CTH S to STH 64 (4% Urban) Resurfacing 4 mile STBG-X	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-19-027 7590-00-73	STH 93 South County Line to Cedar Road Resurfacing 8.4 miles / 1.7 miles MPA NHPP/HSIP	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-20-027 7255-00-71	STH 124 1500FT N CTH OO - 1300FT S BUS STH2 Pavement Resurfacing 2.9 miles NHPP	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-20-028 8919-03-75	CTH X 197th St to CTH XX Pavement Replacement 3.1 miles STBG-R	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-20-029 7995-02-62, 63	State S/CTH F Heather Road to Hamilton Ave Reconstruction 7 mile STBG-U	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-20-031 7995-02-66, 67	C Eau Claire, Various Locations City Transit Stop Improvements Accessibility Pads & Shelters 0 mile STBG-U	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-20-032 8996-01-07	CTH J CTH J & 50th Ave Intersection Reconstruction .3 mile STBG-U	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-21-005 7995-02-20, 72	STH 93, STH 312, USH 12 Multiple Locations Standalone Curb Ramp Upgrades 0 mile STBG-X	PE ROW CONST TOTAL	0 17 0 17	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP# 370-21-008 1190-01-85	USH 63 Multiple Bridge Structures Bridge Deck Sealing Bridge Preventative Maintenance 0 mile NHPP	PE ROW CONST TOTAL	0 257 0 257	0 64 0 64	0 0 0 0	0 321 0 321	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP # 370-22-010 7080-01-73, 23	USH 12 Industrial Drive to Fall Creek Under Resurface (6.835 mi/1.9 MPA) STBG-R/HSIP	PE ROW CONST TOTAL	0 0 0 0	0 9 0 9	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP # 370-22-019 1020-00-81	IH 94 Various Locations Bridge Deck Sealing (133 Structures) 17 Bridges in MPA (0 mi.) NHPP	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP # 370-22-026 7905-00-21	USH 63 USH 10 W to Old Town Hall Road Resurface (15.4 mi./ 0.82 mi. MPA) State Funding	PE ROW CONST TOTAL	0 0 0 0	0 54 0 54	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT TIP # 370-22-027 7826-07-00, 70	CTH F Lowes Creek Bridge Bridge Replacement B-18-0008 (0.05 mi.) STBG-U	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	

### Table 3

## 2024-2028 TIP Project Listing

(in 2024 \$; in thousands of \$)

[illegible]

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

Table 3

2024-2028 TIP Project Listing

(in 2024 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				Jan - Dec 2027				Jan - Dec 2028			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT  TIP # 370-23-019 7862-03-02,72	CTH K																					
	Yellow River Bridge	PE	0	0	0	0	288	0	72	360	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Replacment	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	B-09-0497	CONST	0	0	0	0	0	0	0	0	2,196	0	550	2,746	0	0	0	0	0	0	0	0
	STBG-BR (0.0 mi.)	TOTAL	0	0	0	0	288	0	72	360	2,196	0	550	2,746	0	0	0	0	0	0	0	0
WisDOT  TIP # 370-23-020 7995-02-79	Dewey Street																					
	Eau Claire River Bridge	PE	924	0	231	1,155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	B-18-0096	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	STBG-BR (0.0 mi.)	TOTAL	924	0	231	1,155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT  TIP # 370-23-021 8996-01-20, 21	Central Street																					
	Duncan Creek Bridge	PE	300	0	75	375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	P-09-0715	CONST	0	0	0	0	0	0	0	0	2,296	0	571	2,867	0	0	0	0	0	0	0	0
	STBG-BR (0.0 mi.)	TOTAL	300	0	75	375	0	0	0	0	2,296	0	571	2,867	0	0	0	0	0	0	0	0

### Prioritization of STBG-U Funding

The federal government apportions Urban Surface Transportation Block Grant (STBG-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 based on proportional population of each MPO. It is important for projects, once programmed, to stay on schedule as funds that are not utilized in the programmed year are used elsewhere, causing delayed projects to use allocations for the year in which they are finally constructed. This can result in an inability to fund new projects in those years, essentially a loss of STBG-Urban funding to the MPO. In order to maintain a consistent stream of STBG-Urban funds to the area, projects must be realistically scheduled and kept on track through the project development process to implementation.

The MPO has adopted a process for evaluating and prioritizing STBG-Urban projects. The MPO’s methodology scores projects based on their plan consistency, preservation of the existing system, existing congestion, 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.

It is the intention of the Chippewa-Eau Claire MPO to coordinate with and affirm statewide performance measures developed by the Wisconsin Department of Transportation (WisDOT): see Section VII Performance Measures and Targets. In an effort to assist in meeting statewide targets, the STBG-Urban project selection criteria includes elements to promote the preservation of the existing system, and to reward candidate projects that will improve safety at intersections or on corridors with a history of crashes.

## V. METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

See Resolution 1704 in Appendix 1.

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

### VI. ENVIRONMENTAL JUSTICE CONSIDERATIONS

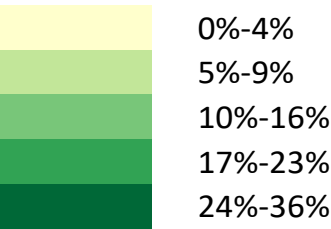
The Chippewa-Eau Claire MPO, in cooperation with the Eau Claire Transit (ECT) System, have worked to enhance analytical capabilities to ensure that the Long Range Transportation Plan and the Transportation Improvement Program (TIP) comply with Title VI and address environmental justice. The U.S. Census Bureau and its American Community Survey (ACS) 5-year estimate is the best available data source for the MPO to identify the location of populations by small area geography within the urban area. The five-year 2021 ACS estimates, at the block group level, are used here to compare protected populations with identified transit service and proposed highway projects included in the TIP.

Table 6 is a summary of the information appearing on maps 2 and 3. The table is a visual representation of the ranges of minority and low-income population as a percent of the total population, by block group (same categories as the maps) that is adjacent to each project listed in the TIP and appearing, as numbered, on the maps. The table clearly shows that only a few projects are adjacent to block groups with higher concentrations of these protected populations. None of the projects involve the construction of new roadways that could sever a low income or minority neighborhood, or any neighborhood. Furthermore, the listed projects which are pavement replacement, bridge rehabilitation, or other maintenance procedures will not disrupt transportation for extended periods of time, and all of the locations have readily available alternative routes. Transit routes can be rerouted to provide continued convenient service to their current service areas, if necessary, while work on each project is underway.

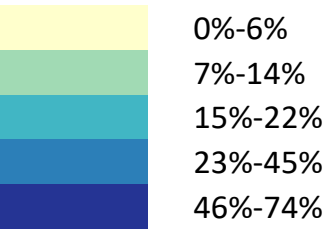
Maps 2, 3, 4, and 5 depict the location of the ECT bus routes and the proposed highway and bicycle/pedestrian projects in relationship to identified minority and low-income populations within the urban area. Based on the analysis of the available data, the transportation projects and services included in this TIP do not impose disproportionately high 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.

