

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

prepared for:
Chippewa-Eau Claire
Metropolitan Planning Organization

October 04, 2023

Chippewa-Eau Claire MPO Transportation Improvement Program

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CHIPPEWA-EAU CLAIRE
METROPOLITAN PLANNING ORGANIZATION



Chippewa-Eau Claire MPO Transportation Improvement Program

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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Chippewa-Eau Claire MPO Transportation Improvement Program

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.

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DOT-Northwest Region, Eau Claire, WI

L.E. Phillips Memorial Library, Eau Claire, WI
Chippewa Falls Public Library, Chippewa Falls, WI
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.

Chippewa-Eau Claire MPO Transportation Improvement Program

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

List of Tables

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

List of Maps

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

Appendices

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

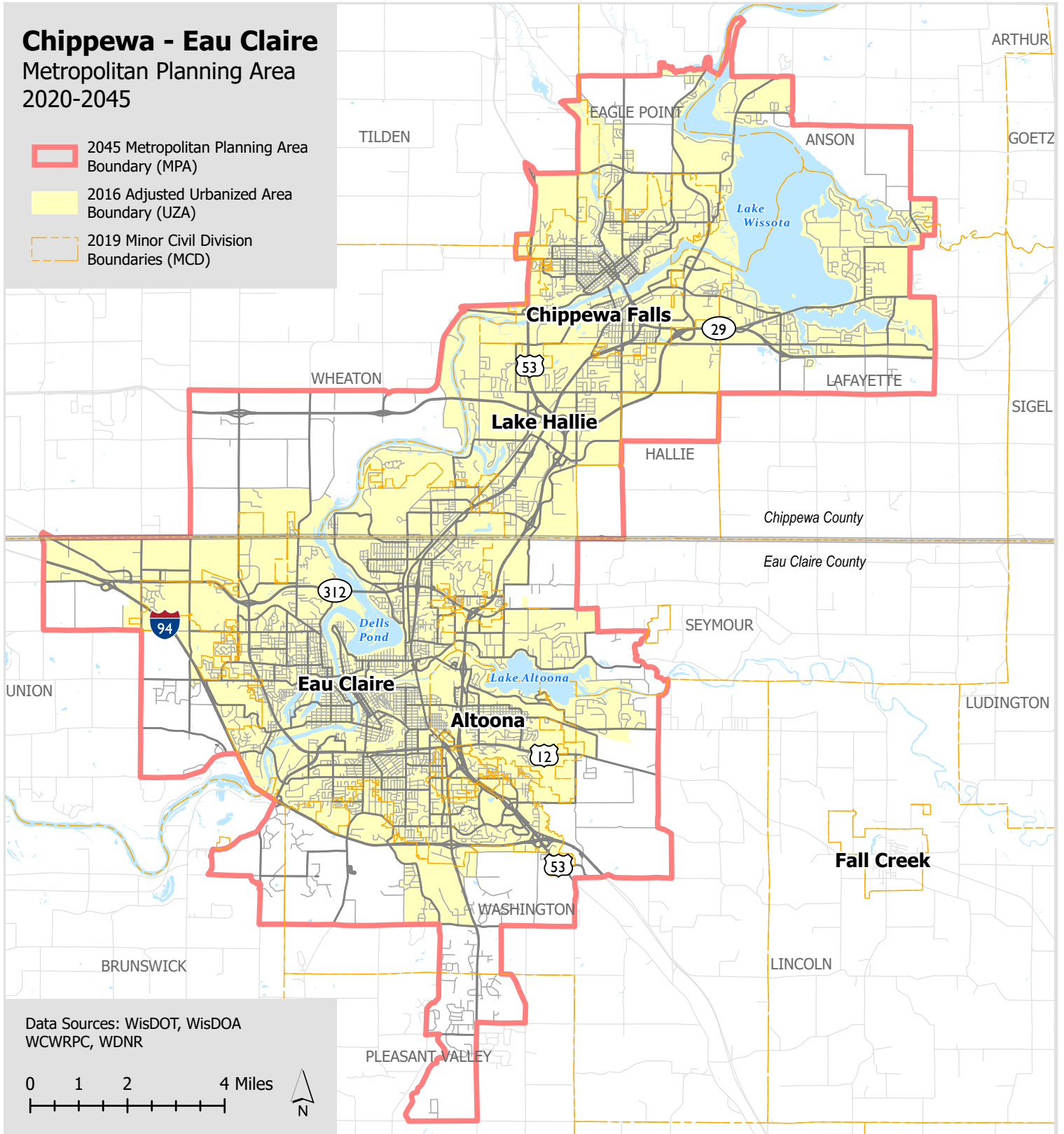
Public Participation Process

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.

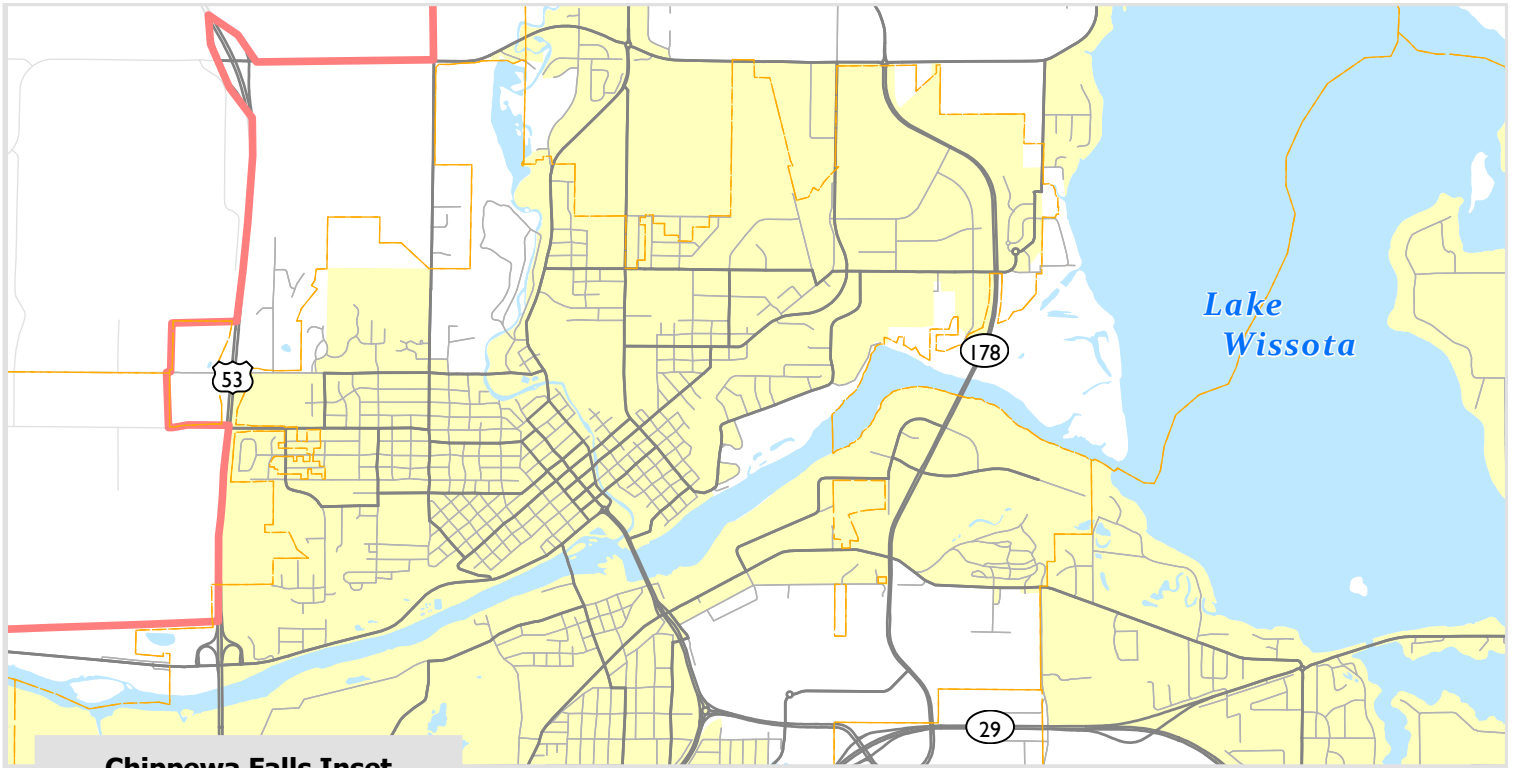
- The MPO maintains a Technical Advisory Committee comprised of Federal, WisDOT, and municipal representatives for highways and transit, and private sector transit representatives.
- A mailing list of local private transit operators is maintained and used for direct notification and solicitation of input 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 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

