

Chippewa-Eau Claire MPO  
Technical Advisory Committee

April 19, 2023  
Meeting Packet

# CHIPPEWA-EAU CLAIRE

## METROPOLITAN PLANNING ORGANIZATION



800 Wisconsin Street, Mail Box 9  
Eau Claire, WI 54703  
715.836.2918 wcwrpc.org

### **MEETING NOTICE**

**Technical Advisory Committee  
of the  
Chippewa-Eau Claire Metropolitan Planning Organization  
Wednesday, April 19, 2023  
1:30 p.m.**

Location:  
Banbury Place  
Eau Claire Room – 3<sup>rd</sup> Floor  
800 Wisconsin St. Eau Claire, WI 54703

### **Agenda**

1. Call to order
2. Welcome and introductions
3. Approval of minutes of January 11, 2023 meeting
4. Review and recommendation of the City of Eau Claire application for a boundary amendment to the Chippewa Falls-Eau Claire Urban Sewer Service Area
5. Review and recommendation of Amendment #10 (Projects) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
6. Review and recommendation of Amendment #11 (Performance Measures: PM1 Safety) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
7. Review and recommendation of Amendment #12 (Performance Measures: TAM and PTASP) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
8. Review and recommendation of scores and ranking for Bipartisan Infrastructure Law 2023 Carbon Reduction projects located in Chippewa-Eau Claire MPO
9. Discussion on Vision Zero ideas and options for the Chippewa-Eau Claire MPO
10. Other Business
11. Establish next meeting date (tentatively August 9, 2023)
12. Adjournment

# CHIPPEWA-EAU CLAIRE

## METROPOLITAN PLANNING ORGANIZATION



800 Wisconsin Street, Mail Box 9  
Eau Claire, WI 54703  
715.836.2918 wcvrpo.org

### **Minutes of the Technical Advisory Committee (TAC) of the Chippewa-Eau Claire Metropolitan Planning Organization**

Meeting held virtually via Zoom January 11, 2023, 1:30 p.m.

Members present: Rick Rubenzer – City of Chippewa Falls, Brad Hentschel – City of Chippewa Falls, Leah Ness – City of Eau Claire Engineering, Travis Pickering – Eau Claire County Highway Department (logged into the meeting after agenda item #5 was voted on), Tina Deetz – Eau Claire Transit, Evan Gross – FTA, Wes Vleck – Town of Brunswick (logged into the meeting after agenda item #5 was voted on), Jennifer Meyer – Town of Union, Janelle Henning – Town of Washington, Jim Kuehn – WisDOT, Dena Ryan – WisDOT NW Region

Staff present: Eric Anderson – Director Chippewa-Eau Claire Metropolitan Planning Organization (MPO), Edwin Rothrock - Chippewa-Eau Claire MPO, Michael Mills - Chippewa-Eau Claire MPO

#### **Minutes**

1. Mr. Anderson called the meeting to order a 1:31 pm.
2. Welcome and introductions.
3. The minutes of September 14<sup>th</sup>, 2022, MPO TAC meeting were **approved by all present** following a motion by Mr. Rubenzer, seconded by Ms. Meyer.
4. Mr. Anderson presented the proposed Amendment #8 (Projects) to the Transportation Improvement Program (TIP) for the Eau Claire Urbanized Area, 2022-2026. After a motion to recommend this amendment be adopted by the Policy Council was made by Ms. Ryan, seconded by Ms. Deetz, **all members present voted “Aye”**.
5. Mr. Anderson presented the proposed Amendment #9 (Performance Measures) to Transportation Improvement Program (TIP) for the Eau Claire Urbanized Area, 2022-2026. A motion to recommend this amendment be adopted by the Policy Council was made by Ms. Ness, seconded by Mr. Rubenzer. Ms. Deetz asked for the 2021 measures for comparison – Mr. Anderson presented those. Afterwards, **all members present voted “Aye”**.
6. Mr. Anderson presented the 2022 Summary Report for the MPO.
7. Mr. Anderson led a discussion of the MPO Safety Report that were distributed at the September 14<sup>th</sup> TAC meeting. Ms. Ness mentioned that signal timing improvements had been implemented at the intersection of Hasting Way and Brackett Ave – in early results, these adjustments seem to have been effective in reducing the number of crashes at that location. Mr. Rubenzer shared that the Crash Report had been helpful for the City of Chippewa Falls. Ms. Ryan discussed the ongoing discussions about improving safety along the Highway 12/Clairemont corridor. These included plans to improve the infrastructure at Otter Road, the site of a crash in 2022 which resulted in a pedestrian fatality. She also mentioned a planned signalization study at the US 12/ Menomonie St. intersection. Ms. Ness stated that a Traffic Impact Study had been completed in the planning for the Sonnentag/County Materials Complex. She shared that there are no improvements to the intersection planned as part of the Menomonie St. reconstruction planned for 2023. Mr. Anderson asked if, as part of planning to improve transportation safety in the MPA, if the TAC would be interested in considering working on a “VisionZero” plan. The members asked for staff to provide more information at a future meeting.