Percent Minority Population



Percent Poverty Population



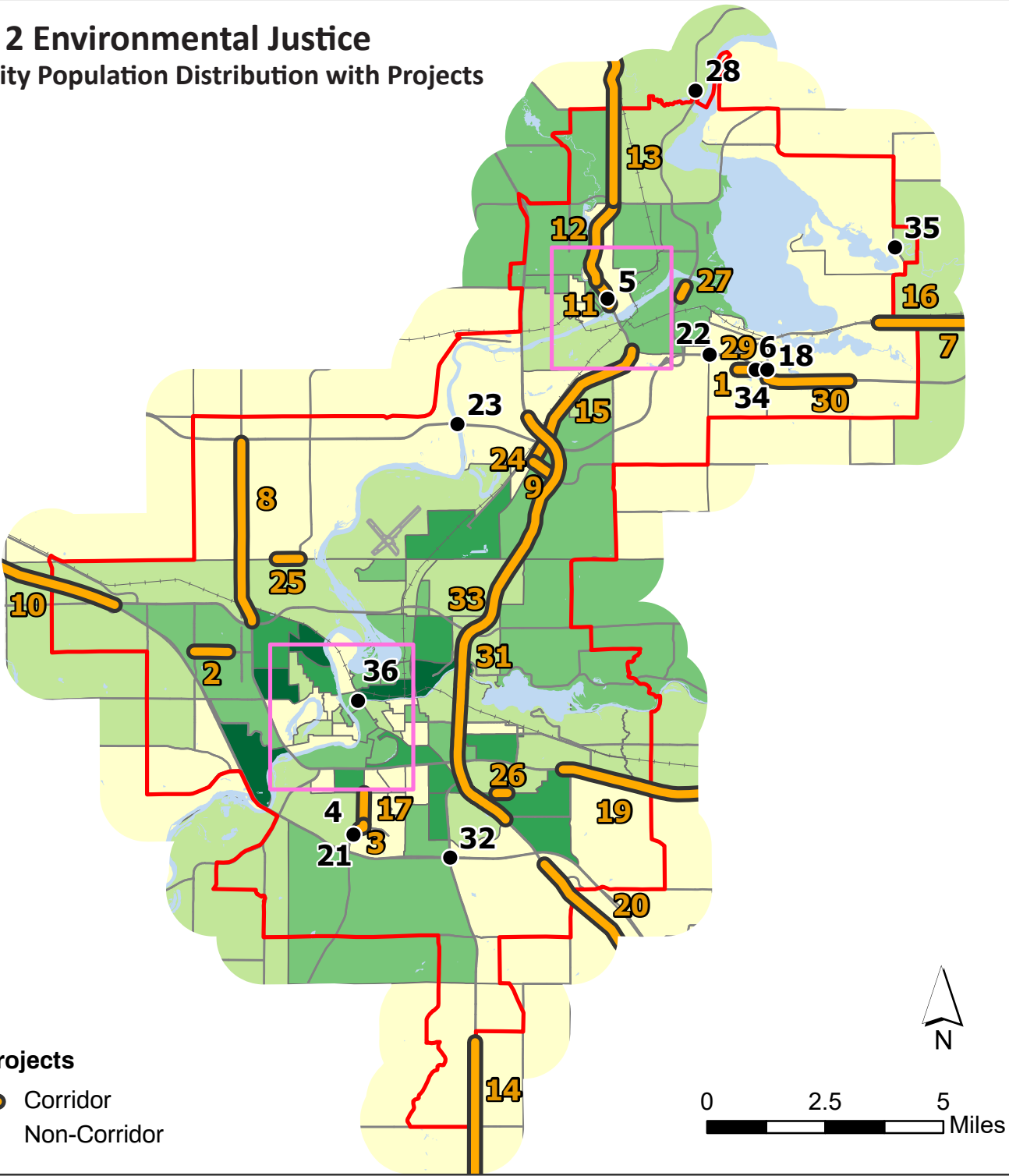
# Chippewa-Eau Claire MPO

## Transportation Improvement Program

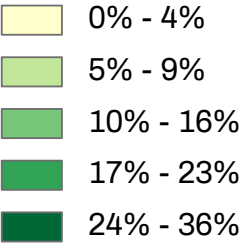
Adjacent Minority and Poverty Populations Summary by Project

Project #	Project Name	Location	Year	Adjacent Minority Pop. Range	Adjacent Poverty Pop. Range
1	50th Ave Trail	Stillson School to CTH J	2025		
2	CTH CC	CTH TT to 33rd St.	2024		
3	State St./CTH F	Hamilton to Golf	2024		
4	CTH F	B-18-008 over Lowes Creek	2024		
5	Central Street Bridge	Duncan Creek	2026		
6	CTH J and 50th Ave	Intersection	2026		
7	CTH X	197th St. - CTH XX	2024		
8	CTH T	STH 312 to STH 29	2025		
9	CTH OO	US Business 53 to STH 124	2025		
10	IH 94	USH12 to STH312	2028		
11	STH 124	High St. to Bridge St.	2025		
12	STH 124	Elm St. to CTH S	2025		
13	STH 124	CTH S to STH 64	NA		
14	STH 93	S. County Line to Cedar Rd.	2025		
15	STH 124	CTH OO to STH 29	NA		
16	CTH X	197th St. - CTH XX	2024		
17	State St./CTH F	Heather Rd. to Hamilton Ave	2024		
18	CTH J	CTH J and 50th Intersection	2024		
19	USH 12	Industrial Dr. to Fall Creek	2024		
20	USH 53	USH 10 to Old Town Hall Rd.	2024		
21	CTH F	Lowes Creek Bridge	2026		
22	STH 29	160th St. Bridge	2026		
23	STH 29	Chippewa River Bridge	2026		
24	CTH OO	US Business 53 to STH 124	2025		
25	County Line Road	.5 mile west of Jeffers Rd. to Jeffers Rd.	2026		
26	E. Hamilton Ave	Horlacher Ln. to Gateway Dr.	2025		
27	STH 178	Olson Dr. to Cashman Dr.	2025		
28	STH 178	O'Neil Creek Bridge	2024		
29	50th Ave Trail	Stillson School to CTH J	2024		
30	STH 29	40th Ave to .5 mile W of CTH K	2024		
31	USH 53	CTH QQ to La Salle St.	2024		
32	IH 94	STH 93 Bridges	2024		
33	USH 53	Golf Rd to 40th Ave	2024		
34	STH 29	50th Ave. Bridge	2025		
35	CTH K	Yellow River Bridge	2026		
36	Dewey St.	Eau Claire River Bridge	2024		

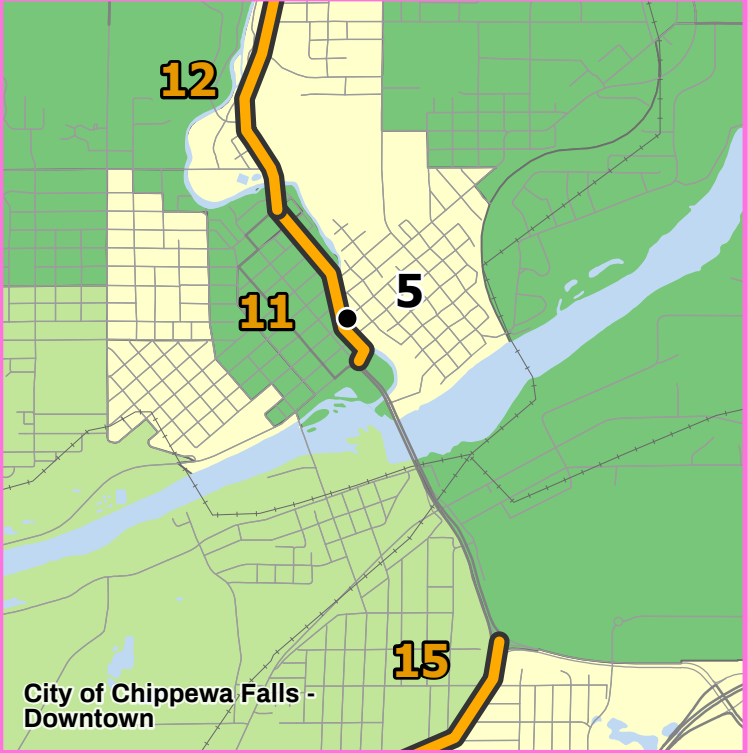
**Map 2 Environmental Justice**  
Minority Population Distribution with Projects