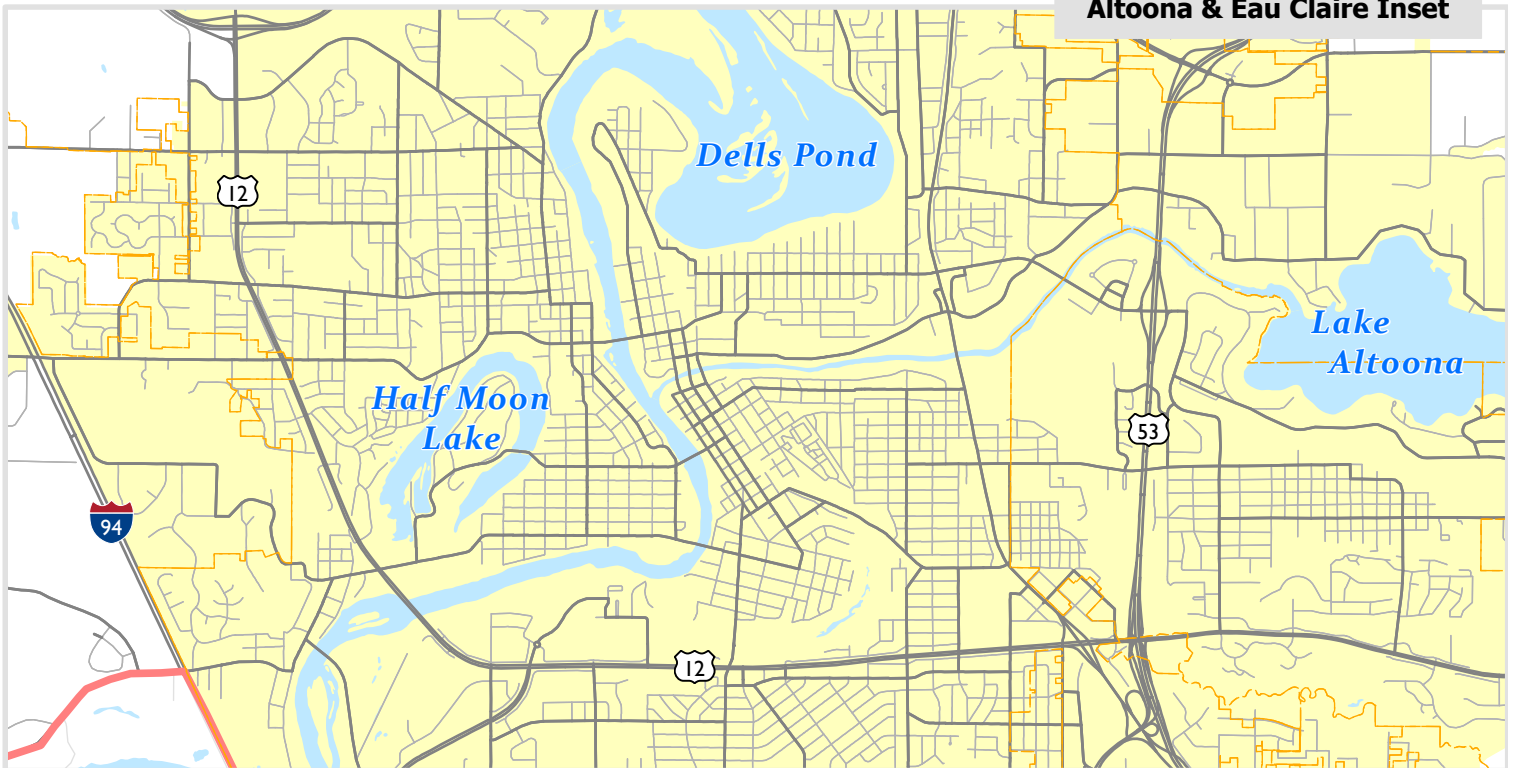


Chippewa-Eau Claire MPO Transportation Improvement Program



Chippewa Falls Inset

0 0.25 0.5 1 Miles



Altoona & Eau Claire Inset

Chippewa-Eau Claire MPO 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.

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.

Chippewa-Eau Claire MPO Transportation Improvement Program

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

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

Chippewa-Eau Claire MPO Transportation Improvement Program

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

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	STH 124																					
TIP# 370-19-010 8610-08-23, 43, 73	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 1,259 1,259	0 0 315 315	0 0 4 4	0 0 1,578 1,578	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	STH 124																					
TIP# 370-19-011 8610-08-02, 72	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		
WisDOT	STH 93																					
TIP# 370-19-027 7590-00-73	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 6,439 6,439	0 0 1,553 1,553	0 0 0 0	0 0 7,992 7,992	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	STH 124																					
TIP# 370-20-027 7255-00-71	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			
WisDOT	CTH X																					
TIP# 370-20-028 8919-03-75	197th St to CTH XX Pavement Replacement 3.1 miles STBG-R	PE ROW CONST TOTAL	0 0 2,469 2,469	0 0 618 618	0 0 3,087 3,087	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	State SUCTH F																					
TIP# 370-20-029 7995-02-62, 63	Heather Road to Hamilton Ave Reconstruction .7 mile STBG-U	PE ROW CONST TOTAL	0 0 870 870	0 0 218 218	0 0 1,088 1,088	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	C Eau Claire, Various Locations																					
TIP# 370-20-031 7995-02-66, 67	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 0 284 284	0 0 71 71	0 0 355 355	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	CTH J																					
TIP# 370-20-032 8996-01-07	CTH J & 50th Ave Intersection Reconstruction .3 mile STBG-U	PE ROW CONST TOTAL	0 0 1,324 1,324	0 0 0 0	0 0 1,656 1,656	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	STH 93, STH 312, USH 12																					
TIP# 370-21-005 7995-02-20, 72	Multiple Locations Standalone Curb Ramp Upgrades 0 mile STBG-X	PE ROW CONST TOTAL	0 17 0 17	0 0 0 0	0 17 0 17	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,518 1,518	379 379	0 0	1,897 1,897	0 0	0 0	0 0	0 0				
WisDOT	USH 53																					
TIP# 370-21-008 1190-01-85	Multiple Bridge Structures Bridge Deck Sealing Bridge Preventative Maintenance 0 mile NHPP	PE ROW CONST TOTAL	0 0 257 257	0 0 64 64	0 0 321 321	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					
WisDOT	USH 12																					
TIP # 370-22-010 7080-01- 73, 23	Industrial Drive to Fall Creek Under Resurface (6.835 mi/1.9 MPA) STBG-R/HSIP	PE ROW CONST TOTAL	0 0 4,236 4,236	0 9 1,019 1,019	0 9 5,254 5,254	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	IH 94																					
TIP # 370-22-019 1020-00-81	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	0 408 408	0 45 45	0 0 0	0 453 453	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	USH 53																					
TIP # 370-22-026 7905-00-21	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	54 54	54 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						
WisDOT	CTH F																					
TIP # 370-22-027 7826-07-00, 70	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 0 860 860	0 0 215 215	0 0 1,075 1,075	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	CTH K																					
TIP # 370-23-019 7862-03-02,72	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	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	Dewey Street																					
TIP # 370-23-020 7995-02-79	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	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	Central Street																					
TIP # 370-23-021 8996-01-20, 21	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

Chippewa-Eau Claire MPO Transportation Improvement Program

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

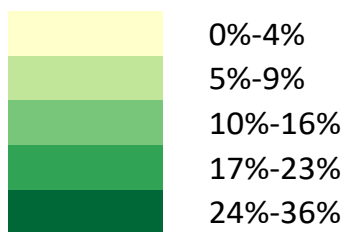
The Chippewa-Eau Claire MPO, in cooperation with the Eau Claire Transit (ECT) System, have worked to enhance analytical capabilities to ensure that the Long Range Transportation Plan and the Transportation Improvement Program (TIP) comply with Title VI and address environmental justice. The U.S. Census 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.

