

***Transportation Improvement Program***  
***for the***  
***Eau Claire Urbanized Area***  
  
***2016-2020***

**Adopted: October 14, 2015**

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**Transportation Improvement Program  
for the  
Eau Claire Urbanized Area**

**2016-2020**

Urban Transportation Projects Programming Component

Prepared for:  
Chippewa-Eau Claire Metropolitan Planning Organization

With assistance provided by staff from  
participating municipalities and:

West Central Wisconsin Regional Planning  
Commission  
800 Wisconsin St., Mail Box 9  
Eau Claire, WI 54703-3606

Wisconsin Department of Transportation  
Northwest Region  
718 W. Clairemont Avenue  
Eau Claire, WI 54701

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Adopted: October 14, 2015



U.S. Department of Transportation  
**Federal Transit Administration**



U.S. Department of Transportation  
**Federal Highway Administration**

## **Abstract**

**Title:** Transportation Improvement Program for the Eau Claire Urbanized Area, 2016-2020

**Author:** Chippewa-Eau Claire Metropolitan Planning Organization

**Subject:** A five-year listing of proposed transportation improvements based on a transportation plan, the area's priorities, and estimates for total costs and revenues.

**Date:** October 14, 2015

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

**Source of Copies:** West Central Wisconsin Regional Planning Commission  
800 Wisconsin St., Mail Box 9  
Eau Claire, WI 54703-3606

National Technical Information Service  
5285 Port Royal Road  
Springfield, VA 22161

**For Reference:** Wisconsin Department of Transportation  
Division of Planning and Budget, Madison, WI  
DOT-Northwest Region, Eau Claire, WI

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Altoona Public Library, Altoona, WI

**Abstract:** This report is the Transportation Improvement Program (TIP) for the Chippewa-Eau Claire Metropolitan Planning Organization. It is a five-year listing of transportation projects that are proposed to be carried out between 2016 and 2020. The TIP is intended to be in compliance with both the area's major transportation plan elements and Federal review requirements.

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## **I. INTRODUCTION**

This report presents the Transportation Improvement Program (TIP) for the Chippewa-Eau Claire Metropolitan Planning Area (refer to Map A). 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 MAP-21 Funding***

Flexibility has been maintained in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 STP-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 STP-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

2016-2020 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.

### **Public Participation Process**

A continued goal of MAP-21 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 <http://www.wcwrpc.org> for public information and contact purposes.

In addition to these specific actions by the MPO, all TIP projects submitted by local municipalities, as well as MPO work program activities submitted for local municipal review, are subject to the public participation process mandated through the open meeting laws and legal notices required for all formal action by local units of government. The Wisconsin Department of Transportation also relies on the public involvement process conducted by the MPO for the development of the State TIP to satisfy the Federal Transit Administration program and planning requirements.



Map A

Back of Map A

## IV. TRANSPORTATION IMPROVEMENT PROJECTS

### Project Implementation Status

The implementation status for those projects identified for 2014 and 2015 in the previous 2014-2018 TIP is described in Table 1. The annual listing of obligated projects can be found at [www.WCWRPC.org](http://www.WCWRPC.org).

**Table 1  
Project Implementation Status  
2014 and 2015 Projects**

Project	Sponsor	Funding Category	Completed		To be Completed in 2015	Delayed to (year)	Canceled
			2014	2015			
Regional SRTS planning prog.- incl. Chipp. Falls SRTS plan	WCWRPC	TAP		X (urb. part)			
High Bridge Repair and Deck (bike/ped)	C. Eau Claire	TAP (EN/NH)		X			
SRTS infrastructure-7 schools	C. Eau Claire	TAP (SRTS-Infr.)		X			
River Prairie NW Trail	C. Altoona	TAP (EN/NH)				2016	
Spring St (Duncan Cr. Bridge)	C. Chippewa Falls	STP-Local Bridge				2016	
State St (Grand to Water)	C. Chippewa Falls	URB				2016	
CTH X (Lake Wissota Br.)	Chippewa Co.	STP-BR				2016	
CTH T (10th to STH 29)	Chippewa Co.	FR & URB			X		
CTH S/CTH Q Intersection	Chippewa Co.	URB				2016	
Highland/Spooner (CTH A) - Hastings to USH 53	Eau Claire Co.	URB			X		
I-94 (resurface 12/29-312)	WisDOT	NHPP		X			
I-94 (USH 53 interchange) - maint.	WisDOT	NHPP				2016	
USH 12 - resurface (Otter Cr. - Winchester Way)	WisDOT	STP			X		
Water Street Bridge - replace	WisDOT	STP				2016	
I-94/USH 53 (brdg painting)	WisDOT	STP-BR				2016	
USH 53 - deck epoxy seal (Chippewa R. Br.)	WisDOT	HSIP/STP-BR	X				
STH 312 - resurface (I-94-USH 12)	WisDOT	NHPP		X			
STH 124 (Chippewa R to River St)	WisDOT	HSIP	X				
STH 29 (Stillson Cr to STH 13)	WisDOT	STP				2018	
Lake Street bridge - epoxy overlay	WisDOT	BR		X			
USH 12 - McCann Dr	WisDOT	HSIP	X				
IH 94 - resurface (53 -Mallard Rd)	WisDOT	(7.98 mi)	X				
I-94 (USH 12/STH29 - STH 312)	WisDOT	NHPP		X			
Various bridges on IH-94 in E.C. Co. - maint.	WisDOT	STP-U		X			

## **Financial Plan**

Table 2 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 years 2016 through 2019, in this 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 2016-2020 TIP are financially constrained to the available funding sources noted.