**Percent Minority Population**



**Context**

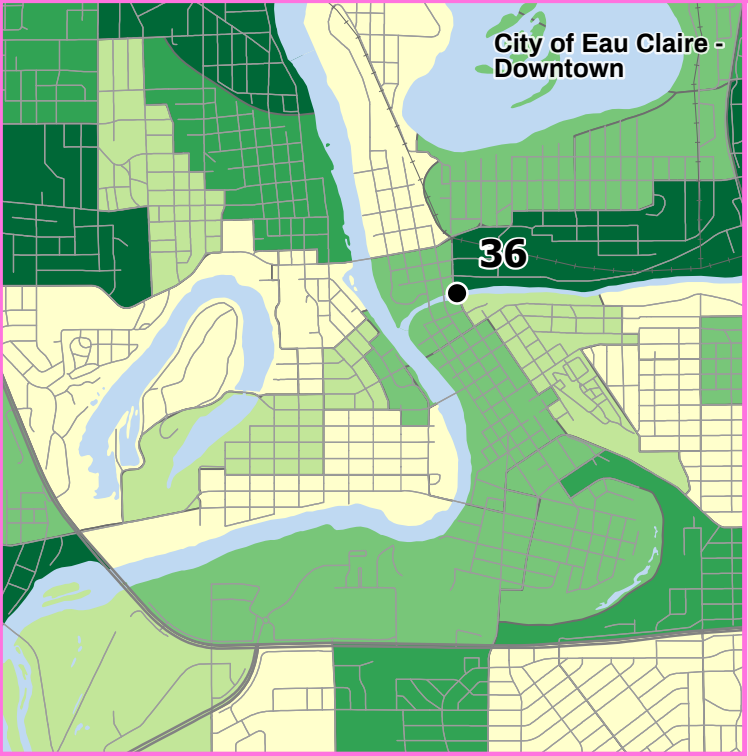


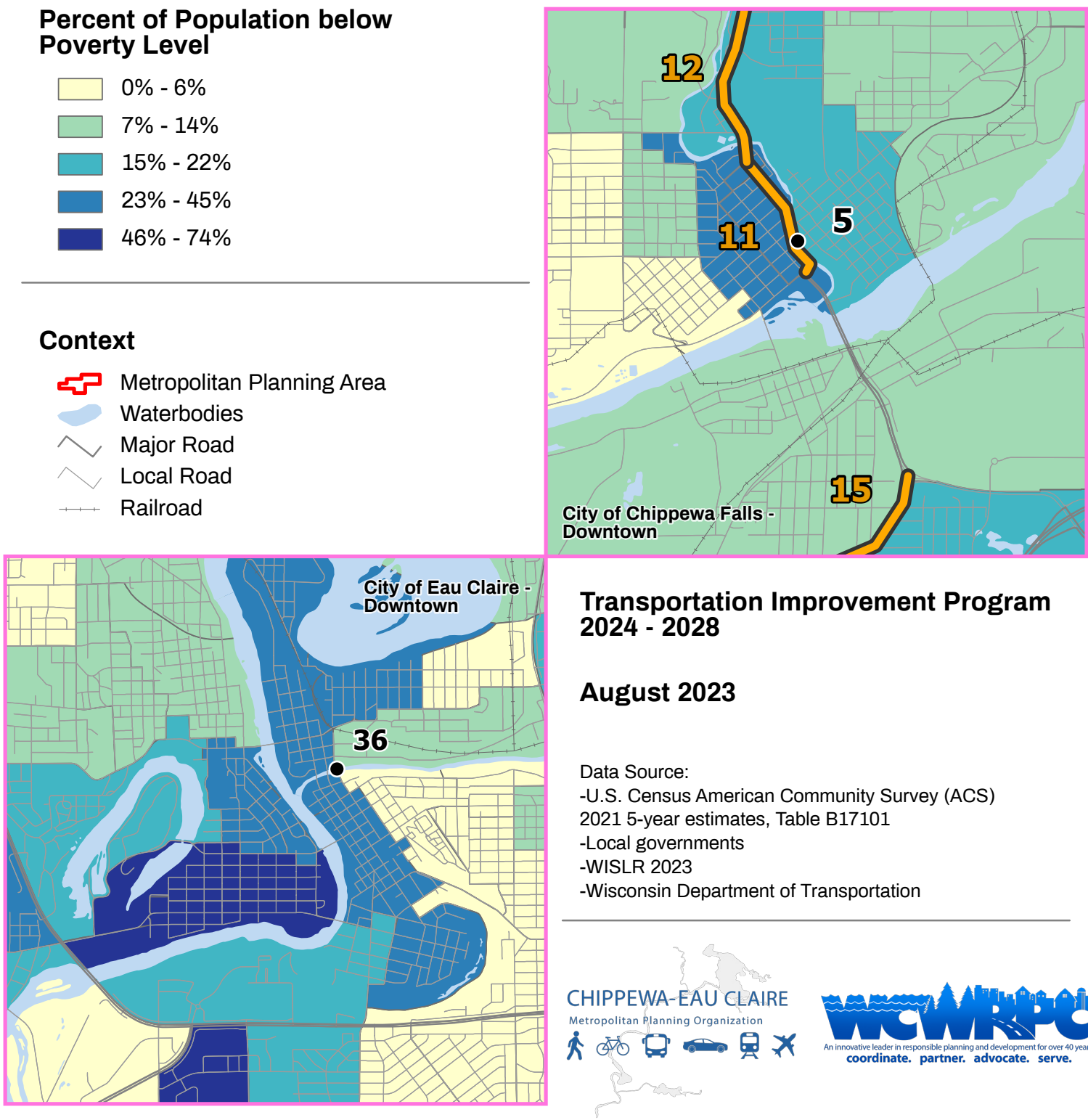
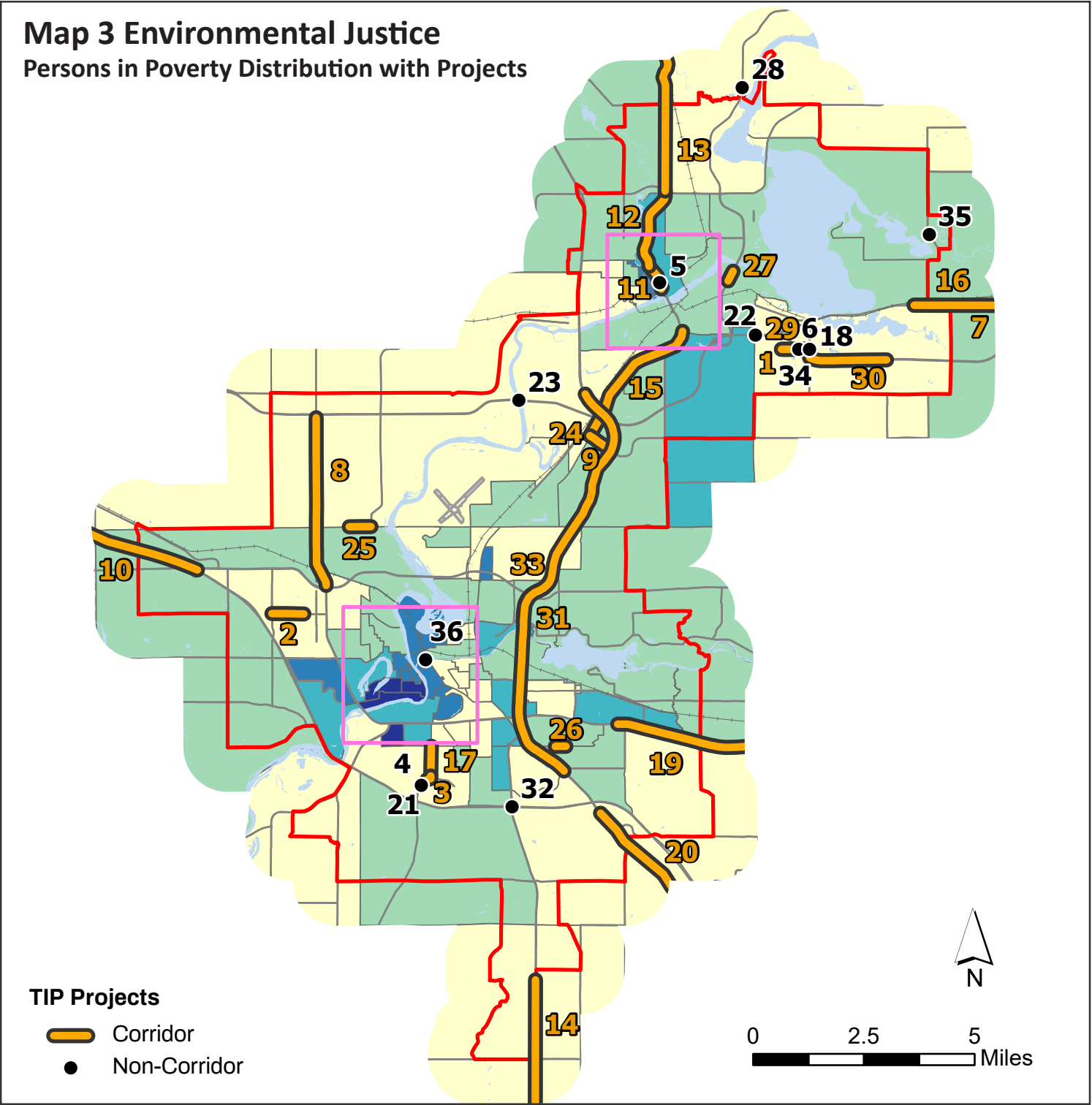
**Transportation Improvement Program**  
**2024 - 2028**

