

Chippewa-Eau Claire MPO
Policy Council

May 03, 2023

Meeting Packet

CHIPPEWA-EAU CLAIRE

METROPOLITAN PLANNING ORGANIZATION



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

MEETING NOTICE

Chippewa-Eau Claire Metropolitan Planning Organization Policy Council

Wednesday, May 03, 2023
5:30 p.m.

Meeting Location:
Chippewa Valley Technical College
620 W. Clairemont Ave. Eau Claire, WI
Casper Room - 103 A/B

AGENDA

1. Public Hearing concerning an application titled *Type I Sewer Service Area Plan Amendment-Orchard Hills* dated August 4, 2022 and modified January 10, 2023, from the City of Eau Claire to modify the boundary of the Chippewa Falls-Eau Claire Urban Sewer Service Area
 - a. The hearing is called to order as a Public Hearing – *Chair*
 - b. Staff Report – *WCWRPC staff*
 - c. City of Eau Claire presentation (5 minutes)
 - d. Town of Brunswick presentation (5 minutes)
 - e. Town of Washington presentation (5 minutes)
 - f. Previously Received Public Comments Summary – *MPO staff*
 - i. Summary of written comments
 - ii. Summary of Opinion/Speaker cards received this evening
 - g. Public Speakers
 - i. Guidelines and process – *Chair*
 - ii. Speaker presentations (2-minute limit per individual)
 - h. The hearing is called to a close – *Chair*
2. Call to order
3. Welcome and introductions
4. Policy Council Chair and Vice-Chair Elections
5. Approval of minutes of February 01, 2023 Policy Council meeting
6. Review of minutes of April 19, 2023 TAC meeting

7. Review and potential action on an advisory resolution titled “Resolution 23-05 Boundary Amendment of the *Chippewa Fall-Eau Claire Urban Sewer Service Area Plan for 2025*” as requested by the City of Eau Claire in an August 4, 2022 application titled *Type I Sewer Service Area Plan Amendment-Orchard Hills* and modified January 10, 2023
 - a. Discussion – *Members*
 - b. Motion
 - c. Discussion
 - d. Vote (3 options: Recommend Approval to DNR, Recommend Approval with Conditions to DNR {could be Staff recommended conditions and/or others}, recommend Denial to DNR)
8. Review and approval of Amendment #10 (Projects) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
9. Review and approval of Amendment #11 (Performance Measures: PM1 Safety) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
10. Review and approval of Amendment #12 (Performance Measures: TAM and PTASP) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
11. Review and recommendation of scores and ranking for Bipartisan Infrastructure Law 2023 Carbon Reduction projects located in Chippewa-Eau Claire MPA
12. Update on new projects and possible 2024 projects
13. Other Business
14. Establish next meeting date (tentatively August 23, 2023)
15. 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
Chippewa-Eau Claire Metropolitan Planning Organization Policy Council**
Wednesday, February 01, 2023, 5:30 p.m.
Held at: Room 405H, Banbury Place, 800 Wisconsin St., Eau Claire, WI

Members Present (6): Gary Spilde - Village of Lake Hallie (Chair), Jim Dunning – Eau Claire County (Vice-chair), Dean Miller – Chippewa County, Matt Biren – City of Altoona, Rick Bove – Town of Eagle Point, Mike Peterson – Town of Washington

Members without representation present (10): City of Chippewa Falls, City of Eau Claire, Town of Brunswick, Town of Hallie, Town of Lafayette, Town of Pleasant Valley, Town of Seymour, Town of Tilden, Town of Union, Town of Wheaton

Staff Present: Eric Anderson – Director - Chippewa-Eau Claire MPO; Edwin Rothrock - Chippewa-Eau Claire MPO