## **2016-2020 TIP Projects**

The 2016-2020 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 to the assigned federally funded programs on page 8. While some programs were combined or eliminated under MAP-21, some previously programmed projects in Table 3 are still listed under the program under which they were funded prior to MAY-21. Projects programmed more recently, however, are identified by the appropriate MAP-21 funding program.

## **Allocation of Transit Funds**

Section 5307 (Urbanized Area Formula Grants) is the program for urban transit operating and capital funding under MAP-21. The functions of this program were previously split in two programs that were commonly applied for in the Chippewa-Eau Claire Urbanized Area: Urbanized Area Formula Program (5307), for urban transit operating assistance, and Section 5316, Jobs Access and Reverse Commute Program, which addressed transportation challenges faced by low-income persons seeking to obtain and maintain employment. Transit-related planning functions, previously funded under Section 5304, are also now a part of the Section 5307 – Urbanized Area Formula Grants, as well as the former Section 5311 - Formula Grants for Other than Urbanized Areas. 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.

The program formerly known (prior to MAP-21) as the New Freedom Program (formerly Section 5317), which funded additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and society, is now rolled into the Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, which now 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; and the competitive selection process, which was required under the former New Freedom program, is now optional. 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.

A formula grant program has been established under Section 5339, Bus and Bus Facilities Program, replacing the previous Section 5309 discretionary Bus and Bus Facilities 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 will be 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 will be 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.

### **2016-2020 Transit Capital Projects**

The programmed and anticipated expenditures for transit in the Eau Claire Urbanized Area for 2016 through 2020 are shown in Table 3 (page 11). Both operating and capital expenditures 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. Eau Claire Transit will require approximately \$31 million in total operating funds between 2016 and 2020. Eau Claire Transit is also anticipating expenditures of \$870,000 in each of 2016 and 2017 to replace a total of six (6) 35-foot buses, in addition to \$3.5 million in 2016 on six (6) 40-foot replacement buses. The design and construction of a new ECT transit center accounts for a total of approximately \$7.4 million over the 5-year period from 2016 to 2020. Other anticipated capital purchases include: \$53,000 for route map signs in 2017; \$770,000 for paratransit vehicles in 2017-2018; \$63,000 for an annunciator in 2016; and \$10,000 (all local dollars) for a coin sorter in 2016.

The Chippewa Falls Shared-Ride Taxi System expects to replace vehicles at a steady pace over the next five years, escalating from approximately \$90,000 in 2016 to \$109,000 in 2020. The purchase of these vehicles will improve transit services for the mobility impaired, as well as the general public. Approximately \$2.8 million will be needed to operate the system from 2016 through 2020.

The Center for Independent Living of Western Wisconsin (CILWW) expects to apply for continued funding through Section 5310 (formerly 5317, New Freedom). Funding requested includes operating funds to continue the 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 applying for continued funding for their rideshare and JumpStart programs, and 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. These programs were previously funded under the Wisconsin Employment Transportation Assistance Program (WETAP) and the FTA Section 5316 Jobs Access and Reverse Commute (JARC) program. Funding for these projects under MAP-21 will be more clearly determined and amended into the TIP as they are granted approval.

### TIP Standard Reference for Federal Funding Projects

MAP-21 Funding Category Title	Notation	SAFETEA-LU Funding Category Title (Former)
Transportation Alternative Program	TAP	Safe Routes to School (SRTS) , Enhancements (EN)
National Highway Performance Program	NHPP	National Highway System (NH), Interstate Maintenance (IM)
Surface Transportation Program (state) - Urban	STP-U	same
Surface Transportation Program (state) - Rural	STP-R	same
Surface Transportation Program (Urbanized Area)	URB	same
Highway Safety Improvement Program	HSIP	same
Railway-Highway Crossings (set-aside from HSIP)	HSIP-RR	new
STP-Freight	STP-F	new
Urban Formula grants (operating and capital)	5307	Urban Area Formula Program (5307), Transit Capital (5309), Jobs Access & Reverse Commute (5316)
Formula Grants for Rural Areas	5311	Rural Area Formula Program (5311), Jobs Access & Reverse Commute (5316)
Enhanced Mobility of Seniors & Individuals with Disabilities (5310)	5310	State Elderly & Persons with Disabilities (5310), New Freedom (5317)
Bus and Bus Facilities (5339)	5339	Urban Transit Capital (5309)
Metropolitan Transit Planning	5303	same
Statewide Transit Planning	5304	same