**August 2023**

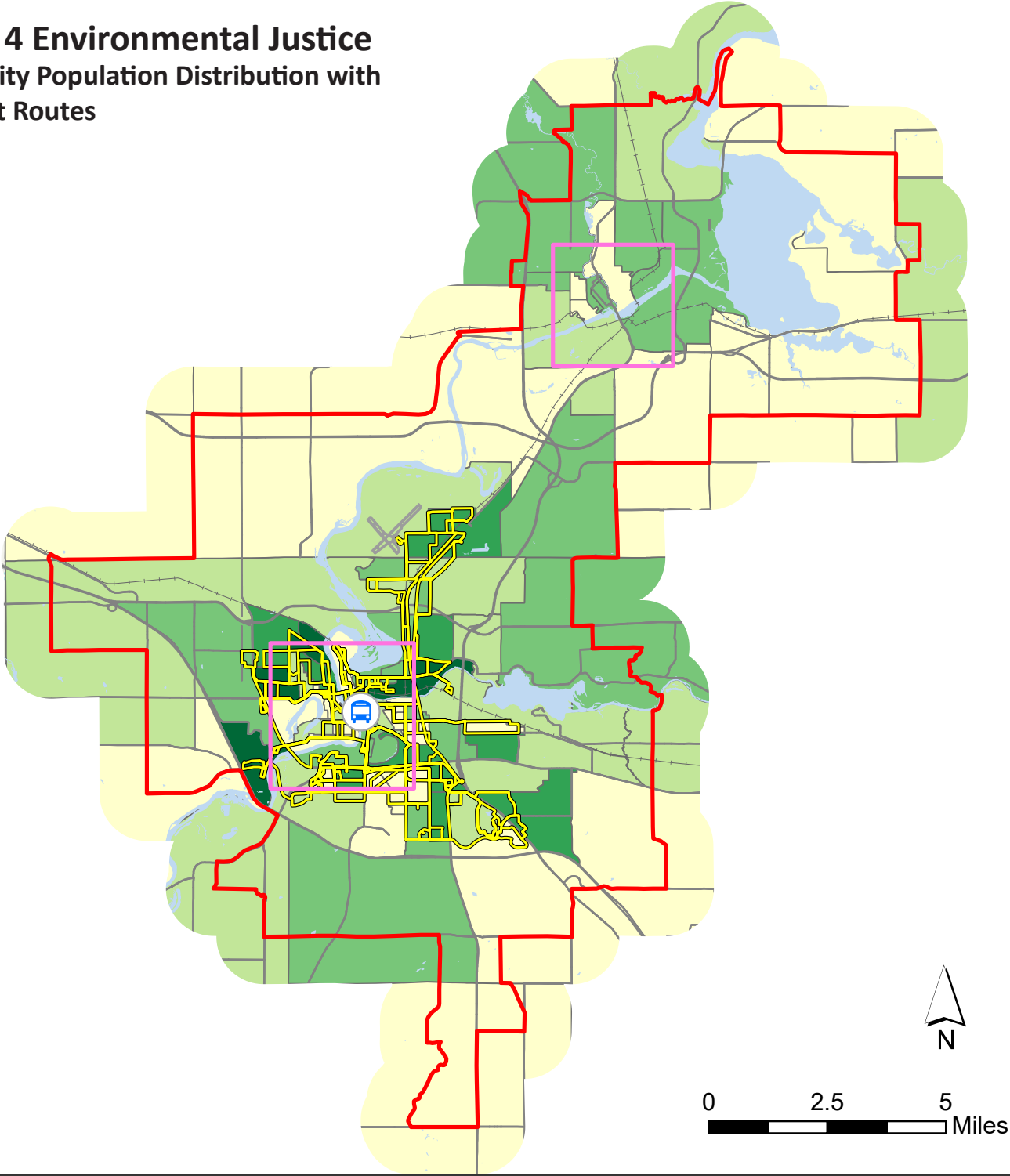
Data Source:

- U.S. Census American Community Survey (ACS) 2021 5-year estimates, Table B2001
- Local governments
- WISLR 2023
- Wisconsin Department of Transportation

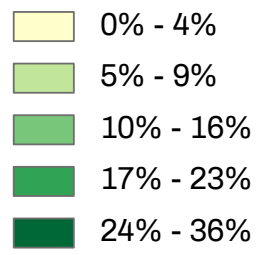




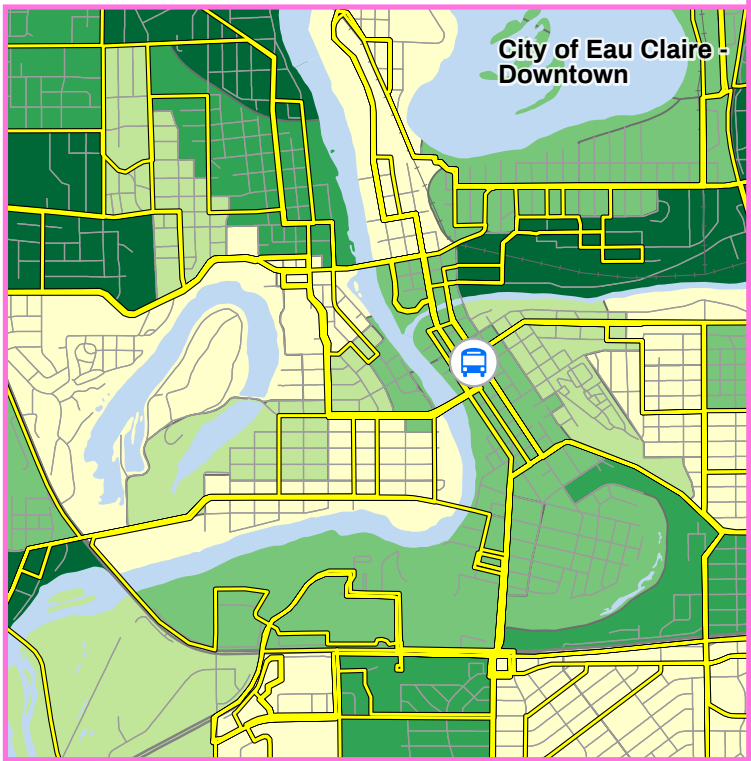
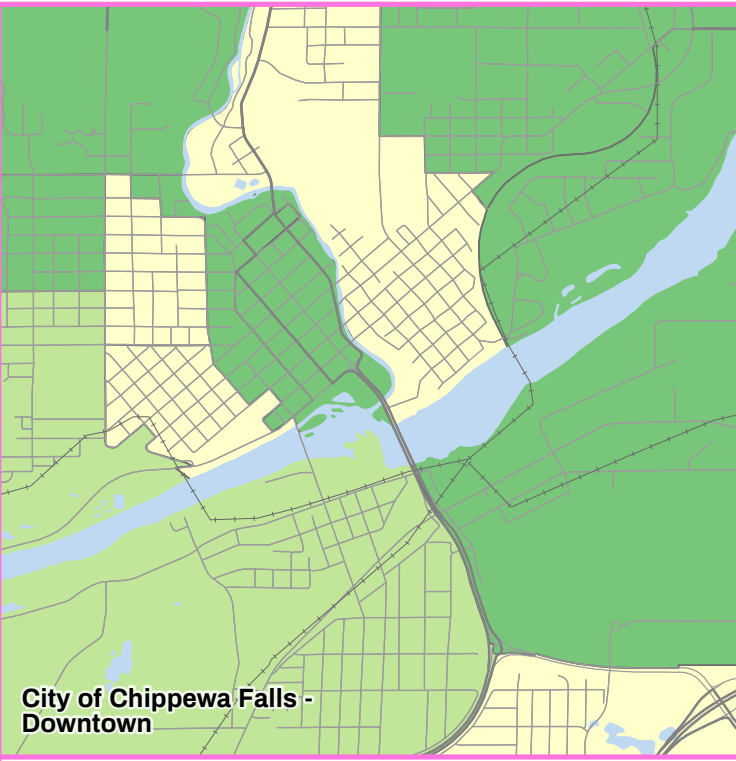
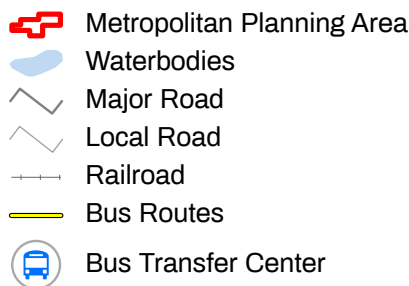
**Map 4 Environmental Justice**  
Minority Population Distribution with  
Transit Routes