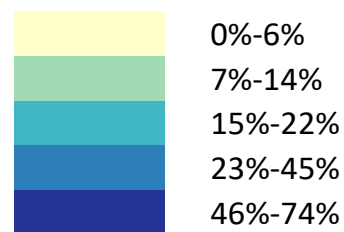
Maps 2, 3, 4, and 5 depict the location of the ECT bus routes and the proposed highway and bicycle/pedestrian projects in relationship to identified minority and low-income populations within the urban area. Based on the analysis of the available data, the transportation projects and services included 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



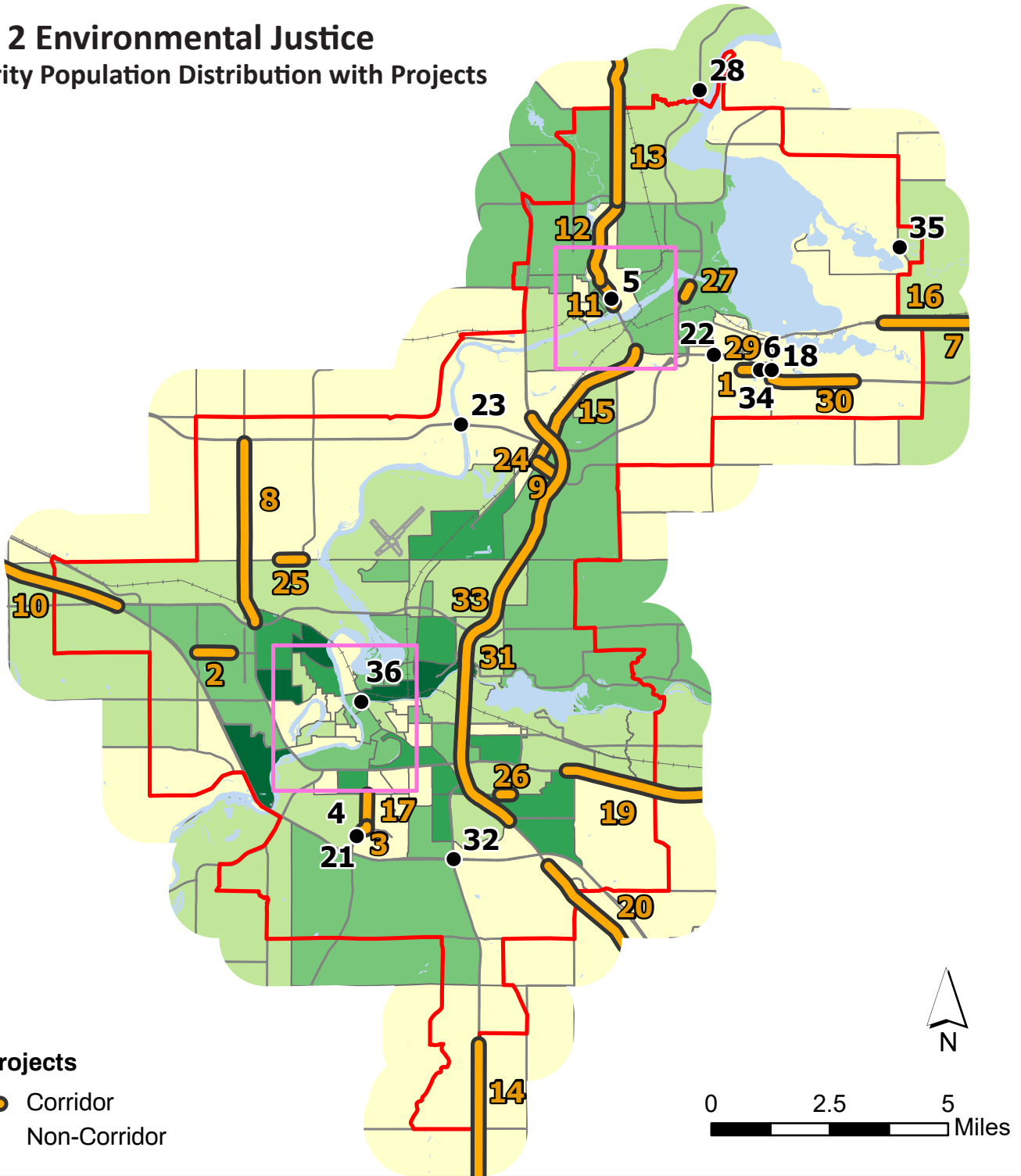
Chippewa-Eau Claire MPO Transportation Improvement Program

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		

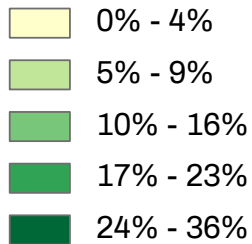
Chippewa-Eau Claire MPO Transportation Improvement Program

Map 2 Environmental Justice
Minority Population Distribution with Projects

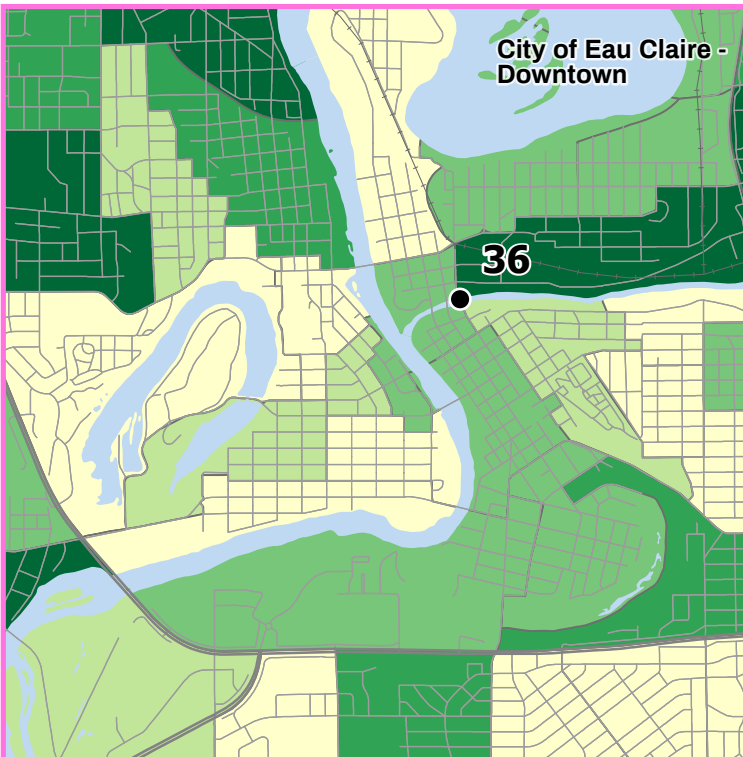
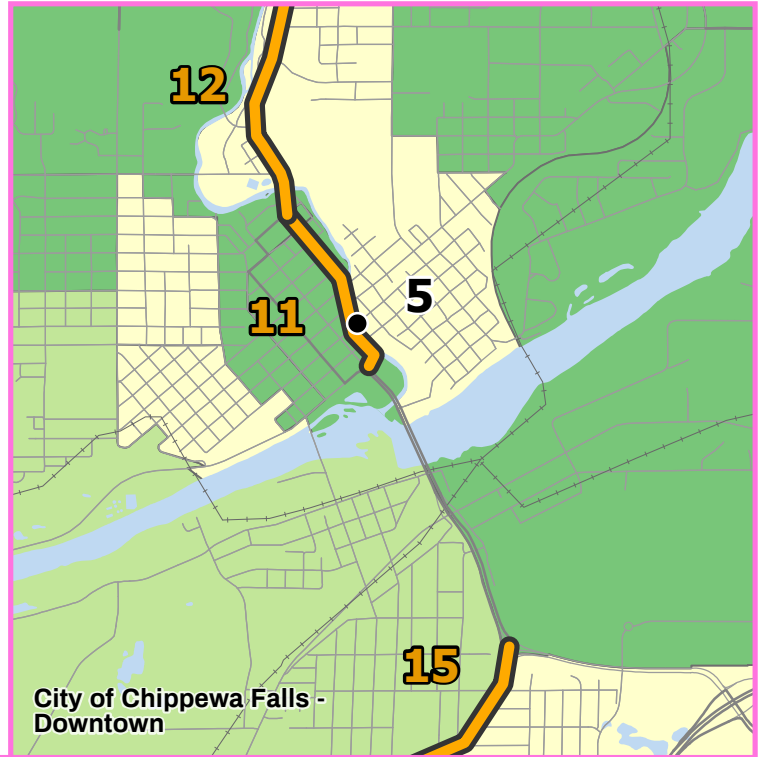
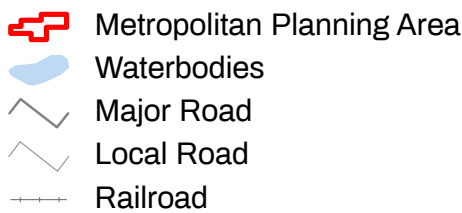