**Table 2**  
**Estimated Federal and State Funding for 2016-2019**  
(in year of expenditure \$; and in thousands of \$)

Funding Program		Programmed Expenditures*				
Agency	Program	2016	2017	2018	2019	Total
Federal Highway Administration	URB (STP-U local)	\$1,503	\$583	\$259	\$160	\$2,505
	STP (STP - state)	7,528	\$4,452	3,523	5,377	20,879
	TAP (former EN, SRTS)					0
	STP-BR (STP-Bridge)	1,693		4,966		6,659
	STP Rural	50		2,930		2,980
	NHPP (NHS, IM)	35	\$5,188	2,569		7,792
	NHPP-BR (Bridge)	1,051				1,051
	HSIP (STP-Safety)	2,300	\$4,149			6,449
	HSIP-RR (Rail X-ing)	202				202
	FR (STP-Freight)					0
<b>FHWA PROGRAMS SUBTOTAL</b>		<b>\$14,362</b>	<b>\$14,372</b>	<b>\$14,247</b>	<b>\$5,537</b>	<b>\$48,517</b>
<b>ESTIMATED ANNUAL REVENUES**</b>		<b>\$31,770</b>	<b>32,088</b>	<b>32,409</b>	<b>32,733</b>	<b>128,999</b>
Federal Transit Administration	FTA Section 5307 (Urban Area Formula Program; incl. former JARC)	NA	NA	NA	NA	\$0
	FTA Section 5339 (Bus/Bus Replacement)	NA	NA	NA	NA	\$0
	FTA Section 5310 (Elderly & Persons with Disabilities Program; incl. former JARC)	NA	NA	NA	NA	\$0
	FTA Section 5311 (Rural Rural Formula Prog.; incl. Former New Freedom)	NA	NA	NA	NA	\$0
<b>FTA PROGRAMS SUBTOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>ESTIMATED ANNUAL REVENUES**</b>		<b>\$3,369</b>	<b>\$3,403</b>	<b>\$3,437</b>	<b>\$3,471</b>	<b>\$13,679</b>

\* Programmed expenditures are inflated at a rate of 2.3% each year, with the exception of URB projects, which are capped.

\*\* Estimated revenues represent an average of past years' revenues received from pertinent State and Federal transportation programs, and are inflated at a rate of 1.0% annually.