**Percent Minority Population**



**Context**



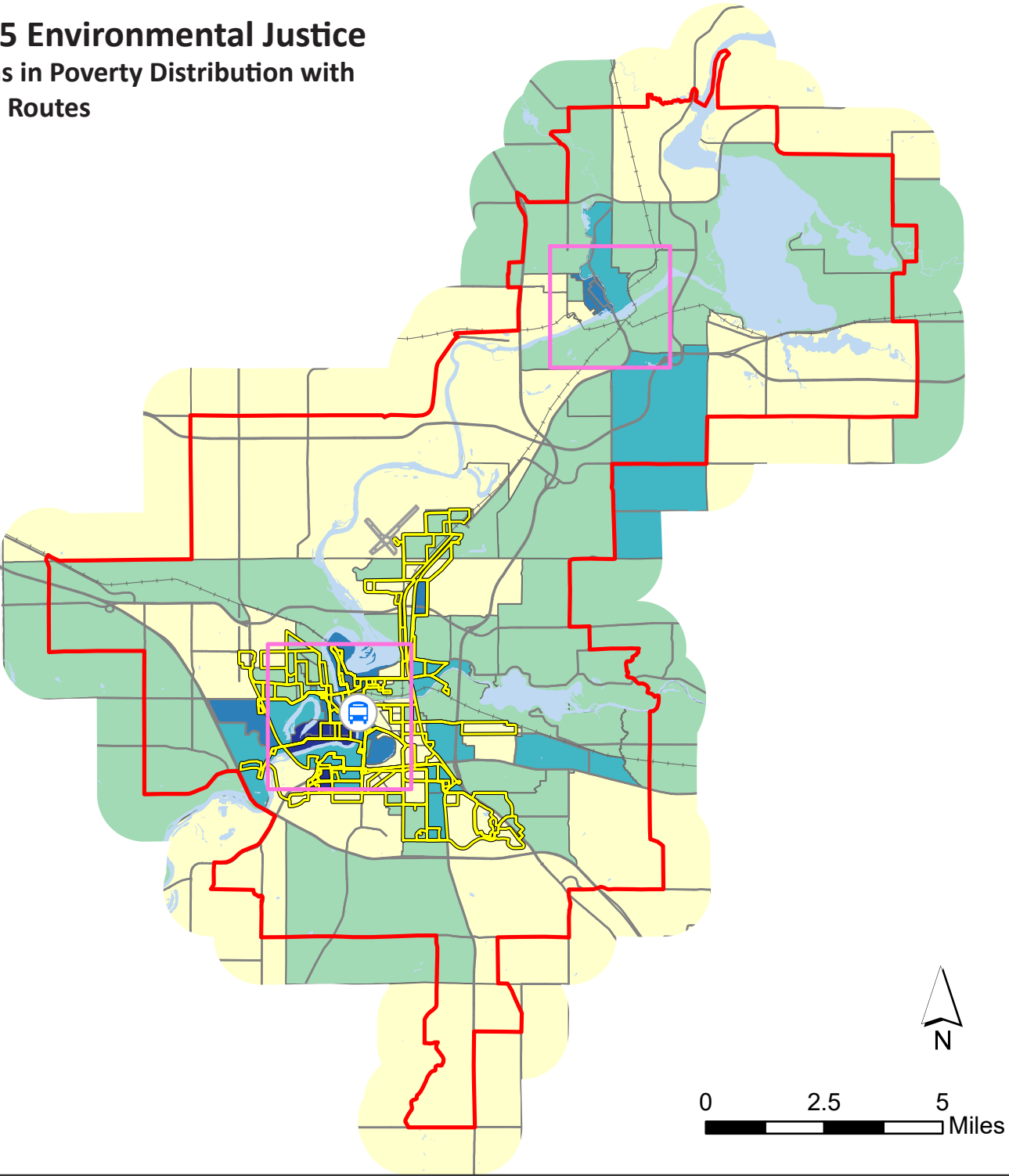
**Transportation Improvement Program**  
**2024 - 2028**

**August 2023**

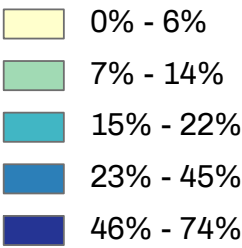
Data Source:  
-U.S. Census American Community Survey (ACS)  
2021 5-year estimates, Table B2001  
-Local governments  
-WISLR 2023  
-Wisconsin Department of Transportation



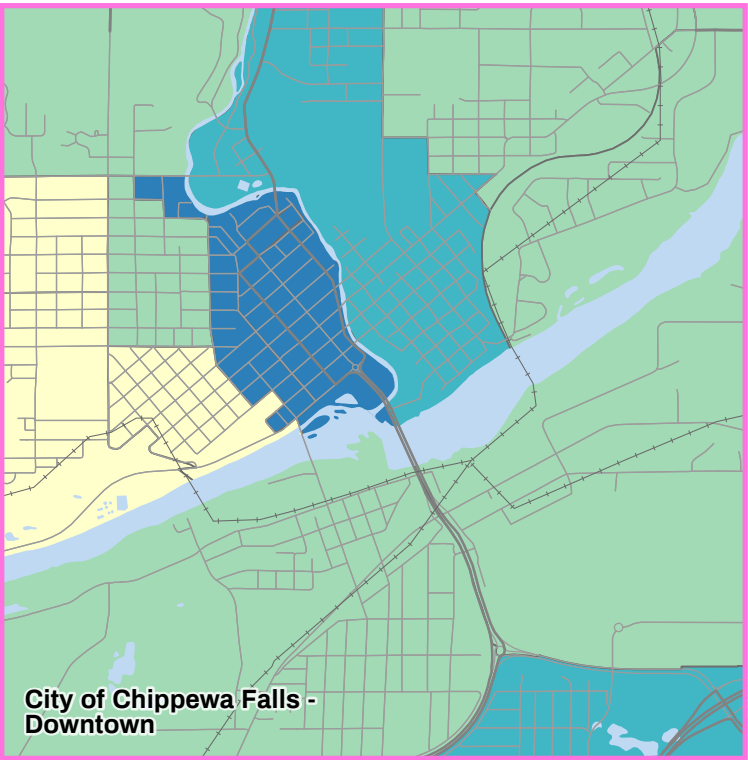
**Map 5 Environmental Justice**  
**Persons in Poverty Distribution with**  
**Transit Routes**



**Percent of Population below Poverty Level**



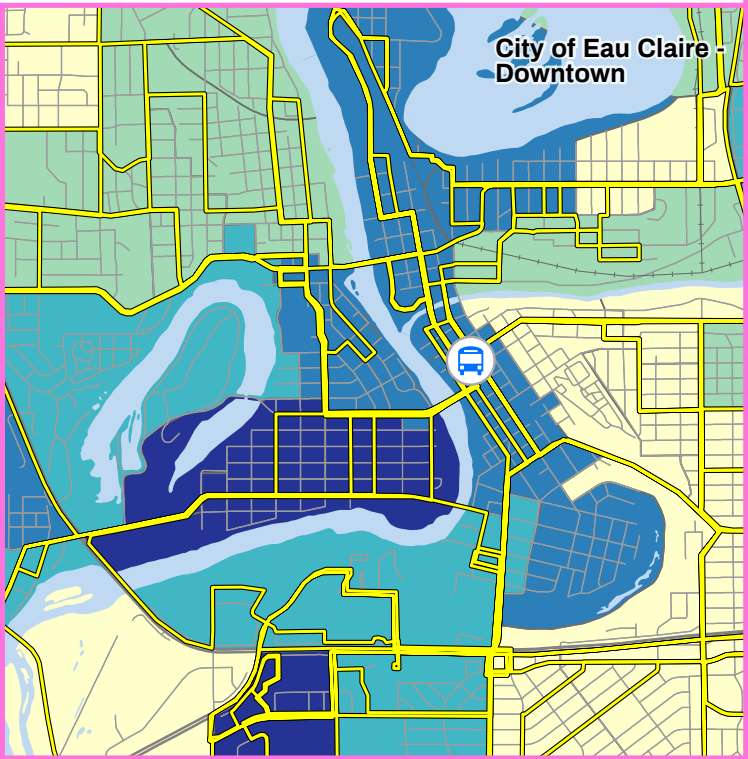
**Context**



**Transportation Improvement Program**  
**2024 - 2028**

**August 2023**

Data Source:  
-U.S. Census American Community Survey (ACS)  
2021 5-year estimates, Table B17101  
-Local governments  
-WISLR 2023  
-Wisconsin Department of Transportation



