

**Chippewa-Eau Claire MPO
Resolution No. 22-01**

**AMENDMENT NUMBER 1 TO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR
THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2022-2026).**

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 eight highway projects and five transit 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 METROPOLITAN PLANNING
ORGANIZATION:**

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

Adopted this 2nd day of February, 2022

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire
Metropolitan Planning Organization

Eric Anderson, Secretary

2022-2026 TIP Project Listing

(in 2022 \$; in thousands of \$)

Amendment #1

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																						
C. Chippewa Falls	Capital Assistance - SRT																					
TIP # 370-22-003	Replacement Vehicles	CAP	36	0	9	45	36	0	9	45	72	0	18	90	72	0	18	90	72	0	18	90
Amendment #1	5339	TOTAL	36	0	9	45	36	0	9	45	72	0	18	90	72	0	18	90	72	0	18	90
CILWW	Operating Project																					
TIP # 370-22-012	Volunteer Drivers/ Travel Coordination (P) Section 5310 - Enhanced Mobility of Seniors and Individuals w/ Disabilities	CAP OPS PLNG	0 376 0	0 0 0	0 376 0	0 752 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Amendment #1		TOTAL	376	0	376	752	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CILWW	Mobility Management																					
TIP # 370-22-013	Call Center/Mobility management (P) Section 5310-Enhanced Mobility of Senior and Individuals with Disabilities	CAP OPS	0 90	0 0	0 22	0 112	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Amendment #1		TOTAL	90	0	22	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C.Eau Claire	Capital Assistance -ECT																					
TIP # 370-21-013	Prevent. Maint. (buses) Transfer Center Project	CAP CAP	40 2,500	0 0	10 625	50 3,125	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Amendment #1	Funding category 5307	TOTAL	2,540	0	635	3,175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C. Eau Claire	Operating Assistance - ECT																					
TIP # 370-22-014	Eau Claire Transit - Fixed route and Para	OPS ROW CONST	3,875 0 0	1,250 0 0	933 0 0	6,058 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Amendment #1	Funding category CARES, ARPA	TOTAL	3,875	1,250	933	6,058	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway																						
WisDOT	USH 12 EB (Clairemont Ave)																					
7090-00-07	Chippewa River Bridge Bridge Rehabilitation B-18-0114 (0.0 mi.) NHPP	PE ROW CONST	33 0 0	8 0 0	0 0 0	41 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP # 370-22-005		TOTAL	33	8	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #1																						
WisDOT	USH 12 WB (Clairemont Ave)																					
7090-00-08	Chippewa River Bridge Bridge Rehabilitation B-18-0171 (0.0 MI.) NHPP	PE ROW CONST	33 0 0	8 0 0	0 0 0	41 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP # 370-22-006		TOTAL	33	8	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #1																						
WisDOT	USH 12																					
7090-00-09	Otter Creek Bridge Bridge Replacement B-18-0113 (0.0 mi.) NHPP	PE ROW CONST	102 0 0	25 0 0	0 0 0	127 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP # 370-22-007		TOTAL	102	25	0	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #1																						
WisDOT	Various Highways																					
8610-00-04	7 structures (1 in the MPA) Thin Polymer Bridge Deck Overlays C-18-0018 (in the MPA) (0.0 mi.) NHPP	PE ROW CONST	16 0 0	4 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP # 370-22-008		TOTAL	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #1																						
WisDOT	Various Highways																					
1000-18-81	9 Structures (2 in the MPA) Wingwall Repair & Replacement B-09-0095, B-18-0130 (0.0 mi.) NHPP	PE ROW CONST	32 0 0	8 0 0	0 0 0	40 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP # 370-22-009		TOTAL	32	8	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #1																						
WisDOT	USH 12																					
7080-01-73	Industrial Drive to Fall Creek Under Resurface (6.835 mi. / 1.9 MPA) STBG-R/HSIP	PE ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3,531 842 0	0 0 4,373	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP# 370-22-010		TOTAL	0	0	0	0	0	0	0	0	3,531	842	0	4,373	0	0	0	0	0	0	0	0
Amendment #1																						
WisDOT	STH 178																					
8600-00-02	STH 29 to CTH S Resurface (3.64 mi.) STBG-U	PE ROW CONST	80 0 0	20 0 0	0 0 0	100 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
TIP# 370-22-011		TOTAL	80	20	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amendment #1																						
C. Eau Claire/ C. Altoona	Fairfax Street																					
370-18-020	CTH A (Spooners Ave) to Hastings Wa Reconstruction (0.49 miles) URB	PE ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 1,200	0 0 0	0 0 300	0 0 1,500	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Amendment #1		TOTAL	0	0	0	0	1,200	0	300	1,500	0	0	0	0	0	0	0	0	0	0	0	0

**Chippewa-Eau Claire MPO
Resolution No. 22-02**

AMENDMENT NUMBER 2 TO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2022-2026) AND ADOPTION OF PERFORMANCE MEASURE TARGETS FOR TRANSIT ASSET MANAGEMENT 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 and 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

WHEREAS, WisDOT has adopted updated Transit Management Targets for Rolling Stock, Equipment, and Facilities; 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; and

WHEREAS, the most recent update changes the Chippewa Falls Shared Ride Taxi from 48 percent to 51 percent of the vehicles and capital equipment to pass beyond useful life;

BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE Metropolitan Planning Organization:

That the Chippewa-Eau Claire MPO, adopts the most recent WisDOT Transit Management Targets and agrees to plan and program projects so that they contribute toward the accomplishment of the Transit Management Targets and include those targets in the current *Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026*, as identified in Exhibit A, as attached to this document.

Adopted this 2nd day of February, 2022

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:

PM2 – Pavement and Bridge and PM3 – System Performance

In 2022, 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:

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

<u>Measure</u>	<u>2019 Target</u>	<u>2021 Target</u>
Interstate -Percentage of pavement in "Good" condition	N/A	≥ 45%
Interstate -Percentage of pavement in "Poor" condition	N/A	≤ 5%
Non -Interstate -Percentage of pavement in "Good" condition	≥ 20%	≥ 20%
Non-Interstate -Percentage of pavement in "Poor" condition	≤ 12 %	≤ 12%
Percentage of NHS bridges by deck area in "Good" condition	≥ 50%	≥ 50%
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 2022, 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:

<u>Measure</u>	<u>2019 Target</u>	<u>2021 Target</u>
<u>Travel Reliability</u>		
1) Percent of person-miles traveled that are reliable on the Interstate	94%	90%
2) Percent of person-miles traveled that are reliable on Non-Interstate	N/A	86%
<u>Freight Reliability</u>		
3) Truck Travel Time Reliability Index on the Interstate	1.4	1.6

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.

STBG - Urban Reallocation

Chippewa-Eau Claire MPO STBG Urban Funding Allocation

Previous

Project	Previous Federal Funds	Proposed Federal Funds
Fairfax Street - Spooner Ave to Hastings Way	\$899,000	\$1,200,000
CTH T - USH 12 to Chippewa County Line	\$529,126	\$680,000

New

Project	Total Project Cost	Proposed Local Share	%	Proposed Federal Share	%	Balance Fed. \$
Federal allocation						\$1,997,126
Fairfax Street - Spooner Ave to Hastings Way	\$1,500,000	\$300,000	20.00%	\$1,200,000	80.00%	\$797,126
CTH T - USH 12 to Chippewa County Line	\$850,000	\$170,000	20.00%	\$680,000	80.00%	\$117,126
Totals	\$2,350,000	\$470,000		\$1,880,000		