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**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
<b>Transit</b>																						
<b>C. Eau Claire</b>	<b>Operating Assistance</b>																					
	Eau Claire Transit	OPS	1,816	1,345	2,569	5,730	1,858	1,376	2,628	5,862	1,900	1,408	2,689	5,997	1,944	1,440	2,751	6,135	1,989	1,473	2,814	6,276
	(P)	CAP																				
illustrative project	Section 5307	TOTAL	1,816	1,345	2,569	5,730	1,858	1,376	2,628	5,862	1,900	1,408	2,689	5,997	1,944	1,440	2,751	6,135	1,989	1,473	2,814	6,276
<b>C. Eau Claire</b>	<b>Capital Assistance - ECT</b>																					
	Replacement buses (6 - 35 foot)	CAP	696	0	174	870	696	0	174	870	0	0	0	0	0	0	0	0	0	0	0	0
	Transfer center building	CAP	400	0	100	500	3,200	0	800	4,000	760	0	190	950	760	0	190	950	760	0	190	950
	Replacement buses (6 - 40 foot)	CAP	2,800	0	720	3,520				0	0	0	0	0	0	0	0	0	0	0	0	0
	Route map signs	CAP	0	0	0	0	42	0	11	53	0	0	0	0	0	0	0	0	0	0	0	0
	Paratransit vehicles	CAP	0	0	0	0				176	0	44	220	440	0	110	550	0	0	0	0	0
	Annunciator	CAP	52	0	11	63				0	0	0	0	0	0	0	0	0	0	0	0	0
	Coin Sorter	CAP	0	0	10	10				0	0	0	0	0	0	0	0	0	0	0	0	0
illustrative project	Section 5307 or 5339	TOTAL	3,948	0	1,015	4,963	3,938	0	985	4,923	936	0	234	1,170	1,200	0	300	1,500	760	0	190	950
<b>C. Chippewa Falls</b>	<b>Operating Assistance</b>																					
	Shared Ride Taxi	OPS	155	140	216	511	158	144	221	523	162	147	226	535	166	150	231	547	169	154	236	560
	(P)																					
illustrative project	Section 5307	TOTAL	155	140	216	511	158	144	221	523	162	147	226	535	166	150	231	547	169	154	236	560
<b>C. Chippewa Falls</b>	<b>Capital Assistance - SRT</b>																					
	Replacement Vehicles	CAP	72	0	18	90	76	0	19	95	79	0	20	99	83	0	21	104	88	0	22	109
	(P)																					
illustrative project	Section 5339	TOTAL	72	0	18	90	76	0	19	95	79	0	20	99	83	0	21	104	88	0	22	109
<b>CILWW</b>	<b>Regional Mobility Management</b>																					
	(P)	OPS				0				0							0					0
		CAP	118	0	30	148				0							0					0
illustrative project	Section 5310 - Enhanced Mobility of Seniors and Individuals w/ Disabilities	TOTAL	118	0	30	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CILWW</b>	<b>Regional Volunteer Driver/ Voucher Prog</b>																					
	(P)	OPS	400	0	400	800				0							0					0
		CAP				0				0							0					0
illustrative project	Section 5310 - Enhanced Mobility of Seniors and Individuals w/ Disabilities	TOTAL	400	0	400	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
<b>C. Eau Claire</b>	<b>Short Street</b>																					
370-12-008	Chippewa River bridge to STH 37 Reconstruction	PE				0				0												0
		ROW				0				0												0
		CONST				0	583	0	47	0												0
7995-02-52	0.75 mi. URB (P) Map # 16	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>C. of Altoona</b>	<b>Bartlett Av</b>																					
370-14-003	10th St W to 7th St W Reconstruction (0.25 mi. - urban)	PE	43	0	32	75																0
		ROW				0																0
		CONST				0	259	0	336	595												0
7824-00-10, 11	URB (P) Map # 4	TOTAL	43	0	32	75	0	0	0	0	259	0	336	595	0	0	0	0	0	0	0	0
<b>Chippewa Co.</b>	<b>Paint Creek Bridge</b>																					
370-14-009	195th St, T. Lafayette B-09-0040 Replacement (0.00 mi) (P)	PE				0																0
		ROW				0																0
		CONST				0	466	0	16	582												0
7863-00-0171	STP-Local Bridge Map # 8	TOTAL	0	0	0	0	466	0	16	582	0	0	0	0	0	0	0	0	0	0	0	0
<b>Eau Claire Co.</b>	<b>Otter Creek Bridge</b>																					
370-14-010	CTH AA B-18-0029 Replacement (0.00 mi) (P)	PE				0																0
		ROW				0																0
		CONST	672	0	183	855																0
7824-00-12,13	STP-Local Bridge Map # 9	TOTAL	672	0	183	855	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Eau Claire Co.</b>	<b>CTH AA (Prill Rd &amp; Mayer Rd)</b>																					
370-12-009	House Rd to USH 12 Reconstruction	PE				0																0
		ROW				0																0
		CONST	700	0	645	1,345																0
7824-00-00	178 mi. URB (P) Map # 17	TOTAL	700	0	645	1,345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	<b>USH 12</b>																					
370-12-002	IH-94 to Menomonie St concrete replair and overlay	PE				0																0
		ROW				0																0
		CONST				0	0	2,677	0	2,677												0
7090-01-31,61	5.30 mi. STP (P) Map # 13	TOTAL	0	0	0	0	0	0	0	0	0	2,677	0	2,677	0	0	0	0	0	0	0	0

**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT 370-12-011 8996-00-96,97	<b>Chippewa River Bridge</b> Main St, C. Chippewa Falls bridge redecking B-09-0099  STP-BR (P) Map #18	PE ROW CONST  TOTAL				0			0				0			0			0			0
			816	205	0	1,021			0				0			0			0			0
			816	205	0	1,021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-018 7028-00-30, 60, 90	<b>STH 312</b> 400' E of USH 12 to USH 53  Resurface (7.74 mi.) (P) STP Map #22	PE ROW CONST  TOTAL				0			0				0			0			0			0
			3,016	792	0	3,808			0				0			0			0			0
			3,016	792	0	3,808	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-021 1190-03-62	<b>USH 53/STH 29 interchange</b>  Roadway Maintenance  (3.02 mi.) (P) STP Map #23	PE ROW CONST  TOTAL				0			0				0			0			0			0
			0	1,749	0	1,749			0				0			0			0			0
			0	1,749	0	1,749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-022 1190-06-31,61	<b>USH 53</b> Golf Rd to 40th Av  Roadway Maintenance (9.83 mi.) (P) STP Map #21	PE ROW CONST  TOTAL				0			0				0			0			0			0
			0	1,620	0	1,620			0				0			0			0			0
			0	1,620	0	1,620	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-023 8610-02-72	<b>STH 124</b> Chippewa River Bridge B-09-0146/0147 Bridge Rehabilitation (0.18 mi.) (P) STP-BR Map #20	PE ROW CONST  TOTAL				0			0	1,948	487	0	2,435			0			0			0
			0	0	0	0			1,948	487	0	2,435			0			0			0	0
			0	0	0	0			1,948	487	0	2,435	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-026 1190-09-20,65,95	<b>USH 53/CN RR Bridge</b> Bridge maintenance B-09-0052/53  (0.10 mi.) (P) STP Map #10	PE ROW CONST  TOTAL				0			0	0	842	0	842			0			0			0
			0	6	0	6			0	842	0	842			0			0			0	0
			0	6	0	6			0	842	0	842	0	0	0	0	0	0	0	0	0	0