### VII. PERFORMANCE MEASURES AND TARGETS

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

The MPO has participated in performance-based planning and programming and intends to continue doing so under the pertinent rules, goals, and performance measure targets described here. The MPO webpage and the MPO’s Long Range Transportation Plan and Transportation Improvement Program can be accessed here: [www.wcwrpc.org/chippewa-eau-claire-mpo](http://www.wcwrpc.org/chippewa-eau-claire-mpo)

The broad national performance measure goals (23 USC 150) are listed here:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
  - Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
  - Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
  - System Reliability - To improve the efficiency of the surface transportation system
  - Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
  - Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
  - Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices
- <https://www.fhwa.dot.gov/tpm/about/goals.cfm>

From these goals, the specific national performance measures, as established under MAP-21/FAST Act (49 USC 625 and 23 CFR 490) are as follows. (In the Chippewa-Eau Claire Metropolitan Planning Area, Transit goals are being tracked by transit providers and CMAQ goals do not apply, as it is not a non-attainment area for air pollution):

- PM1 – Safety
  - o Number of fatalities
  - o Fatalities per 100 million vehicle miles traveled
  - o Number of serious injuries
  - o Serious injuries per 100 million vehicle miles traveled
  - o Number of non-motorized fatalities and non-motorized serious injuries
- PM2 – Infrastructure
  - o Percentage of pavements of the Interstate System in Good condition
  - o Percentage of pavements of the Interstate System in Poor condition
  - o Percentage of pavements of the non-Interstate NHS in Good condition
  - o Percentage of pavements of the non-Interstate NHS in Poor condition
  - o Percentage of NHS bridges classified as in Good condition

- o Percentage of NHS bridges classified as in Poor condition
- PM3 – System Performance on NHS
  - o Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
  - o Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- PM3 – Freight Movement
  - o Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- Transit
  - o Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
  - o Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
  - o Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
  - o Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- CMAQ - Congestion Reduction (as applicable)
  - o Peak Hour Excessive Delay(PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
  - o Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
  - o Emissions Measure: Total Emission Reductions

It is anticipated that projects that help the MPO meet performance measures will continue to be targeted and completed.

#### ***Long Range Transportation Plan***

The MPO first formally included a set of transportation related performance indicators in its 2010 Long Range Transportation Plan (LRTP). The full list of those indicators is included below. The MPO continued to track those indicators annually over the following years and published several years’ worth of data in the 2021 Long Range Transportation Plan. This data shows trends and changes and, with continued tracking, will help illustrate the condition of the transportation system in this area. The indicators are shown below. To access the Long Range Transportation Plan, go to <https://www.wcwrpc.org/chippewa-eau-claire-mpo>

#### Long Range Transportation Plan – Performance Indicators

1. Safety
  - a. Streets and Highways
    - i. Total crashes
    - ii. Total fatal crashes
    - iii. Total severe injury crashes
2. Accessibility and Mobility of People and Freight
  - a. Streets and Highways
    - i. Level of Service (LOS)
    - ii. System mileage
  - b. Transit
    - i. Eau Claire Transit (fixed route), ECT ADA paratransit service (urban), Chippewa Falls Shared Ride Taxi
      - Unlinked passenger trips
      - Revenue miles of service

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

- Revenue hours of service
- Passengers per revenue mile
- Passengers per revenue hour
- ii. Eau Claire Transit (fixed route), Chippewa Falls Shared Ride Taxi
  - Percent urbanized area served by transit
  - Percent urbanized area served by shared ride taxi
- 3. Integration and Connectivity of the Transportation System, Across and Between Modes for People and Freight
  - a. Streets and Highways
    - i. Designated park-ride capacity and use
  - b. Air
    - i. Airport Passenger Volume (enplanements)
- 4. Efficient Management and Operations
  - a. Streets and Highways
    - i. Deficient directional miles, based on Level of Service (LOS) determinations for base 2010 model network
    - ii. Hours of congested travel
  - b. Transit
    - i. Passengers/revenue hour of operation, passengers/revenue mile of operation, passenger miles traveled, number of passenger trips
- 5. System Preservation
  - a. Streets and Highways
    - i. Pavement condition – number of miles and percent of total miles in each category
    - ii. Bridge Structure Condition – Sufficiency Rating
- 6. Regional Trends
  - a. Population
  - b. Housing Units: Total, Occupied, and Vacant
  - c. Employment
  - d. Economic Development - Housing permits and housing razzings by county and municipality

As shown in this set of performance indicators that the MPO tracks, several of them are directly connected to the national performance measures. The MPO already tracks crashes, pavement condition, and bridge condition. The MPO is ready to start tracking these as part of the national performance measure requirements.

### ***Safety Performance Measure Targets***

The MPO resolves to plan and program projects so that they contribute toward the accomplishment of WisDOT’s HSIP targets. Specifically, the MPO will plan and program projects so they contribute toward the accomplishment of WisDOT’s most current HSIP targets. The MPO officially adopts the 2024 Safety Performance Measure Targets. The following are the safety performance measures:

- Number of fatalities – 588.8
- Rate of fatalities – 0.915 per 100 million vehicle miles traveled
- Number of serious injuries – 3,033.7
- Rate of serious injuries – 4.726 per 100 million vehicle miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries – 371.8

The MPO’s projects related to safety can be seen below in a number of TIP projects. Additionally, the MPO’s Surface

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

Transportation Block Grant-Urban (STBG-U) selection process uses criteria that include safety performance and improvements, including for multimodal enhancement. Decisions within the 2024-2028 TIP development process were made with these targets in consideration.

### Transportation Improvement Program (TIP)

In the Chippewa-Eau Claire TIP 2024-2028, there are several safety projects funded by the federal Highway Safety Improvement Program (HSIP). To access the TIP, go to <http://wcwrpc.org/Chippewa-Eau-Claire-MPO.html>.

### Safety Projects in the 2024-2028 TIP

- Federal Highway Safety Improvement Program (HSIP) Projects
  - o STH 312 (Jeffers Road)
  - o STH 93 (S. County Line to Cedar Road)
  - o CTH K Railroad Crossing
  - o Pine Harbor Drive Railroad Crossing

Additionally, there are five projects receiving funding from the STBG-U program that will improve safety with improvements. The list of criteria for the selection of STBG-U projects follows the list of projects. The criteria include both safety and crashes. The STBG-U selection and funding process is the only project selection role that the MPO has.

### MPO Project Prioritization for STBG-Urban Funding

1. Plan Consistency
2. Preserves Existing System
  - a. Highway applications
    - i. Existing highways
    - ii. New facilities
    - iii. Traffic operations improvements
  - b. Non-highway applications
    - i. Transit improvements
    - ii. Bicycle and pedestrian improvements
      - Barrier crossing improvements
      - Corridor improvements
3. Capacity
4. Safety
  - a. Segment crash rates
  - b. High crash locations
  - c. New facilities
5. Multimodal

### ***Transit Asset Management Targets***

#### *Eau Claire Transit*

Eau Claire Transit (ECT) has worked with the WisDOT in the setting of targets for the percentage of transit vehicles, service vehicles, passenger facilities, and maintenance facilities expected to fall within their designated useful life benchmarks (ULB). The MPO officially adopts the WisDOT targets. ECT developed their Transit Asset Management (TAM) plan

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

and have adopted the State targets.