Minutes

1. Chairman Spilde called the meeting to order at 5:34 p.m.
2. Welcome and introductions
3. The minutes of the September 28th, 2022, Metropolitan Planning Organization (MPO) Policy Council meeting and associated public hearing were presented. Mr. Biren noted that his last name was misspelled. A motion to approve the minutes with the above correction was made and seconded, and passed unanimously.
4. The minutes of the January 11th, 2023, meeting of the Technical Advisory Committee (TAC) were presented and accepted as information.
5. Mr. Anderson presented Amendment #8 (Projects) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026 for adoption. A motion to adopt Amendment #8 was made by Mr. Dunning, seconded by Mr. Peterson, and passed unanimously.
6. Mr. Anderson presented Amendment #9 (Performance Measures) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026 for adoption. He explained that the MPO has adopted the State's Performance Measures, as has been usual. TAC members asked for clarification of the specifics of the Travel Reliability Measures. Mr. Anderson said he would provide those details after the meeting. A motion to adopt Amendment #9 was made by Mr. Biren, seconded by Mr. Mueller, and passed unanimously.
7. Mr. Anderson presented the recently completed *2022 MPO Summary Report*. He reviewed the document for the members, highlighting the work done by the MPO in 2022. The members asked numerous questions and voiced their appreciation of the work done and the presentation.
8. Mr. Anderson reviewed *the MPO Traffic Safety Report* for the Metropolitan Planning Area (MPA) that was distributed at the previous Policy Council meeting. A discussion of areas of concern and next steps ensued. There was a unanimous consensus that traffic safety should and can improve in the MPA, and the MPO can help in that process. Mr. Anderson also distributed a fact sheet on the *Vision Zero* concept to inform the members of this program in case it came up in future discussions.
9. The next meeting was tentatively scheduled for May 3rd, 2023.
10. A motion to adjourn was made and seconded, and passed unanimously. Chair Spilde did so at 6:43 p.m.

CHIPPEWA-EAU CLAIRE

METROPOLITAN PLANNING ORGANIZATION



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715.836.2918 wcwrpc.org

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

Meeting held in the Eau Claire Room at Banbury Place, 800 Wisconsin St., Eau Claire WI with online access via Zoom, April 19, 2023, 1:30 p.m.

Members present: Fred Anderson – Chippewa County Highway Department, Dave Walter – City of Altoona Engineering, Rick Rubenzer – City of Chippewa Falls, Brad Hentschel – City of Chippewa Falls, Ned Noel – City of Eau Claire Planning, Leah Ness – City of Eau Claire Engineering, Jon Johnson (*Zoom*) – Eau Claire County Highway Department, Rod Eslinger – Eau Claire County Planning & Development (and Town of Hallie), Tina Deetz – Eau Claire Transit, Karl Buck – FHWA, Wes Vleck – Town of Brunswick, Dave Stabler (*Zoom*) – Town of Lafayette, Dan Hanson – Town of Pleasant Valley, Jean Eisold – Town of Seymour, Jennifer Meyer - Town of Union, Janelle Henning – Town of Washington, Steve Harmon – Town of Wheaton, Gary Spilde – Village of Lake Hallie, Sara Husen (*Zoom*) – WisDOT, Dena Ryan (*Zoom*) – WisDOT NW Region

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

Minutes

1. Mr. Anderson called the meeting to order a 1:32 pm.
2. An attendance Roll Call was conducted.
3. The minutes of January 11, 2023, MPO TAC meeting were **approved by all present** following a motion by Ms. Henning, seconded by Mr. Rubenzer.
4. Mr. Straight presented the Supplemental Staff Report for the Sewer Service Area (SSA) “Orchard Hills” Amendment based on the modified request submitted by the City of Eau Claire. The presentation provided some background information for the benefit of those TAC members who were not familiar with the SSA plan and the history of this Amendment request. Mr. Straight then focused on the changes to the plan directly attributable to the updated request from the City, specifically, the change to the donor area. Mr. Straight also relayed the request from the WDNR that the MPO only consider the changes in the update, since the WDNR has all the feedback from the MPO’s original advisory decision. The recommendation from the staff report was to recommend approval of the Amendment request.

TAC members then engaged in a discussion of the modified amendment. The meaning of the word “void” was discussed, as was the consideration of whether the Amendment was being used in the “furtherance or hindrance of an annexation” as addressed in the SSA Plan. Also discussed was whether the City’s modified request dated January 20th, 2023, provided sufficient information to address the WDNR’s concerns stated in their November 28th, 2022, letter. There was also discussion of whether the “donor” area was appropriate to be swapped with the “receiving” area due to the varying potential for development density of the two areas. Also mentioned was the high percentage of Environmentally Sensitive Areas (ESAs) in the modified donor area and the possibly positive impact on overall water quality were those ESAs to be removed from the SSA. It was also questioned whether the MPO TAC should make a recommendation at this time given that the time limit for the Town of Washington to contest the annexation had not passed. Consensus was not reached on these discussion items.