**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT 370-12-027 1190-02-63, 93	<b>USH 53/40th &amp; 50th Av brdgs</b> B-09-0046/0047 Bridge Painting (0.75 mi.) (P) BR Map # 19	PE ROW CONST TOTAL	0	593	0	593	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-028 1190-02-81	<b>USH 53</b> Old Town Hall Rd to Golf Rd Resurface (126 mi.) (P) STP Map #1	PE ROW CONST TOTAL	0	0	0	0	2,684	673	0	3,357	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-12-029 1190-09-66	<b>USH 53/CTH N bridge</b> B-09-0054/0058 Bridge Painting (0.05 mi.) (P) BR Map # 15	PE ROW CONST TOTAL	0	458	0	458	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 370-14-001 8610-01-25,75	<b>STH 124</b> Bridge St to Elm St Resurface (0.64 mi.) STP (P) Map #2	PE ROW CONST TOTAL	0	39	0	39	0	0	0	0	551	138	36	725	0	0	0	0	0	0	0	0
WisDOT 370-14-002 1022-09-78	<b>IH 94</b> USH 53 to Mallard Rd (6% urban) Pavement replacement (124 mi. - urban) NHPP (P) Map #3	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	1,763	441	0	2,204	0	0	0	0	0	0	0	0
WisDOT 370-14-008 1009-96-26	<b>Kane Road/UPRR Crossing</b> Crossing # 183935W Signals and gates installation (0.00 mi) (P) HSIP-RR Map # 11	PE ROW CONST TOTAL	131	71	0	202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT 370-14-020 1000-08-80,81	<b>NW Regionwide</b> - various signalized intersection locations: USH 12, STH 93, 312 - Lane signal head installs  (0.00 mi.) (P) HSIP	PE ROW CONST  TOTAL	0  1,350  1,350	150  150  300	0  0  0	150  1,500  1,650	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	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 370-14-021 1000-08-82,83	<b>NW Regionwide</b> - various signalized intersection location_s USH 12, STH 312 - Flashing left turn arrows  (0.00 mi.) HSIP (P)	PE ROW CONST  TOTAL	0  450  450	150  50  200	0  0  0	150  500  650	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	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 370-14-025 1000-08-75 & 1050-10-80	<b>Various bridges on STH 29</b> in Chippewa County (CTH T-STH 27) Maintenance  (2.89 mi.) (P) STP	PE ROW CONST  TOTAL	0  0  0	168  168  168	0  0  0	168  168  168	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	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 370-14-027 1190-02-94	<b>USH 53 in Eau Claire and</b> Chippewa cos. (IH 94 to 40th Av) Traffic Mitigation  (0.73 mi.) (P) STP  Map # 12	PE ROW CONST  TOTAL	0  0  0	25  25  25	0  0  0	25  25  25	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	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 370-14-028 1190-10-82	<b>Various bridges on USH 53</b> in Chippewa County (SCL to NCL) Maintenance  (199 mi.) (P) NHPP	PE ROW CONST  TOTAL	0  0  0	156  156  156	0  0  0	156  156  156	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	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 370-14-029 1190-10-83	<b>Various bridges on USH 53</b> in Eau Claire County (I-94 to NCL) Maintenance  (135 mi.) (P) STP	PE ROW CONST  TOTAL	0  0  0	153  153  153	0  0  0	153  153  153	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0	0  0  0

**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>WisDOT</b>	<b>STH 312 - River View Intersec</b>																						
370-14-030	Installation of traffic signals	PE				0	0	25	0	25													0
		ROW				0				0													0
7028-00-01,71	(0.00 mi) (P) HSIP	CONST				0	238	6	6	250													0
	Map # 14	TOTAL	0	0	0	0	238	31	6	275	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WisDOT</b>	<b>IH 94</b>																						
370-14-032	Various Bridge Decks - E.C. County Bridge Rehab	PE	0	35	0	35				0													0
		ROW				0				0													0
1000-08-77 & 1020-11-84	(190 mi) (P) NHPP	CONST				0				0	216	0	216										0
		TOTAL	0	35	0	35	0	0	0	0	0	216	0	216	0	0	0	0	0	0	0	0	0
<b>WisDOT</b>	<b>STH 29</b>																						
370-14-033	Various Bridge Decks - Chippewa Co. Bridge Rehab	PE				0	0	35	0	35													0
		ROW				0				0													0
1000-08-78	(4.26 mi) (P) NHPP	CONST				0				0													0
		TOTAL	0	0	0	0	0	35	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WisDOT</b>	<b>IH 94</b>																						
370-16-001	Hudson to Blk River Falls (MPA part) Median cable guard	PE				0				0													0
		ROW				0				0													0
1020-02-90	(5.29 mi) (P) HSIP	CONST				0	1,730	347	0	2,077													0
		TOTAL	0	0	0	0	1,730	347	0	2,077	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WisDOT</b>	<b>IH 94</b>																						
370-16-002	Eau Claire to Osseo (MPA part) B 18-020 (Hobbs Rd) & B 18-232 (CTH I) Bridge replacement	PE				0				0													0
		ROW				0				0													0
1021-03-40,74	(0.00 mi) (P) NHHP-NHS	CONST				0	3,887	993	0	4,880													0
		TOTAL	0	0	0	0	3,887	993	0	4,880	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WisDOT</b>	<b>STH 29</b>																						
370-16-003	Chip. Falls to Abbotsford (MPA part) Median cable guard	PE				0				0													0
		ROW				0				0													0
1050-00-92	(156 mi) (P) HSIP	CONST				0	1,425	285	0	1,710													0
		TOTAL	0	0	0	0	1,425	285	0	1,710	0	0	0	0	0	0	0	0	0	0	0	0	0