Includes the Cities of Altoona, Chippewa Falls, and Eau Claire, the Village of Lake Hallie, and the Towns of Anson, Brunswick, Eagle Point, Hallie, Lafayette, Pleasant Valley, Seymour, Tilden, Union, Washington, and Wheaton

8. Other Business - none
9. The next TAC meeting was tentatively scheduled for April 12, 2023.
10. Mr. Rubenzer moved to adjourn the meeting, seconded by Ms. Henning. **All voted "Aye"**. The meeting adjourned at 2:21 pm.

**Chippewa-Eau Claire MPO  
Resolution No. 23-02**

**AMENDMENT NUMBER 10 TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2022-2026), ADOPTION OF NEW  
AND AMENDED PROJECTS TO THE TIP.**

**WHEREAS**, the Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was designated by the Governor of the State of Wisconsin for the purpose of carrying out cooperative, comprehensive, and continuing urban transportation planning in the Eau Claire urbanized area; and

**WHEREAS**, all transportation projects in the Eau Claire urbanized area which are implemented with federal funds must be included in the annual elements of the Transportation Improvement Program (TIP) and approved by the MPO is a prerequisite for funding approval; and

**WHEREAS**, the 2022-2026 TIP was approved by the Chippewa-Eau Claire MPO in October 2021; and

**WHEREAS**, this amendment includes the addition or modification of nine transit, highway, and bicycle/pedestrian projects to the 2022-2026 TIP, as attached; and

**WHEREAS**, the MPO has adopted and followed procedures for amendments to make such changes to the program; now therefore

**BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE MPO:**

That the Chippewa-Eau Claire MPO approves the amendment to the 2022-2026 TIP and that the newly added and modified projects are formally adopted, as attached.

**Adopted this 3<sup>rd</sup> day of May, 2023**

APPROVED:

ATTEST:

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Gary Spilde, Chairperson  
Chippewa-Eau Claire  
Metropolitan Planning Organization

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Eric Anderson, Secretary

**2022-2026 TIP Project Listing**

(in 2023 \$; in thousands of \$)

**Amendment #10**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
<b>Transit - Capital</b>																						
<b>C. Chippewa Falls</b>	<b>Capital Assistance - SRT</b>																					
TIP # 370-22-003	Replacement Vehicles	CAP	0	0	0	0	150	0	60	210	55	0	15	70	110	0	30	140	55	0	18	73
	5339	TOTAL	0	0	0	0	150	0	60	210	55	0	15	70	110	0	30	140	55	0	18	73
Amendment #1, #8, #10																						
<b>C. Eau Claire</b>	<b>Capital Assistance</b>																					
TIP # 370-23-011	Computer Replacement	CAP	0	0	0	0	10	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0
	Shop Equipment		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	8	40
	North Transfer Hub		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	16	80
	UWEC Transit Hub		0	0	0	0	0	0	0	0	0	0	0	0	160	0	40	200	1,600	0	400	2,000
	Bus Surveillance Equipment		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	0	20	100
	Replacement Buses		0	0	0	0	0	0	0	0	1,607	0	33	1,640	1,688	0	34	1,722	1,772	0	36	1,808
Amendment #10																						
<b>Transit - Operating</b>																						
<b>C. Eau Claire</b>	<b>Operating Assistance</b>																					
TIP # 370-23-010			1,022	0	0	1,022	1,022	0	0	1,022	0	0	0	0	0	0	0	0	0	0	0	0
	Total		1,022	0	0	1,022	1,022	0	0	1,022	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #10																						
<b>Pedestrian and Bicycle</b>																						
<b>West Central WI RPC</b>	<b>SRTS Plans</b>																					
1009-01-29	Various School Districts	PE	0	0	0	0	375	0	94	469	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	0	0	0	0	0	0	0	0	0	0	0	0
TIP# 370-23-004		TOTAL	0	0	0	0	375	0	94	469	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #10																						
<b>Highway</b>																						
<b>WisDOT</b>	<b>USH 53</b>																					
1190-06-07	CTH N Bridge B-09-0054	PE	0	0	0	0	44	11	0	55	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Rehabilitation	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	B-09-0054	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-23-005	(0.003 mi.)	TOTAL	0	0	0	0	44	11	0	55	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #10																						
<b>WisDOT</b>	<b>STH 124</b>																					
8610-04-06	Duncan Creek Bridge	PE	0	0	0	0	22	6	0	28	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Rehabilitation	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	B-09-0001	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-23-006	(0.0 mi.)	TOTAL	0	0	0	0	22	6	0	28	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #10																						
<b>WisDOT</b>	<b>USH 53</b>																					
1190-01-30, 60	CTH OO BRIDGE	PE	0	0	0	0	0	102	0	102	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Rehabilitation	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	B-09-0227	CONST	0	0	0	0	0	1,150	0	1,150	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-23-007	(0.0 mi.)	TOTAL	0	0	0	0	0	1,252	0	1,252	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #10																						
<b>WisDOT</b>	<b>STH 178</b>																					
8600-00-04, 74	Olson Drive to Cashman Drive	PE	0	0	0	0	54	6	0	60	0	0	0	0	0	0	0	0	0	0	0	0
	Intersection Improvements	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Safety	CONST	0	0	0	0	0	0	0	0	0	0	0	0	855	95	0	950	0	0	0	0
TIP # 370-23-008	(0.244 mi.)	TOTAL	0	0	0	0	54	6	0	60	0	0	0	0	855	95	0	950	0	0	0	0
Amendment #10																						
<b>WisDOT</b>	<b>STH 178</b>																					
8600-08-24	ONeil Creek Bridge	PE	0	0	0	0	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	22	0	22	0	0	0	0	0	0	0	0
	B-09-0010	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-23-009	(0.0 mi.)	TOTAL	0	0	0	0	0	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0
Amendment #10																						