Chippewa-Eau Claire MPO Transportation Improvement Program

Percent Minority Population



Context



Transportation Improvement Program 2024 - 2028

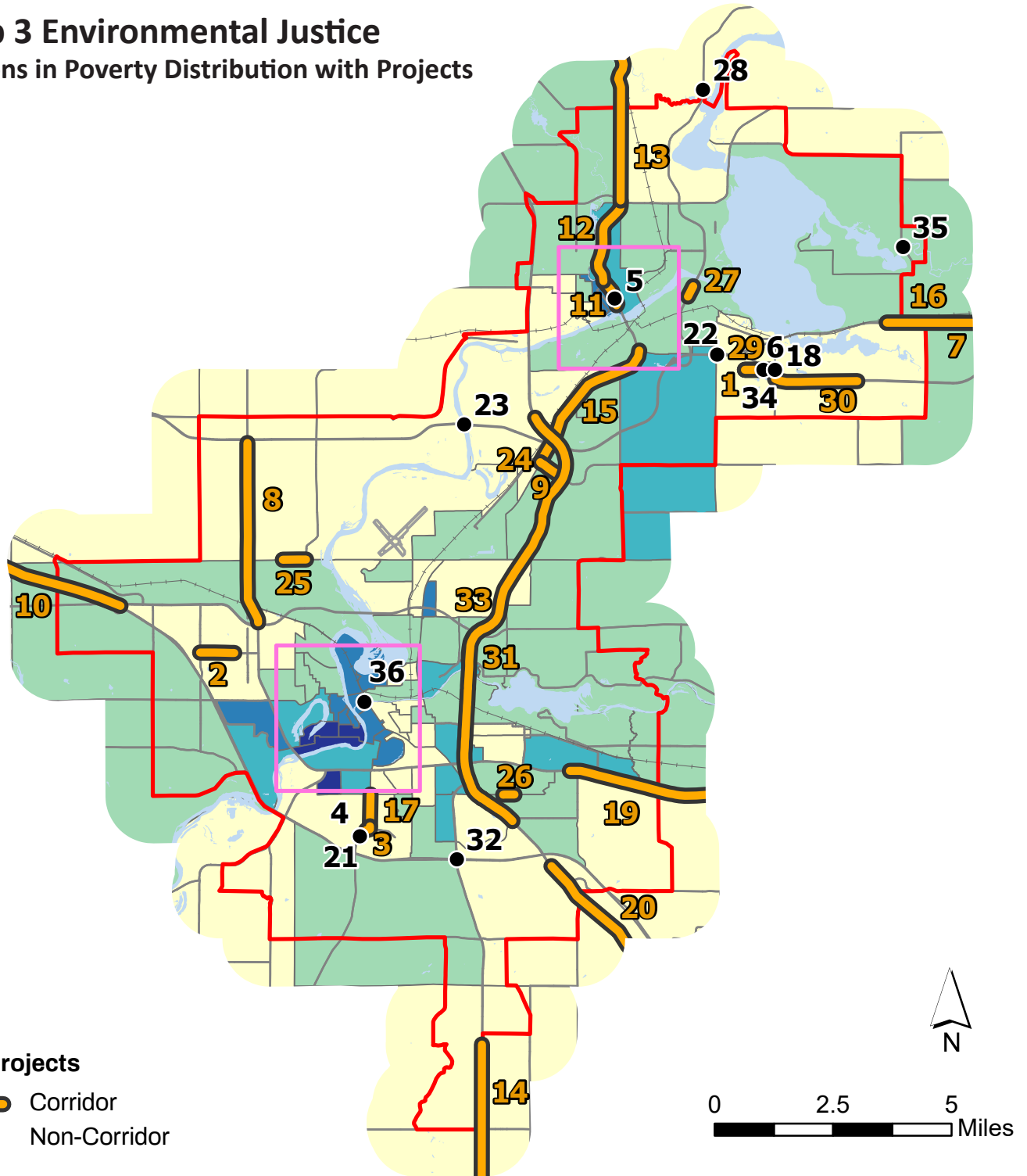
August 2023

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



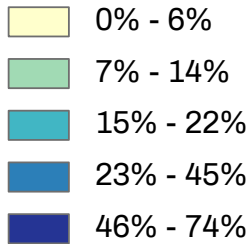
Chippewa-Eau Claire MPO Transportation Improvement Program

Map 3 Environmental Justice
Persons in Poverty Distribution with Projects

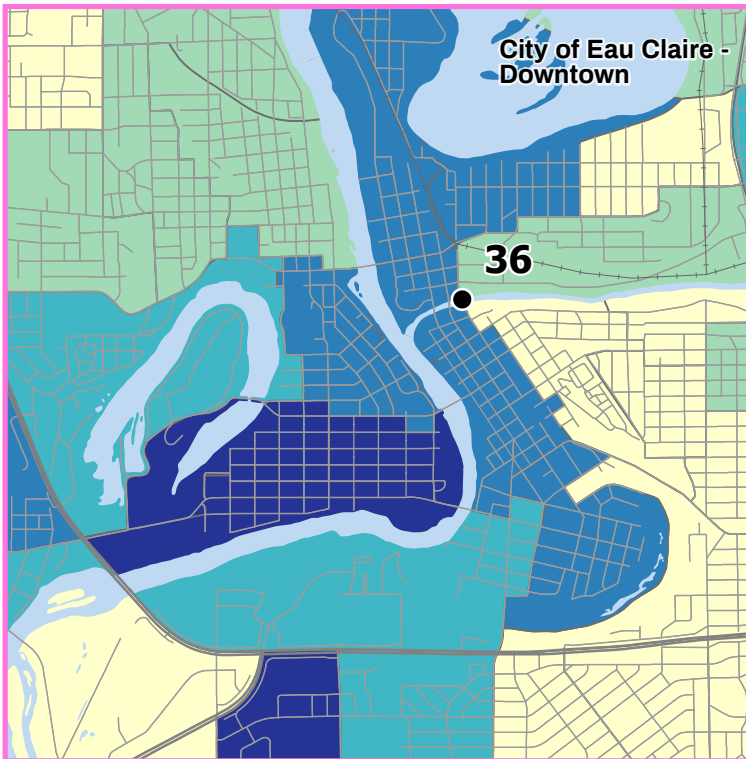
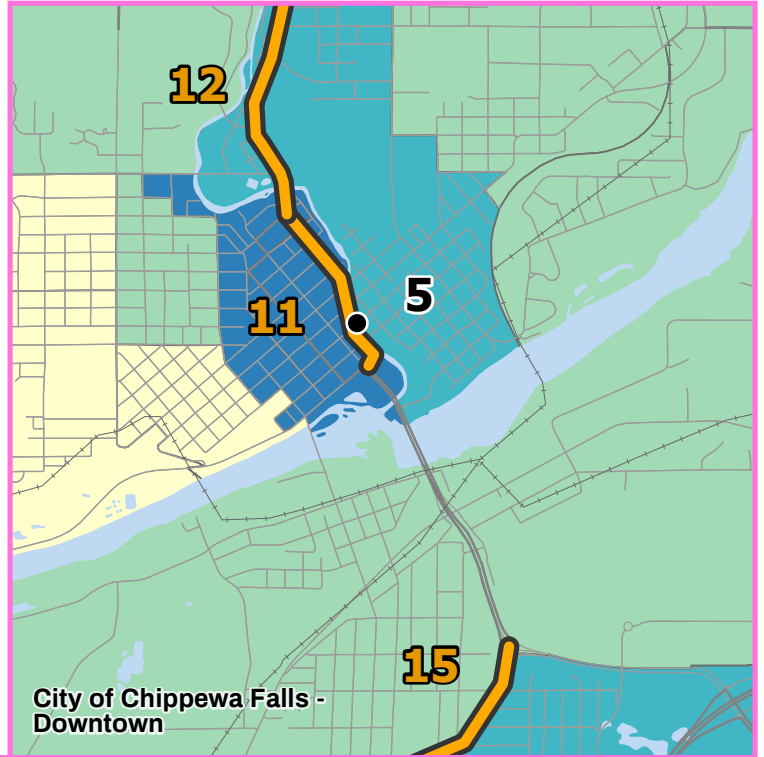
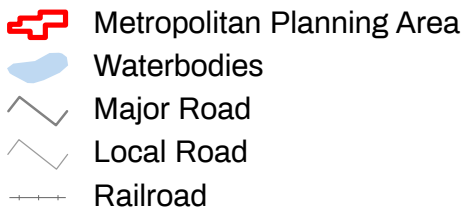