**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020							
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
<b>WisDOT</b> 370-16-004 1050-11-80	<b>STH 29</b> Various bridge deck sealing in Chip. Co. Bridge maint.  (2.89 mi) (P) STP - R	PE ROW CONST  TOTAL				0				0				0				0	0	88	0	88	0	0	0	0
<b>WisDOT</b> 370-16-005 1000-08-79	<b>USH 53</b> Various bridge decks in Chip. and E.C. cos. - Bridge maint.  (0.00 mi) (P) NHPP	PE ROW CONST  TOTAL				0				0	0	35	0	35				0	0	0	0	0	0	0	0	0
<b>WisDOT</b> 370-16-008 7110-05-03,73	<b>STH 37</b> STH 85 to Lowes Creek Resurface  (2.10 mi) (P) STP-R Map #24	PE ROW CONST  TOTAL	0	50	0	50				0	2,240	560	0	2,800				0	0	0	0	0	0	0	0	0
<b>WisDOT</b> 370-14-031 7110-05-22,72	<b>STH 37</b> IH 94 to USH 12 Pavement Replacement  (108 mi) (P) STP Map #25	PE ROW CONST  TOTAL	0	113	0	113				0	0	0	0	0	4,017	1,005	0	5,022	4,017	1,005	0	5,022	0	0	0	0
<b>WisDOT</b> 370-16-009 1190-11-82,83	<b>USH 53</b> Various bridges in E.C. & Chip. cos. deck sealing  (3.33 mi) (P) NHPP	PE ROW CONST  TOTAL				0				0				0				0	0	259	0	259	0	259	0	259
<b>WisDOT</b> 370-14-034 1022-08-74	<b>IH 94</b> STH 312 to STH 37 Pavement Replacement  (5.84 mi) (P) NHPP Map #26	PE ROW CONST  TOTAL				0				0				0				0	19,286	4,846	0	24,132	19,286	4,846	0	24,132



**Table 3**  
**2016-2020 TIP Project Listing**  
(in 2016 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
<b>Chippewa Falls</b> 370-16-010 8996-01-00,01	<b>Park Ave</b> Main to 0.75 mi. west Reconstruction	PE				0				0				0	160	0	40	200				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	893	0	344	1237
	(0.75 mi) (P) URB Map #27	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	160	0	40	200	893	0	344	1237
<b>Chippewa Co.</b> 370-16-011 8996-01-02,03	<b>CTH S</b> USH 53 east 1640 ft Reconstruction	PE				0				0	0	0	73	73				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	44	0	311	725
	(0.31mi) (P) URB Map # 28	TOTAL	0	0	0	0	0	0	0	0	0	0	73	73	0	0	0	0	44	0	311	725

### **Prioritization of STP Highway Funding**

The federal government apportions Urban Surface Transportation Program (STP-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. Based on the Eau Claire Urbanized Area's proportional population (2010 Census) among Wisconsin's MPOs with populations between 50,000 and 200,000, this MPO receives 10.92% of the State's Local Program funding total. Currently, that computes to \$866,387 per year. After balancing the previously programmed projects between 2016 and 2020, WisDOT shows \$1,467,016 remaining for the Chippewa-Eau Claire MPO to use for STP-Urban projects in this two-year cycle, 2019-2020. 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 STP-Urban funding to the MPO. In order to maintain a consistent stream of STP-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 STP-Urban projects. The MPO's methodology scores projects based on their preservation of the existing system, 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. The projects submitted for the 2019-2020 biennium and their respective ratings are shown in Table 4. The prioritization shown was conducted prior to the adoption of this 2016-2020 TIP.

The highest ranked project submitted for STP-Urban funding is a .75 mile stretch of Park Avenue, west from Main, in Chippewa Falls. This project is recommended for federal funding at a level of 73 percent, or \$1,053,000. The remaining \$414,016 does not allow for the funding of any of the next three highest ranking projects, even at a minimum level of fifty percent. For that reason, the MPO determined that CTH S (a 1,640 foot segment east from USH 53), the fifth ranked project, should receive the remaining federal funds, \$414,016, accounting for approximately 52 percent of the total project cost estimate. Table 5 shows the proposals for project funding levels.