The targets set for WisDOT’s 5307 group are as follows:

- Vehicles and equipment: Not more than 25 percent of vehicles (over the road buses) at or exceeding their useful life benchmark of 14 years.
- Facilities: 50 percent of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

The targets set for Transit Asset Management Performance Measure Targets are as follows:

- Rolling stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark
  - AO – Automobile = 77%
  - BU – Bus = 44%
  - CU – Cutaway = 47%
  - MV – Minivan = 51%
  - SB – School Bus = 0%
  - VN – Van = 27%
- Equipment - Percent of non-revenue vehicles that have met or exceed their useful life benchmarks:
  - Automobiles – 33%
  - Trucks or other Rubber Tired Vehicles – 29%
- Facility – Percent of facilities rated at or below 3 on the condition scale
  - Administrative/Maintenance Facilities = 10%

ECT has adopted goals as follows:

Rolling stock - 0% at or exceeding ULB

Service Vehicles - 100% within useful life. 0% at or exceeding ULB

Facilities - Passenger 100% at or below 3 on TERM scale.

ECT currently reports that none of their 22 buses exceed the ULB of 14 years. The system has only one service vehicle, and that vehicle is within its ULB. The system’s only passenger facility is well beyond its useful life. A replacement is programmed for completion in 2024. The office and maintenance facility is less than 50 years old, so there is zero percent of maintenance facilities beyond the ULB.

As new targets are established by the State and/or ECT, the MPO will adopt those targets.

### *Chippewa Falls Shared Ride Taxi*

While Chippewa Falls Shared Ride Taxi (CFSRT) is a 5307-funded transit service (urban), it is included in the WisDOT’s sponsored asset management group for 5311-funded services (rural). With only eight vans providing CFSRT’s demand responsive service, there is more similarity with assets of services in WisDOT’s 5311 group, than the buses and facilities in other 5307 systems. The MPO adopts the WisDOT targets set for the 5311 group, and they are as follows:

- Vehicles and Equipment: WisDOT, and its sub-recipients, set the TAM performance target to only allow for 51 percent of the vehicles and capital equipment to pass beyond useful life.
- Facilities: WisDOT, and its sub-recipients, set the percentage of facilities (by group) that are allowed to age beyond a

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

useful life of 50 years, (more than the FTA minimum standard of 40 years) at ten percent. (There are no federally-funded facilities utilized in the provision of CFSRT services.)

### *Coordination and Use of Transit Asset Performance Data*

Transit operators are required by FTA to develop a transit asset management plan to assist in maintaining a state-of-good repair for their vehicles and facilities. It is expected that these plans may result in the refinement of the targets for the transit asset management performance measures. In addition, it is expected that these plans will be considered in the prioritization of projects for the next TIP and subsequent TIPs. ECT adopted a stand-alone Transit Asset Management Plan in 2020. CFSRT anticipates continuation in the WisDOT-sponsored group for 5311 funded transit systems.

The transit operators agree to share their annual data, and/or that of the appropriate WisDOT sponsored group, with the MPO. The MPO will review the reported standing of transit system assets in the programming of projects for the Transportation Improvement Program (TIP), and in the development of recommendations for asset replacement and related future funding needs, in the development of the Long Range Transportation Plan.

### *Chippewa Falls Shared Ride Taxi Performance Matrix*

Safety performance targets for Chippewa Falls Shared Ride are based on the safety performance measures in the previous section, established under the National Public Transportation Safety Plan. The MPO adopts these targets.

The targets (below) are based on review of the previous five years of Chippewa Falls Shared Ride’s safety performance data:

### *Eau Claire Transit Safety Performance Matrix*

In 2023, the MPO adopted the Eau Claire Transit Safety Performance Matrix, which was completed by Eau Claire Transit. This is as found in their Public Transportation Agency Safety Plan (PTASP).

### *PM2 – Pavement and Bridge and PM3 – System Performance*

In 2024, the MPO will continue to plan and program projects that will contribute toward the accomplishment of WisDOT’s most recent pavement and bridge condition targets. The MPO has officially adopted the State’s most recent PM 2 Performance Measure Targets, as listed:

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

<b>GOAL 1: Improve the safety performance of the Transit system</b> <b>EAU CLAIRE TRANSIT</b> will utilize a safety management systems framework to identify safety hazards, mitigate risk and reduce occurrences resulting from transit operations.			
OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Reduce the number of preventable injuries	Total number of preventable injuries in a year	3	0
Maintain Number of Fatalities	Total number of Fatalities	0	0
Maintain Rate of Fatalities	Fatalities/VRM	0	0
Reduce the number of reportable injuries	Total number of reportable injuries	0	0
Reduce the rate of reportable injuries	Injuries/VRM	0	0
Reduce the number of reportable Safety Events	Number of Events	0	0
Reduce the number of Preventable Accidents	Total number of preventable accidents	10	5
<b>GOAL 2: CULTURE</b> <b>EAU CLAIRE TRANSIT</b> will foster agency-wide support for transit safety by establishing a culture where management is held accountable for safety and everyone in the organization takes an active role in securing transit safety.			
OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Establish a dedicated staff person as the Transit Agency Safety Officer to manage the agency's transit safety program	<i>Safety Training Hours per year</i>	16	24
Establish a tracking system to research repeated incidents	<i>Percentage of incidents tracked</i>	0	50%
Establish regular transit safety meetings comprised of staff at varying levels, including executives, officers, managers, operators and maintenance personnel	<i>Number of safety team meetings per year</i>	4	6
<b>GOAL 3: SYSTEMS/EQUIPMENT:</b> <b>EAU CLAIRE TRANSIT</b> will provide a safe and efficient transit operation by ensuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed.			
OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Reduce the number of major mechanical failures	<i>Number of major mechanical failures</i>	56/31	<b>40/25</b>
Increase the distance between Mechanical failures	<i>VRM/Failures</i>	12,500Mi	17,500Mi
Reduce the number of vehicles that are beyond useful life	<i>Number of Vehicles beyond useful life</i>	6	2
Replace or repair shop hoists	<i>Number of hoists damaged</i>	2	0
<b>PARATRANSIT GOALS</b>			
OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Maintain Number of Fatalities	<i>Total Number of Fatalities</i>	0	0
Maintain Rate of Fatalities	<i>Number of Fatalities/VRM</i>	0	0
Maintain Number of Reportable Injuries	<i>Total Number of Reportable Injuries</i>	0	0
Maintain Rate of Reportable Injuries	<i>Number of Injuries/VRM</i>	0	0
Decrease the Number of Major Mechanical Failures	<i>Number of Major Mechanical Failure</i>	31	25
Increase the Mileage between mechanical failures	<i>VRM/Number of Major Mechanical Failures</i>	3000Mi	3650Mi
Maintain the Number of Safety Events Reported	<i>Number of Events</i>	0	0

Measure	2023 Target	2025 Target
Interstate -Percentage of pavement in “Good” condition	> 60%	> 60%
Interstate -Percentage of pavement in “Poor” condition	< 4%	< 4%
Non -Interstate -Percentage of pavement in “Good” condition	> 30%	> 30%
Non-Interstate -Percentage of pavement in “Poor” condition	< 10%	< 10%
Percentage of NHS bridges by deck area in “Good” condition	> 49%	> 48%
Percentage of NHS bridges by deck area in “Poor” condition	< 3%	< 3%

The MPO will track these targets as required. The MPO will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s future bridge condition targets. Future decisions within the TIP development process will be made with these targets in consideration.

In 2024, the MPO will continue to plan and program projects that will contribute toward the accomplishment of the WisDOT’s most recent freight movement, congestion mitigation, and air quality targets. The MPO has officially adopted the State’s most recent PM 3 Performance Measure Targets, as listed:

Measure	2023 Target	2025 Target
Travel Reliability		
1) Percent of person-miles traveled that are reliable on the Interstate	92.5%	93%
2) Percent of person-miles traveled that are reliable on Non-Interstate	91.0%	89.5%
Freight Reliability		
3) Truck Travel Time Reliability Index on the Interstate	1.3	1.3

The MPO will track these targets as required. The MPO will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s future freight movement, congestion mitigation, and air quality performance targets. Future decisions within the TIP development process will be made with these targets in consideration.