Chippewa-Eau Claire MPO Transportation Improvement Program

Percent of Population below Poverty Level



Context



Transportation Improvement Program 2024 - 2028

August 2023

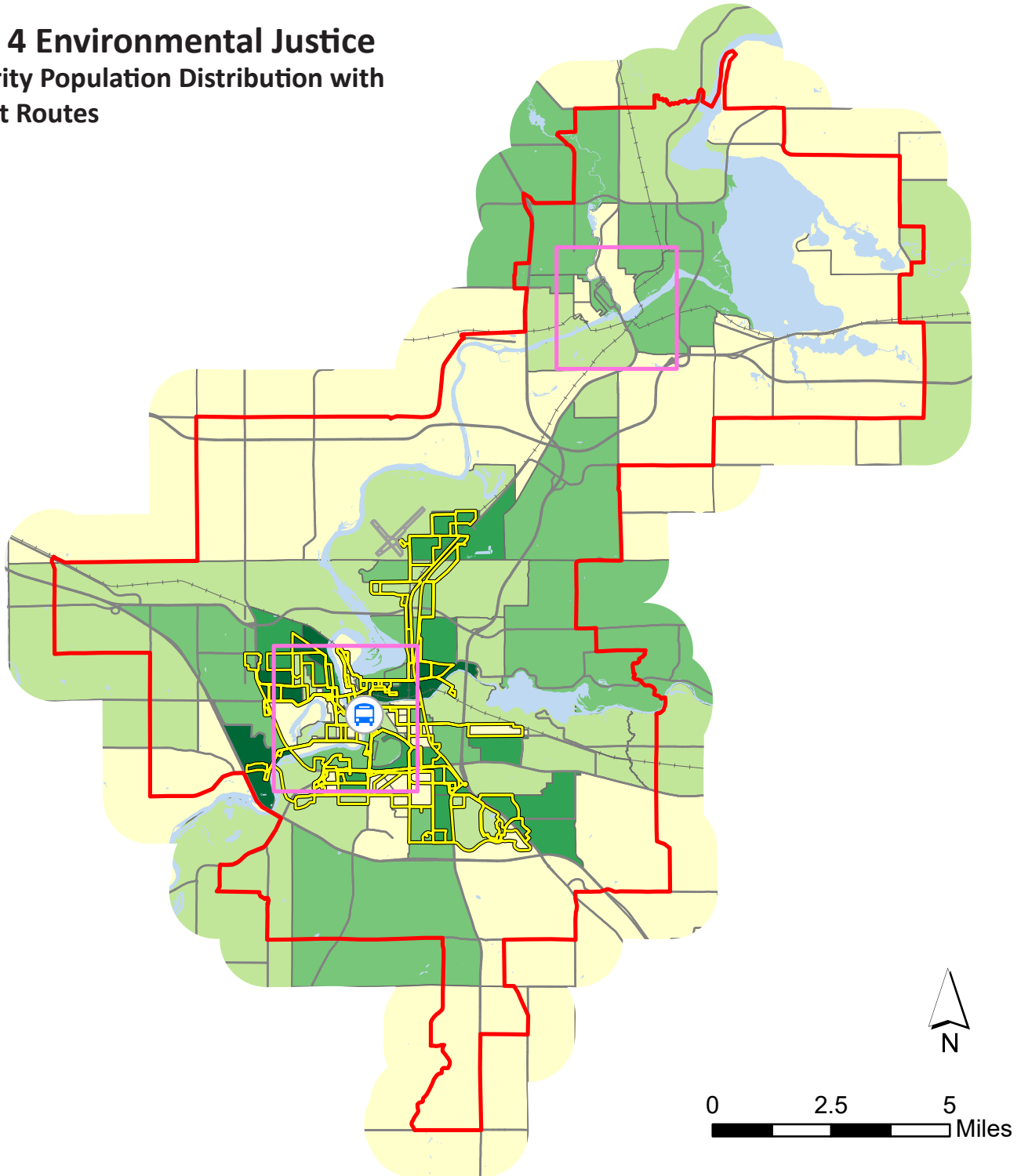
Data Source:

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



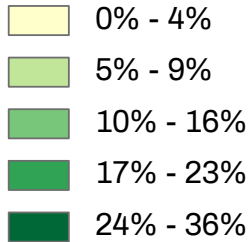
Chippewa-Eau Claire MPO Transportation Improvement Program

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

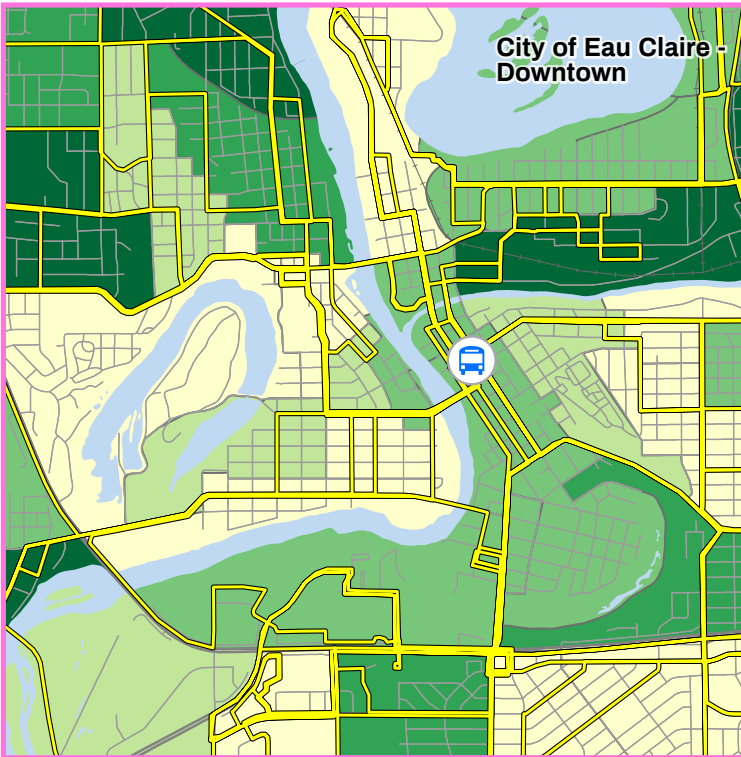
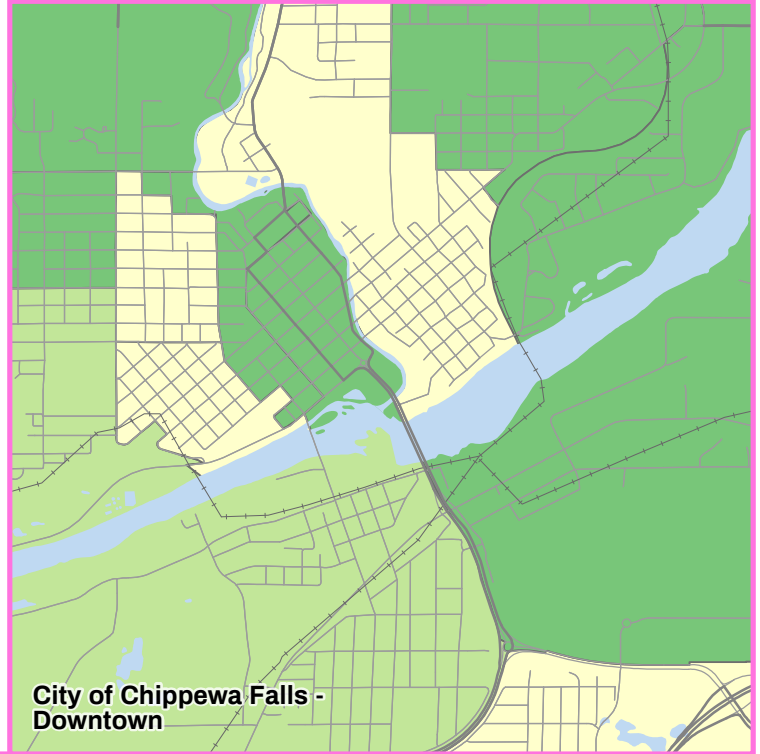
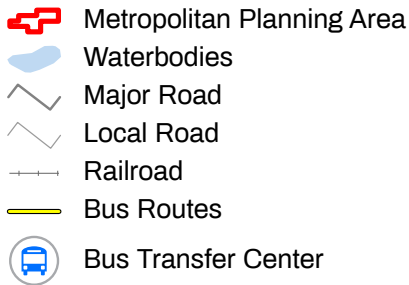