## **V. METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

See Resolution 15-5 in Appendix 1.

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**Table 4  
Chippewa-Eau Claire Urbanized Area  
2019-2020 STP-Urban Project Requests and Prioritization**

Project	Sponsor	Functional Classification	Plan Consistency	Preserves Existing System			Capacity			Safety			Multi-modal		Total Score	Rank
				Criteria	Value	Score	Criteria	Value	Score	Criteria	Value	Score	Value	Score		
Park Ave (CTH J) - Main west 0.75 mi. reconstruction	C. Chippewa Falls	MA	4	a	4	5	v/c	0.29	1	1	436.52	5	3/4	3	18	1
CTH S - USH 53 east 1640'	Chippewa Co.	MA	3	a	4	5	v/c	0.24	1	1	0.00	0	2/4	1	10	5
Fairfax Street - Spooner Ave (CTH A) to Hastings Way	C. Eau Claire	MA	3	a	5	3	v/c	0.23	1	1	345.04	5	3/4	3	15	3
Jeffers Rd - STH 312 to Countyline Rd	C. Eau Claire	MA	4	a	5	3	v/c	0.13	0	1	226.59	3	3/4	3	13	4
Prill Rd (CTH AA) - USH 53 to House Rd	Eau Claire Co.	MA/C	3	a	2	5	v/c	0.43	2	1	509.41	5	3/4	3	18	2

**Table 5  
Chippewa-Eau Claire Urbanized Area  
2019-2020 STP-Urban Project Funding**

Project	Total Project Cost	Proposed Local Share	%	Proposed Federal Share	%	Balance Fed. \$
<b>Federal allocation</b>						\$1,467,016
Park Ave (CTH J) - Main west 0.75 mi. reconstruction	1,437,000	\$384,000	26.72%	1,053,000	73.28%	\$414,016
CTH S - USH 53 east 1640'	797,500	383,484	48.09%	\$414,016	51.91%	\$0
<b>Totals</b>	<b>\$2,234,500</b>	<b>\$767,484</b>		<b>\$1,467,016</b>		

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## **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 5-year American Community Survey (ACS) product from the U.S. Bureau of the Census is the best available data source for the MPO to identify the location of populations by small area geography within the urban area. The 2008-2013 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 (p. 24) is a summary of the information appearing on maps 3 and 4 (pp. 29 and 31). 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 easily rerouted to provide continued convenient service to their current service areas, if necessary, while work on each project is underway. Two area bridge replacements, the Eddie Street bridge over the Union Pacific Railroad tracks and the Half Moon Lake Bridge on Lake Street, both in Eau Claire, will likely be slightly longer term projects, and could be more disruptive to local travel. Neither will cause rerouting of bus routes, as they are not directly served by transit. However, access to Carson Park may be temporarily less convenient and require the use of routes other than Route #9 in the vicinity of Lake Street and 7<sup>th</sup> Avenue, to access other park entrances.

Maps 1, 2, 3 and 4 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.

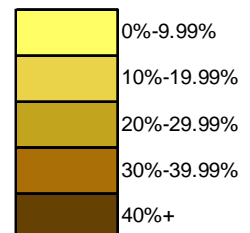
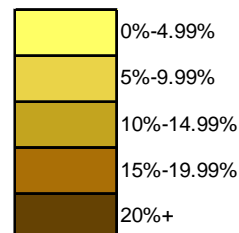
In 2009, a Title VI Non-Discrimination Agreement between WisDOT and WCWRPC, as the MPO for the Chippewa-Eau Claire MPO and the Federal Transit Administration, was signed. The agreement identifies a Title VI Coordinator at the MPO, and that, as a sub-recipient of FTA funds, the MPO assures compliance 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.

**Table 6  
Adjacent Minority and Low Income Population Summary by Project**

Project #	Project Name	Project Type	Construction Year	Adjacent Minority Pop. Range	Adjacent Low Income Pop. Range
1	USH 53 (Old Town Rd-Golf)	Resurface	2017		
2	STH 124 (Bridge St.-Elm St)	Resurface	2016		
3	I-94 (USH 53-Mallard Rd)	Pavement replacement	2018		
4	Bartlett Ave (10thW-7thW)	Reconstruction	2018		
5	Melby (Victor-10th)	Reconstruction	2016		
6	Half Moon Lk Bridge	Bridge Replacement	2017		
7	UP RR Bridge (Eddy St.)	Bridge Replacement	2018		
8	Paint Cr. Br. (195th St.)	Bridge Replacement	2017		
9	Otter Cr. Br. (CTH AA)	Bridge Replacement	2016		
10	USH 53/CN RR Bridge	Bridge Maintenance	2017		
11	Kane Rd/UP RR crossing	Signals/Gates install	2016		
12	USH 53 (Golf Rd-40th Av)	Traffic mitigation	2016		
13	USH 12 (I-94-Menomonie)	Reconstruction	2018		
14	STH 312/Riverview intersctn	Traffic Signal install	2017		
15	USH 53/CTH N bridge	Bridge Painting	2016		
16	Short St. (Chip. R to STH 37)	Reconstruction	2017		
17	CTH AA (House Rd-USH 12)	Reconstruction	2016		
18	Chip. R. Br. (Main St., Chip.)	Redecking	2016		
19	USH 53/40th & 50th Bridges	Bridge Painting	2016		
20	STH 124 (Chippewa R. Br.)	Bridge Rehabilitation	2017		
21	USH 53 (Golf Rd-40th Av)	Maintenance	2016		
22	STH 312 (USH 12-USH 53)	Resurface	2016		
23	USH 53/STH 29 interchange	Maintenance	2016		
24	STH 37 (STH 85-Lowes Cr Rd)	Resurface	2018		
25	STH 37 (I-94-USH 12)	Pavement replacement	2019		
26	I-94 (STH 312-STH 37)	Pavement replacement	2020		
27	Park Av (Main-.75 mi. west)	Reconstruction	2020		
28	CTH S (USH 53-E. 1640')	Reconstruction	2020		