**Chippewa-Eau Claire MPO  
Resolution No. 23-03**

**AMENDMENT NUMBER 11 TO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2022-2026), ADOPTION OF PERFORMANCE MEASURE TARGETS FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING AREA.**

**WHEREAS**, the Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was designated by the Governor of the State of Wisconsin for the purpose of carrying out cooperative, comprehensive, and continuing urban transportation planning in the Eau Claire urbanized area; and

**WHEREAS**, all MPOs are required to meet the requirements of 23 CFR Part 490, concerning Highway Safety Improvement requirements; and

**WHEREAS**, Wisconsin Department of Transportation (WisDOT) has adopted performance targets, as shown in Exhibit A, attached to this resolution; and

**WHEREAS**, MPOs have the option to establish targets by agreeing to plan and program projects so that they contribute toward the accomplishment of WisDOT's target for that performance measure;

**BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE MPO:**

That the Chippewa-Eau Claire MPO agrees to plan and program projects so that they contribute toward the accomplishment of WisDOT adopted targets for Highway Safety Improvements and amend the Transportation Improvement Program from the Chippewa-Eau Claire Urbanized Area (2022-2026), as identified in Exhibit A, as attached to this document.

**Adopted this 3<sup>rd</sup> day of May, 2023**

APPROVED:

ATTEST:

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Gary Spilde, Chairperson  
Chippewa-Eau Claire Metropolitan  
Planning Organization

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Eric Anderson, Secretary

**Exhibit A**  
**Wisconsin Department of Transportation**

Measure	2017 – 2021 Baseline Averages <sup>1</sup>	2023 Safety Targets <sup>1</sup>
Number of Fatalities	599.2	587.2
Rate of Fatalities per 100 million VMT	0.956	0.937
Number of Serious Injuries	3107.2	3044.3
Rate of Serious Injury per 100 million VMT	4.956	4.857
Number of Non-Motorized Fatalities and Serious Injuries	371.4	364.0



**Chippewa-Eau Claire MPO  
Resolution No. 23-04**

**AMENDMENT NUMBER 12 TO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2022-2026) AND ADOPTION OF THE 2023 PERFORMANCE MEASURE TARGETS FOR TRANSIT ASSET MANAGEMENT AND PUBLIC TRANSPORTATION AGENCY SAFETY PLANS FOR THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING AREA.**

**WHEREAS**, the Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was designated by the Governor of the State of Wisconsin for the purpose of carrying out cooperative, comprehensive, and continuing urban transportation planning in the Eau Claire urbanized area; and

**WHEREAS**, the 2022-2026 TIP was approved by the Chippewa-Eau Claire MPO in October 2021; and

**WHEREAS**, transit systems are required to meet the requirements of 49 USC 625 Subpart D, concerning the development and tracking of Transit Asset Management targets and MPOs are responsible for integrating these targets into their planning processes; and

**WHEREAS**, transit systems are required to develop Public Transportation Agency Safety Plans (PTASP) that include the processes and procedures to implement Safety Management Systems and MPOs are responsible for integrating performance measures from PTASP into their planning processes; and

**WHEREAS**, MPOs need to establish targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT and local transit systems' targets for those performance measures; now therefore

**BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE MPO:**

That the Chippewa-Eau Claire MPO, adopts current City of Eau Claire Transit and City of Chippewa Falls Shared Ride Taxi Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP) targets as the MPO's 2023 TAM and PTASP targets and agrees to plan and program projects so that they contribute toward the accomplishment of these targets and include those targets in the current *Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026*, as identified in the following Exhibit A, as attached to this document.