Chippewa-Eau Claire MPO Transportation Improvement Program

Percent Minority Population



Context



Transportation Improvement Program 2024 - 2028

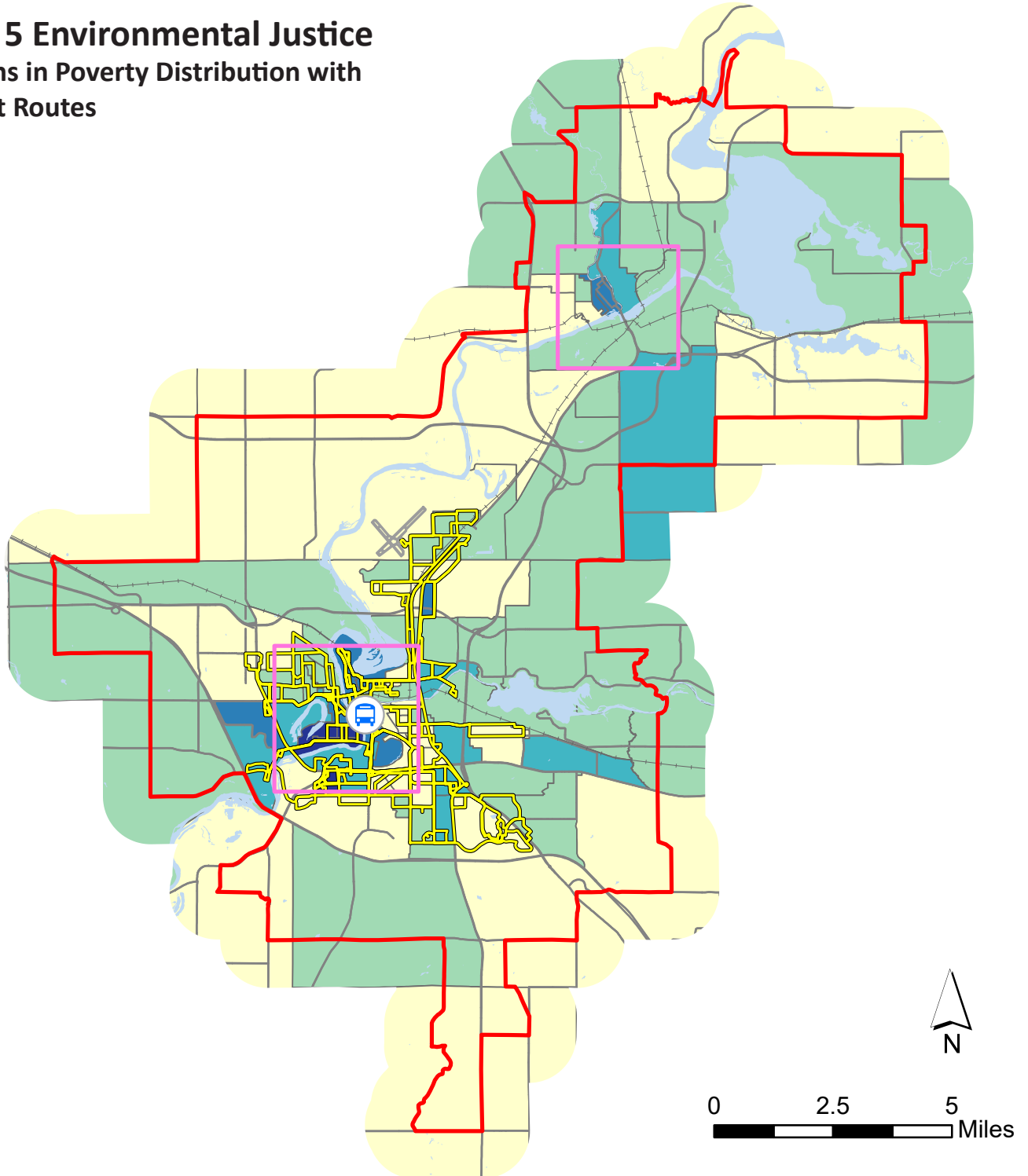
August 2023

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



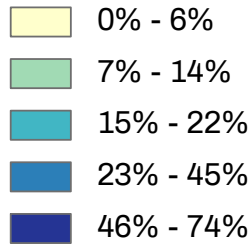
Chippewa-Eau Claire MPO Transportation Improvement Program

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

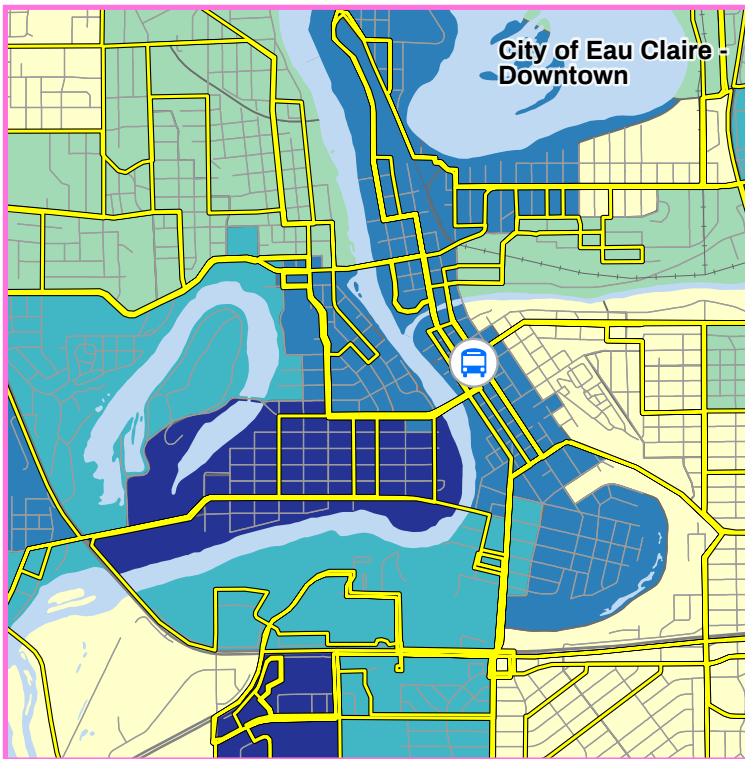
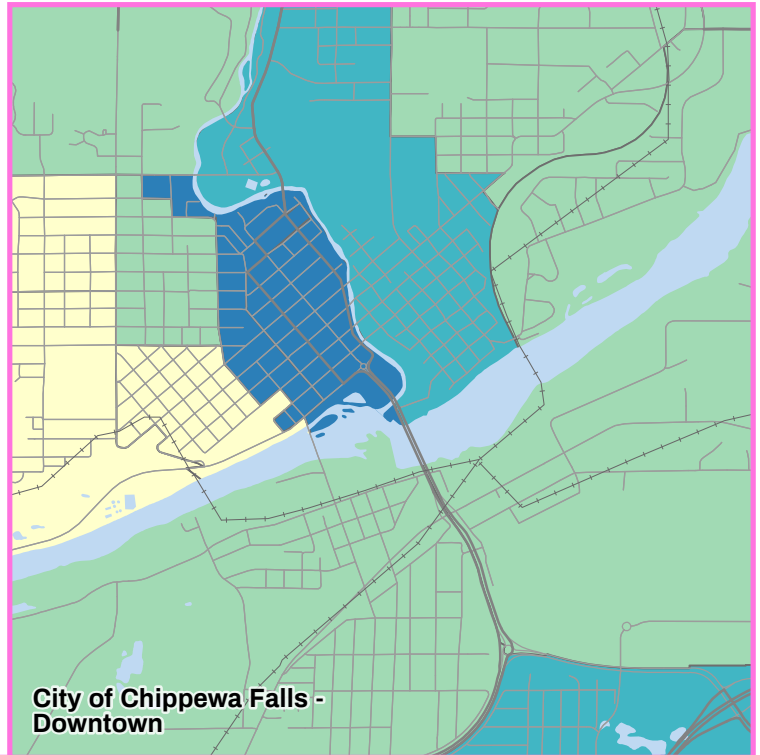
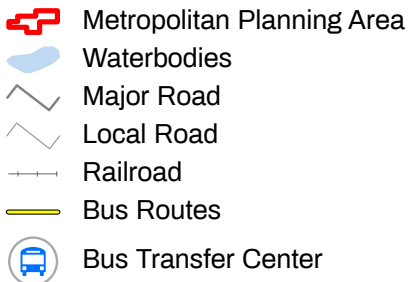


Chippewa-Eau Claire MPO Transportation Improvement Program

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

CHIPPEWA-EAU CLAIRE
 Metropolitan Planning Organization



WCWRPO
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 coordinate. partner. advocate. serve.

Chippewa-Eau Claire MPO

Transportation Improvement Program

VII. PERFORMANCE MEASURES AND TARGETS

The federal transportation bills MAP-21 and FAST Act require incorporation of Performance-Based 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

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

Chippewa-Eau Claire MPO Transportation Improvement Program

- 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://wcrpc.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

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

Chippewa-Eau Claire MPO Transportation Improvement Program

<u>Measure</u>	<u>2023 Target</u>	<u>2025 Target</u>
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:

<u>Measure</u>	<u>2023 Target</u>	<u>2025 Target</u>
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.

Chippewa-Eau Claire MPO Transportation Improvement Program

Appendix 1 Approval Resolution and Planning Process Certification

Chippewa-Eau Claire MPO Transportation Improvement Program

Chippewa-Eau Claire MPO Resolution No. 23-09

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA, 2024-2028

WHEREAS, in accordance with 23 CFR 450.336(a) Chippewa-Eau Claire MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Transportation Improvement Program for the Chippewa-Eau Claire Urbanized Area, 2024-2028 TIP is in conformance all pertinent provisions stated above, and

WHEREAS, the TIP is in conformance with the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area; now therefore

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

Section 1: That the Chippewa-Eau Claire Metropolitan Planning Organization hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all above noted federal requirements, and

Section 2: That the Chippewa-Eau Claire Metropolitan Planning Organization, as the designated MPO, adopts the Transportation Improvement Program for the Chippewa-Eau Claire Urbanized Area 2024-2028.


Adopted this 4th day of October 2023.