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

At the end of the discussion, Ms. Henning moved to recommend to the MPO Policy Council the Denial of the Amendment Request. Mr. Hanson seconded the motion. A roll call vote was taken. The results were 7 votes for recommending Denial, 8 votes against recommending Denial, with 6 abstentions. The Motion Failed.

Mr. Hentschel moved to recommend to the MPO Policy Council Approval of the Amendment Request. Mr. Walter seconded the motion. A roll call vote was taken. The results were 8 votes for Recommending Approval, 7 votes against Recommending Approval, and 6 abstentions. The motion to Recommend Approval Passed.

5. Mr. Anderson presented the proposed Amendment #10 (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. Deetz, seconded by Ms. Ness, **all members present voted "Aye."**
6. Mr. Anderson presented the proposed Amendment #11 (Performance Measures: PM1 Safety) to the 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. Spilde. **All members present voted "Aye."**
7. Mr. Anderson presented the proposed Amendment #12 (Performance Measures: TAM and PTASP) to the 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 Mr. Rubenzer, seconded by Mr. Harmon. **All members present voted "Aye."**
8. Mr. Anderson presented the staff Rankings and recommendations for allocation of the approximately \$281,000 provided to the MPO from funds made available through the Bipartisan Infrastructure Bill under the Carbon Reduction program. 5 projects were submitted, but one from Eau Claire County could not be funded within the allowed 50-80% range, so it was eliminated from consideration. The remaining 4 projects, all for streetlight upgrades to LED lamps, were recommended for approval. The total of those projects, when funded at the maximum of 80%, totaled to \$279,200. MPO staff recommended approval of that funding level for the 4 projects. A motion to approve the funding as recommended was made by Mr. Rubenzer and seconded by Mr. Eslinger. **All members present voted "Aye."**
9. Mr. Anderson led a discussion of ideas for promoting Vision Zero planning within the MPO. He suggested producing flyers, posters, and handouts that discuss existing conditions, goals, and various strategies for reducing deaths from vehicular crashes within the MPA in pursuit of attaining zero deaths. The members were supportive of this approach. Staff will come back to the TAC with mock-ups of these pieces in future meetings.
10. Other Business - none
11. Establish the next meeting date tentatively as August 9, 2023.
12. Ms. Henning moved to adjourn the meeting, seconded by Mr. Rubenzer. **All voted "Aye."** The meeting adjourned at 3:17 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 3rd day of May, 2023

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire
Metropolitan Planning Organization

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
Transit - Capital																						
C. Chippewa Falls	Capital Assistance - SRT																					
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																						
C. Eau Claire	Capital Assistance																					
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																						
Transit - Operating																						
C. Eau Claire	Operating Assistance																					
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																						
Pedestrian and Bicycle																						
West Central WI RPC	SRTS Plans																					
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																						
Highway																						
WisDOT	USH 53																					
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																						
WisDOT	STH 124																					
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																						
WisDOT	USH 53																					
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																						
WisDOT	STH 178																					
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																						
WisDOT	STH 178																					
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 3rd day of May, 2023

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire Metropolitan
Planning Organization

Eric Anderson, Secretary

Exhibit A
Wisconsin Department of Transportation

Measure	2017 – 2021 Baseline Averages ¹	2023 Safety Targets ¹
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 3rd day of May, 2023

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire Metropolitan
Planning Organization

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:

Mode of Transit Service	Fatalities (total)	Fatalities (per 100K VRM)	Injuries (total)	Injuries (per 100K VRM)	Safety Events (total)	Safety Events (per 100K VRM)	System Reliability (Service miles as a % of VRM)
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:

GOAL 1: Improve the safety performance of the Transit system			
EAU CLAIRE TRANSIT 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
GOAL 2: CULTURE			
EAU CLAIRE TRANSIT 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
GOAL 3: SYSTEMS/EQUIPMENT:			
EAU CLAIRE TRANSIT 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	40/25
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
PARATRANSIT GOALS			
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

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									