**Adopted this 3<sup>rd</sup> day of May, 2023**

APPROVED:

ATTEST:

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Gary Spilde, Chairperson  
Chippewa-Eau Claire Metropolitan  
Planning Organization

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Eric Anderson, Secretary

## **Exhibit A**

### **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 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 2021 and 2022. 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 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:

<b>Mode of Transit Service</b>	<b>Fatalities (total)</b>	<b>Fatalities (per 100K VRM)</b>	<b>Injuries (total)</b>	<b>Injuries (per 100K VRM)</b>	<b>Safety Events (total)</b>	<b>Safety Events (per 100K VRM)</b>	<b>System Reliability (Service miles as a % of VRM)</b>
Shared Ride	0	0	1	0.125	11	1.375	0.25%

### **Eau Claire Transit Safety Performance Matrix**

In 2021, 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). The targets include:

<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.			
<b>OBJECTIVE/OUTCOME</b>	<b>METRICS</b>	<b>BASELINES</b>	<b>TARGETS</b>
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.			
<b>OBJECTIVE/OUTCOME</b>	<b>METRICS</b>	<b>BASELINES</b>	<b>TARGETS</b>
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.			
<b>OBJECTIVE/OUTCOME</b>	<b>METRICS</b>	<b>BASELINES</b>	<b>TARGETS</b>
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>			
<b>OBJECTIVE/OUTCOME</b>	<b>METRICS</b>	<b>BASELINES</b>	<b>TARGETS</b>
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

**BIL Carbon Reduction 2023 Program - MPO Scoring**

<i>Project</i>	<i>Annual Carbon Reduction (tons)</i>	<i>Total Project Cost</i>	<i>Project Cost Federal Share 80%</i>	<i>Lifetime Carbon Reduction tons per \$1,000 Federal Dollars</i>	<i>Carbon Reduction Value Rank</i>	<i>Value Score</i>	<i>Project Lifetime (years)</i>	<i>Lifetime Carbon Reduction (tons)</i>	<i>Lifetime Rank</i>	<i>Lifetime Score</i>	<i>Combined Score</i>
City of Eau Claire Street Light Replacement	184.0	\$202,000	\$161,600	11.39	4	2	10	1,840.0	1	5	7
Eau Claire County Roundabout	13.0	\$896,000	\$716,800	0.36	5	1	20	260.0	5	1	2
Chippewa Falls Street Light Replacement 2022 #1	79.5	\$49,000	\$39,200	20.29	1	5	10	795.4	2	4	9
Chippewa Falls Street Light Replacement 2022 #2	74.6	\$48,000	\$38,400	19.43	2	4	10	745.9	4	2	6
City of Chippewa Falls Street Light Replacement 2023	78.0	\$50,000	\$40,000	19.50	3	3	10	780.0	3	3	6

<i>Project</i>	<i>Combined Rank</i>	<i>Total Project Cost</i>	<i>Project Cost Federal Share 80%</i>	<i>Cummulative 80% Federal Funding</i>	<i>Project Cost Federal Share - Variable</i>	<i>Federal Share</i>	<i>Cummulative Variable Federal Funding</i>	<i>Project Cost Federal Share - Variable</i>	<i>Federal Share</i>	<i>Cummulative Variable Federal Funding</i>
Chippewa Falls Street Light Replacement 2022 #1	1	\$49,000	\$39,200	\$39,200	\$39,200	80%	\$39,200	\$0	0%	\$0
City of Eau Claire Street Light Replacement	2	\$202,000	\$161,600	\$200,800	\$161,600	80%	\$200,800	\$0	0%	\$0
Chippewa Falls Street Light Replacement 2022 #2	3	\$48,000	\$38,400	\$239,200	\$38,400	80%	\$239,200	\$0	0%	\$0
City of Chippewa Falls Street Light Replacement 2023	3	\$50,000	\$40,000	\$279,200	\$40,000	80%	\$279,200	\$0	0%	\$0
Eau Claire County Roundabout	5	\$896,000	\$716,800	\$996,000	\$0	0%	\$279,200	\$716,800	80%	\$716,800

31%

**Available Funding (approximate) \$281,000**

Remaining \$1,800