APPROVED:



Gary Spilde, Chairperson
Chippewa-Eau Claire
Metropolitan Planning Organization

ATTEST:



Eric Anderson, Secretary
Chippewa-Eau Claire
Metropolitan Planning Organization

Chippewa-Eau Claire MPO Transportation Improvement Program

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

Chippewa-Eau Claire MPO Transportation Improvement Program

A10 | WEDNESDAY, SEPTEMBER 6, 2023

LEADER-TELEGRAM

Oil prices spike as Saudi Arabia, Russia extend 1.3 million barrel a day oil cut through December

DUBAI, United Arab Emirates (AP) — Saudi Arabia and Russia agreed Tuesday to extend their voluntary oil production cuts through the end of this year, trimming 1.3 million barrels of crude out of the global market and boosting energy prices.

The dual announcements from Riyadh and Moscow pushed benchmark Brent crude above \$90 a barrel in trading Tuesday afternoon, a price unseen in the market since November.

The countries' moves could increase inflation and the cost for motorists as gasoline pumps. It also puts new pressure on Saudi Arabia's relationship with the United States, as President Joe Biden last year warned the kingdom there would be unspecified "consequences" for partnering with Russia on cuts as Moscow wages war on Ukraine.

Saudi Arabia's announcement, carried by the state-run Saudi Press Agency, said the country still would monitor the market and could take further action if necessary.

"This additional voluntary cut comes to reinforce the precautionary efforts made by OPEC+ countries with the aim of supporting the stability and balance of oil markets," the Saudi Press Agency report said, citing an unnamed Energy Ministry official.

State-run Russian news agency Tass quoted Alexander Novak, Russia's deputy prime minister and former energy minister, as

saying Moscow would continue its 300,000 barrel a day cut.

The decision "is aimed at strengthening the precautionary measures taken by OPEC+ countries in order to maintain stability and balance of oil markets," Novak said.

Benchmark Brent crude traded Tuesday above \$90 a barrel after the announcement. Brent had largely hovered between \$75 and \$85 a barrel since last October. A barrel of West Texas Intermediate, a benchmark for America, traded over \$87 a barrel.

The White House did not immediately respond to a request for comment, though Biden and U.S. lawmakers have criticized Saudi Arabia and Russia over their past production decisions.

Bob McNally, the founder and president of the Washington-based Rapidan Energy Group and a former White House energy adviser, said Saudi Arabia and Russia had "demonstrated their unity and resolve to proactively manage the risk of oil prices potentially dropping in tougher economic conditions with their announcement Tuesday."

"Barring a sharp economic downturn, these supply cuts will drive deep deficits into global oil balances and should propel crude oil prices well above \$90 per barrel," McNally said. "The average gallon of regular unleaded gasoline in the U.S. stands at \$3.81, according to AAA, just under the

all-time high for Labor Day of \$3.83 in 2012. However, gasoline demand typically drops for U.S. motorists after the holiday so it remains unclear what immediate effect this could have on the American market, AAA spokesman Andrew Gross said.

"I'm more concerned about what the rest of hurricane season may hold," Gross told The Associated

Press. "A big storm along the Gulf coast could move prices dramatically here."

Hurricane Idalia just plowed through Florida and U.S. forecasters said Tuesday that a new tropical depression in the Atlantic Ocean could become a "major hurricane."

Meanwhile, higher gasoline prices can increase transportation costs and ultimately push the prices of goods even higher at a time when the U.S. and much of the world is already raising interest rates to combat inflation.

"The impact these cuts will have on inflation and economic policy in the West is hard to predict, but higher oil prices will only increase the likelihood of more fiscal tightening, especially in the U.S., to curtail inflation," said

Jorge Leon, a senior vice president at Rystad Energy. "Western leaders, wary of an oil price spike, could explore import adjustments or open diplomatic discussions to help mitigate the impact and tame inflation." The Saudi reduction, which began in July, comes as the other OPEC+ producers have agreed to extend earlier production cuts through next year.

Public Notice

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) will consider public input on several agenda items at its October 4, 2023 meeting. These agenda items include: update to the MPO's Title VI and Public Participation Plan, the new Transportation Improvement Program for the Eau Claire Urbanized Area 2024-2028 (TIP), the 2024 MPO Urban Work Program, and the MPO's new Urban Area Boundary.

For details on these proposed amendments see the MPO TAC and Policy Council meeting packets on the website: www.wcwrpc.org (click on Chippewa Eau Claire MPO) or call 715.836.2918 to request a more information and/or meeting packet.

Comments on the above agenda items can be submitted by email to anderson@wcwrpc.org, mailed to WCWRPC, 800 Wisconsin Street, Banbury Place, Mailbox #9, Eau Claire, WI 54703-3606; or by calling 715.836.2918. Deadline for comments is 4 p.m. on October 03, 2023. The MPO Policy Council will be considering these documents for their approval at an open meeting scheduled for Wednesday, October 04, 2023, at 5:30 p.m. This meeting will be held in Banbury Place, 800 Wisconsin St. Building 2 - Room 405H (4th Floor) Eau Claire, WI 54701.

This notice is also intended to provide the public with the opportunity to request a public hearing concerning the 2024-2028 TIP, if circumstances warrant. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the FTA grantees' Programs of Projects requirements.

If information is needed in another language, contact 715.836.2918, ext. 18. Si se necesita información en otro idioma de contacto, 715.836.2918, ext.18. Yog hais bias cov lus qhia us yuav tsum tau nyob rau hauv lwm hom lus, hu rau, 715.836.2918, ext. 18.

If information is needed in another language, contact 715.836.2918, Ext. 18. Si se necesita información en otro idioma de contacto, 715.836.2918, Ext.18. Yog hais bias cov lus qhia us yuav tsum tau nyob rau hauv lwm hom lus, hu rau, 715.836.2918, ext. 18.

Public Notice

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) will consider public input on a required update to the Chippewa-Eau Claire Metropolitan Planning Organization Title VI Plan, which includes the Language Assistance Plan and an update to the MPO's Public Participation Plan (PPP). These documents lay out the MPO's process to allow for, encourage, and monitor participation of all citizens, including but not limited to low income and minority individuals, and those with limited English proficiency, in the agency's planning activities. The document was adopted on October 8, 2014. The plans were last revised in 2020. An update to the plans are required every three years.

To review the Title VI, Language Assistance, and Public Participation plans, see the MPO TAC and Policy Council agenda listing on website: www.wcwrpc.org/chippewa-eau-claire-mpo, or call 715.836.2918 to request any of the plans. Comments on the updates can be submitted by email to anderson@wcwrpc.org, mailed to WCWRPC, 800 Wisconsin Street, Banbury Place, Mailbox #9, Eau Claire, WI 54703-3606, or by calling 715.836.2918. Deadline for comments is October 3, 2023.

The MPO Council will be considering the updates for their approval, contingent on public comments, at an open meeting scheduled for Wednesday, October 4, 2023, at 5:30 p.m., in the WCWRPC offices, 4th floor, Suite 405H, Banbury Place, Building 2, 800 Wisconsin St., Eau Claire, WI. This notice is also intended to provide the public with the opportunity to request a public hearing concerning said updates, if circumstances warrant.

If information is needed in another language, contact 715.836.2918, Ext. 18. Si se necesita información en otro idioma de contacto, 715.836.2918, Ext.18. Yog hais bias cov lus qhia us yuav tsum tau nyob rau hauv lwm hom lus, hu rau, 715.836.2918, ext. 18.

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Customer Ad Proof

116-60081956	West Central WI Regional Planning Comm	Ord
Publication	Chippewa Herald	
Contact	West Central WI Regional Planning Comm	PO Number
Address 1	800 WISCONSIN ST., MAIL BOX #9	Rate
Address 2		Open
City St Zip	EAU CLAIRE WI 54703	Order Price
Phone	7158362918	Amount Paid
Fax	7158362886	Amount Due
Section	Legals	Start/End Dates
SubSection		Insertions
Category	0001 Wisconsin Legals	Size
Ad Key	127176-1	Salesperson(s)
Keywords	C-C MPO Public Notice_All Items_2023_10_04	Taken By
Notes		
Ad Proof		

Public Notice

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) will consider public input on several agenda items at its October 4, 2023 meeting. These agenda items include: update to the MPO's Title VI and Public Participation Plan, the new Transportation Improvement Program for the Eau Claire Urbanized Area 2024-2028 (TIP), the 2024 MPO Urban Work Program, and the MPO's new Urban Area Boundary.

For details on these proposed amendments see the MPO TAC and Policy Council meeting packets on the website: www.wcwrpc.org (click on Chippewa-Eau Claire MPO) or call 715.836.2918 to request a more information and/or meeting packet.