### Performance measure targets timeline

- PM1 – Safety: Annually
- MAP-21/FAST Act Performance Measure Planning Rule Adoption in TIP: Annually
- PM2 – Pavement and Bridge and PM3 – System Performance: PM2 and PM3 have two-year and four-year target requirements. The 2019 targets are the two-year targets and 2021 targets are the four-year targets for the first performance period. The next performance period is from January 1, 2022 to December 31, 2025. WisDOT will establish new two-year and four-year PM2 and PM3 targets for this period in late 2021 or early 2022.

Appendix 1  
Approval Resolution  
and Planning Process Certification

## Appendix 2

### Public Participation Documentation

- 1. Public Notice  
Published in Eau Claire Leader-Telegram and Chippewa Herald newspapers
- 2. Technical Advisory Committee Membership  
Metropolitan Planning Organization Membership
- 3. September 13, 2023 TAC Minutes  
October 04, 2023 MPO Minutes
- 4. Public Participation Plan available at [www.wcwrpc.org](http://www.wcwrpc.org)

### Metropolitan Planning Organization Policy Committee

Gary Spilde (Chair) - Village of Lake Hallie  
James Dunning (Vice Chair) - Eau Claire County  
Dean Mueller - Chippewa County  
Matt Biren - City of Altoona  
Gregory Hoffman - City of Chippewa Falls  
Emily Berge - City of Eau Claire  
Gary Lazarz - Town of Anson  
Wes Vleck - Town of Brunswick  
Chuck Hebert - Town of Eagle Point  
Rod Eslinger - Town of Hallie  
Mark Brennan - Town of Lafayette  
Dan Hanson - Town of Pleasant Valley  
Jessica Janssen - Town of Seymour  
Frederick Bohl - Town of Tilden  
Jennifer Meyer - Town of Union  
Robert Solberg - Town of Washington  
Steve Harmon - Town of Wheaton

### Metropolitan Planning Organization Technical Advisory Committee

Abby Vans - Mark Jones  
Chippewa County ADRC - Kelly Zimmerman/Laura Fijalkiewicz  
Chippewa County Highway Department - Fred Anderson  
City of Altoona Planning - Taylor Greenwell  
City of Chippewa Falls Engineering - Bill McElroy  
City of Chippewa Falls Planning and Shared Ride Taxi - Brad Hentschel  
City of Eau Claire Community Development - Ned Noel  
City of Eau Claire Engineering - Leah Ness  
Eau Claire County ADRC - Emily Gilbertson/Betsy Henck  
Eau Claire County Highway Department - Jon Johnson  
Eau Claire County Planning & Development Dept. - Rod Eslinger  
Eau Claire Transit - Ty Fadness  
Federal Highway Administration - Karl Buck  
Federal Transit Administration - Evan Gross  
Town of Anson - Gary Lazarz  
Town of Brunswick - Wesley Vleck  
Town of Eagle Point - Chuck Hebert  
Town of Hallie - Rod Eslinger  
Town of Lafayette - Dave Stabler  
Town of Pleasant Valley - Dan Hanson  
Town of Seymour - Jessica Janssen  
Town of Tilden - Daniel Adams  
Town of Union - Jennifer Meyer  
Town of Washington - Janelle Henning  
Town of Wheaton - Steve Harmon  
Village of Lake Hallie - Gary Spilde  
Wisconsin DNR - Dan Baumann  
WisDOT-Central Office - Sara Husen  
WisDOT-Northwest Region - Dena Ryan



Appendix 3  
STBG-Urban Project Prioritization Process

Chippewa-Eau Claire MPO  
Project Prioritization for STBG-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 Block Grant – Urban projects to be funded with the allocation for their specific urbanized area (formerly Surface Transportation Program – Urban). 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 STBG-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 21<sup>st</sup> Century (TEA-21), signed into law in 1998, Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), 2005, and Fixing America’s Surface Transportation Act (FAST Act), 2015, which follow:

FAST Act Metropolitan Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

The following set of criteria will be used 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 STBG-Urban funds are multi-mode eligible.

### STBG-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. (*FAST Act 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 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

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

**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. Any project that is not ranked because it has a negative funding eligibility rating is deemed ineligible for participation in the STBG-Urban program.

**STBG-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.

## Appendix 4 Operations and Maintenance Projections and Financial Constraint

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

### Financial Plan – Operations and Maintenance

The following tables attempt to demonstrate the costs of operations and maintenance to the Federal-aid System, as well as transit operations and maintenance. Table A contains the operations and maintenance costs for each of the three cities and the one village, as well as each of the two counties in the Chippewa-Eau Claire metropolitan planning area, while Table B projects that data to the required four-year period, based on a three-year average change in the funding for the total of the cities, village, and counties. This is based on the Local Government Dashboard Revenue annual reports presented on the Wisconsin Department of Revenue’s website There are some shortcomings in this data. First, it is available for counties and for municipalities, but not for portions thereof, as is represented within our MPA boundary. Second, we are forced to include data for the entirety of the two counties, significantly overcounting urban system expenses. Third, these revenue and expenditures are not limited to the federal aid system inventory within each jurisdiction, again potentially overestimating operations and maintenance expenses.

As this is the most pertinent data available, we have addressed the first issue by including the data for each of the cities and the village, which are wholly included within the MPA boundary, as well as the two counties. We did not include data from the portions of towns within the planning area, however, most of the system miles within the towns are county highways and would be included in the data for the counties. It is hoped that a more concise and standardized methodology can be developed, and data made available, in the near future, for inclusion in the next TIP.

Table A  
Highway Maintenance and Administration (DOR) Expenses

Jurisdiction	2019	2020	2021	3-Year Avg.
Altoona	\$1,117,000	\$1,049,000	\$1,060,000	\$1,075,333
Chippewa Falls	\$2,278,000	\$1,752,000	\$2,520,000	\$2,183,333
Eau Claire	\$5,555,600	\$4,670,000	\$4,451,000	\$4,892,200
Lake Hallie	\$442,000	\$540,000	\$575,000	\$519,000
Chippewa County	\$7,477,000	\$5,855,000	\$5,680,000	\$6,337,333
Eau Claire County	\$5,953,000	\$4,537,000	\$5,843,000	\$5,444,333
Total	\$22,822,600	\$18,403,000	\$20,129,000	\$20,451,533

Data Source: WI Department of Revenue

Table B  
Highway Expense Projections (2024-2027)

2021	2022	2023	2024
\$20,129,000	\$22,141,900	\$23,248,995	\$24,411,445

Data Source: WI Department of Revenue

# Chippewa-Eau Claire MPO

## Transportation Improvement Program

Similarly, revenues were estimated and projected for the same jurisdictions, as shown in Tables C and D, below. The revenues included are General Transportation Aids and Connecting Highway Aids, as presented on the WisDOT website. Other pertinent programs to include in future analysis could include STP and Local Bridge funds. (These funds were not available for this iteration.)

Table C  
Highway Maintenance and Administration (DOR) Revenues

Jurisdiction	2021	2022	2023	3-Year Avg.
Altoona	\$1,060,000	\$795,000	\$716,000	\$857,000
Chippewa Falls	\$2,520,000	\$704,000	\$740,000	\$1,321,333
Eau Claire	\$4,451,000	\$3,232,000	\$3,230,000	\$3,637,667
Lake Hallie	\$575,000	\$405,000	\$392,000	\$457,333
Chippewa County	\$5,680,000	\$1,941,000	\$1,974,000	\$3,198,333
Eau Claire County	\$5,843,000	\$3,136,000	\$3,060,000	\$4,013,000
Total	\$20,129,000	\$10,213,000	\$10,112,000	\$13,484,667

Data Source: WI Department of Transportation

Table D  
Highway Revenue Projections (2024-2027)

2023	2024	2025	2026
\$10,112,000	\$10,213,120	\$10,315,251	\$10,418,404

Data Source: WI Department of Transportation

While there appears to be considerable difference between the projected expenses and revenues, as seen by comparing Tables B and D, much of this can be explained by a number of the shortcomings in the available data and methodology, as expressed earlier. Also, other sources of revenue, such as the STP and Local Bridge Program funds mentioned previously, as well as local tax revenues and bonding.