Comments on the above agenda items can be submitted by email to anderson@wcwrpc.org, mailed to WCWRPC, 800 Wisconsin Street, Banbury Place, Mailbox #9, Eau Claire, WI 54703-3606; or by calling 715.836.2918. Deadline for comments is 4 p.m. on October 03, 2023. The MPO Policy Council will be considering these documents for their approval at an open meeting scheduled for Wednesday, October 04, 2023, at 5:30 p.m. This meeting will be held in Banbury Place, 800 Wisconsin St. Building 2 - Room 405H (4th Floor) Eau Claire, WI 54701.

This notice is also intended to provide the public with the opportunity to request a public hearing concerning the 2024-2028 TIP, if circumstances warrant. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the FTA grantees' Programs of Projects requirements. If information is needed in another language, contact 715.836.2918, ext. 18. Si se necesita información en otro idioma de contacto, 715.836.2918, ext.18. Yog hais bias cov lus qhia us yuav tsum tau nyob rau hauv lwm hom lus, hu rau, 715.836.2918, ext. 18. 9/7 LAC 127176 WNAJLP

Equipment outage holds up United flights, but airline and FAA say they're resuming

CHICAGO (AP) — United Airlines departures have resumed after being halted nationwide for a brief time Tuesday because of a technology outage.

Federal officials said that United crews had been unable to contact airline dispatchers through normal means. "United asked the FAA to pause the airline's departures nationwide," the Federal Aviation Administration said on X, the social media site formerly known as Twitter.

The FAA said the issue was limited to United and its subsidiaries. It announced before 2 p.m. Eastern time that the ground stop on United flights had been lifted.

Before flights resumed, United said in a statement that it and its subsidiaries were "experiencing a systems-wide technology issue and are holding all aircraft at their departure airports. Flights that are already airborne are continuing to their destination as planned."

Shares of Chicago-based United Airlines Holdings Inc. fell on news of the ground stop and were down more than 2% in afternoon trading.

MUNInupalmc

1 of 1

Chippewa-Eau Claire MPO Transportation Improvement Program

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

Chippewa-Eau Claire MPO Transportation Improvement Program

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

Chippewa-Eau Claire MPO Transportation Improvement Program

CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION



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

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

Meeting held virtually using Zoom, Wednesday, September 13, 2023, 1:30 p.m.

Members present: Taylor Greenwell – City of Altoona Planning, Brandon Cesafsky – City of Chippewa Falls Public Works, Brad Hentschel – City of Chippewa Falls Planning, Leah Ness – City of Eau Claire Engineering, Betsy Henck - Eau Claire Count ADRC, Jon Johnson – Eau Claire County Highway Department, Rod Eslinger – Eau Claire County Planning & Development, Ty Fadness – Eau Claire Transit, Karl Buck – Federal Highway Administration, Wesly Vleck - Town of Brunswick, Jennifer Meyer - Town of Union, Janelle Henning – Town of Washington

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

Minutes

1. Mr. Anderson called the meeting to order at 1:32 pm.
2. Introductions were made.
3. The minutes of August 9, 2023, MPO TAC meeting were approved by all present following a motion by Mr. Henschel, seconded by Ms. Ness.
4. Mr. Anderson presented the final draft of the 2024 Chippewa-Eau Claire MPO Urban Work Program. After a motion to recommend this program be adopted by the MPO Policy Council was made by Mr. Greenwell, seconded by Mr. Johnson, all members present voted “Aye.”
5. Mr. Anderson presented a final draft of the 2024-2028 Transportation Improvement Plan for the Chippewa-Eau Claire MPO. After a motion to recommend this plan be adopted by the MPO Policy Council was made by Ms. Ness, seconded by Mr. Johnson, all members present voted “Aye.”
6. Mr. Anderson presented the final draft of the Title VI Plan and Public Participation Plan for the MPO. Mr. Johnson asked if the plans need to be followed by the County. Mr. Anderson said he believes the County has its own Plans. A motion to recommend approval of the plans to the MPO Policy Council was made by Mr. Hentschel, seconded by Mr. Johnson, all members present voted “Aye.”
7. Mr. Anderson presented the final draft of the map of the Adjusted Urban Area for the Chippewa -Eau Claire urban area. Mr. Anderson and Mr. Rothrock discussed the changed definitions used to define what an Urban Area is for the 2020 Census data and where the largest impact of those changes is located east of Lake Wissota. Mr. Anderson discussed that this map was based on discussions with the cities, village, counties in the proposed area and WisDOT. After a motion to recommend this map be adopted by the MPO Policy Council was made by Mr. Fadness, seconded by Mr. Cesafsky, all members present voted “Aye.”
8. Other Business –
 - a) Mr. Anderson briefly reviewed ongoing and upcoming MPO staff projects.
 - b) Ms. Ness asked about the status and schedule for updating the Sewer Service Area Plan. Mr. Anderson said he was not sure about the current plans, but would check with WCWRPC planner Chris Straight and report back with the information.
9. Establish next tentative meeting date as January 10, 2024.
10. At 2:04 pm, a motion to adjourn was made by Mr. Hentschel, seconded by Mr. Vleck, and passed by all.

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

Chippewa-Eau Claire MPO Transportation Improvement Program

CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION



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

**Minutes of the
Chippewa-Eau Claire Metropolitan Planning Organization Policy Council**
Wednesday, October 4th, 2023, 5:30 p.m.
Held at: Room 405H, Building 2, Banbury Place, 800 Wisconsin Street, Eau Claire, WI

Members Present (8): Gary Spilde - Village of Lake Hallie (Chair), Jim Dunning – Eau Claire County (Vice-chair), Dean Mueller – Chippewa County, Matt Biren – City of Altoona, Gregory Hoffman – Chippewa Falls, Emily Berge – City of Eau Claire, Rod Eslinger – Town of Halle, Alice Droske – Town of Wheaton,

Members with no representative in attendance present (9): Town of Anson, Town of Brunswick, Town of Eagle Point, Town of Lafayette, Town of Pleasant Valley, Town of Seymour, Town of Tilden, Town of Union, Town of Washington

Staff Present: Eric Anderson, Edwin Rothrock - Chippewa-Eau Claire MPO

Minutes

1. Chairman Spilde called the meeting to order at 5:30 p.m.
2. Welcome and Introductions
3. Review and Approval of the minutes of the August 23rd, 2023 MPO Policy Council meeting and Public Hearing. Mr. Dunning moved to approve; Mr. Biren seconded the motion. The motion passed unanimously.
4. The minutes of the September 13th, 2023, MPO Technical Advisory Committee meeting were reviewed.
5. Mr. Anderson presented the proposal to amend the 2023 Chippewa-Eau Claire MPO Work Program to add around \$25,000 in unspent 2023 Urban Area funding to the 2024 Work Program. He explained that the money moved from 2023 would need to be spent prior to any of the allocated 2024 funding. Mr. Hoffman moved to approve; Ms. Berge seconded the motion. The motion passed unanimously.
6. Mr. Anderson presented the 2024 Chippewa-Eau Claire MPO Work Program for approval. There was some general discussion about how the projects had been chosen. There were some questions from Members about whether specific projects were included; all that were asked about were included. Ms. Berge made a motion to approve the 2024 Work Program. Mr. Eslinger seconded the motion. The motion passed unanimously.
7. Mr. Anderson presented the proposed 2024-2028 Transportation Improvement Program (TIP). He explained that a new TIP had to be approved for even-numbered years. Mr. Hoffman made a motion to approve the TIP. Mr. Biren seconded the motion. The motion passed unanimously.
8. Mr. Anderson presented the Title VI and the Public Participation Plans for approval. He discussed some of the provisions of the plans and how language translation versions of documents would be supplied on request, but that the MPA did not have a high enough percentage of residents that are non-proficient in English to require that all documents be translated. Ms. Berge moved to approve the plans. Mr. Mueller seconded the motion. The motion passed unanimously.
9. Mr. Anderson presented the proposed Adjusted Urban Area Boundary map. He and Mr. Rothrock discussed the process for developing the maps and highlighted areas where there were significant changes from the previous Urban Area map which had been based on 2010 Census data. There was some discussion about areas that had moved into and out of the Urban area. Ms. Droske asked about an addition in the Town of Wheaton west of the newly developed Eau Claire Event Center (a.k.a. Country Jam), specifically whether the Towns in the MPA had been consulted during the development of the map. Mr. Anderson stated that personnel in both Counties, all three Cities, and the Village had all been consulted with, but not with each of the eleven Towns. Ms. Droski

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

Chippewa-Eau Claire MPO Transportation Improvement Program

Appendix 3

STBG-Urban Project Prioritization Process

Chippewa-Eau Claire MPO Transportation Improvement Program

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 21st 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

Chippewa-Eau Claire MPO Transportation Improvement Program

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

Chippewa-Eau Claire MPO Transportation Improvement Program

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.

Chippewa-Eau Claire MPO Transportation Improvement Program

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.

Chippewa-Eau Claire MPO Transportation Improvement Program

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.