**Percent Minority Pop.  
(by Block Group)**

**Percent Low Income Pop.  
(by Block Group)**



Map 1



Back of Map 1

Map 2

Back of Map 2

Map 3

Back of Map 3

Map 4

Back of Map 4

**Appendix 1  
Approval Resolution  
and Planning Process Certification**



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# Appendix 1

## Resolution No. 15-05

### ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA, 2016-2020.

**WHEREAS**, in accordance with 23 CFR 450.334(a) 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 applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment 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 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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. 12101 et 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 27 regarding discrimination against individuals with disabilities; and

**WHEREAS**, the Transportation Improvement Program for the Chippewa-Eau Claire Urbanized Area, 2016-2020 TIP is in conformance all pertinent provisions stated above, and

**WHEREAS**, the TIP is in conformance with the Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030 (adopted December, 2010); now therefore

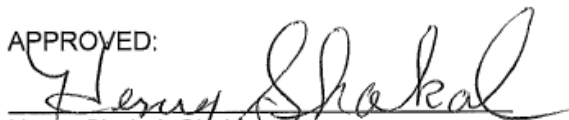
### BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION:

**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 2016-2020.

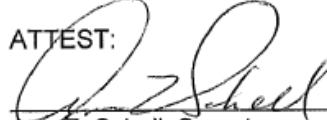
Adopted this 14<sup>th</sup> day of October, 2015.

APPROVED:



Henry Shakal, Chairperson  
Chippewa-Eau Claire Metropolitan  
Planning Organization

ATTEST:



Ann Z. Schell, Secretary

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## Appendix 2 Public Participation Documentation

1. Public Notice
  - Published in *Eau Claire Leader Telegraph* and *Chippewa Herald*
2. Technical Advisory Committee Membership  
Metropolitan Planning Organization Membership
3. September 30, 2015 TAC Minutes (pending)  
October 14, 2015 MPO Minutes (pending)
4. Public Participation Plan available at [www.wcwrpc.org](http://www.wcwrpc.org)

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From Eau Claire Leader Telegram (6/3/2015):

## **PUBLIC NOTICE**

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) announces the schedule for the development and approval of the **Transportation Improvement Program for the Eau Claire Urbanized Area 2016-2020 (TIP)**. This document will include a listing of state- and federally-funded transportation projects currently programmed for the 5-year period, and the prioritization of STP-Urban projects for the 2019-2020 biennium.

The MPO is currently soliciting projects from member municipalities for inclusion in the TIP. All projects must be consistent with the adopted Long-range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030.

A draft list of transportation projects programmed for the years 2016-2020 will be available for public review on Monday, August 17, 2015. The list can be viewed (after Aug. 17) on our website: [www.wcwrpc.org](http://www.wcwrpc.org), or can be requested, and comments submitted, by email at [wcwrpc@wcwrpc.org](mailto:wcwrpc@wcwrpc.org), by mail to WCWRPC, 800 Wisconsin Street, Banbury Place, Mailbox #9, Eau Claire, WI 54703-3606, or by calling 715-836-2918. **The deadline for comments is Friday, September 18, 2015.**

The MPO Council will be considering this document for their approval at an open meeting scheduled for October 14, 2015 at 7:30 p.m. in the Gillette Room, 4th floor, Banbury Place, Building #2, 800 Wisconsin Street, Eau Claire, WI. This notice is also intended to provide the public with the opportunity to request a public hearing if circumstances warrant.

From Chippewa Herald (6/2/15):

Affidavit of Publication \$ 29.17

STATE OF WISCONSIN } ss.  
La Crosse County

Holly Rowland being duly sworn, says that she is the principal clerk of the **Chippewa Herald**, a public daily newspaper of general circulation, published in the City of Chippewa Falls, Chippewa County, Wisconsin, and that the notice, (of which the hereto annexed is a true and correct printed copy taken from said paper) was inserted, printed and published in said Chippewa Herald for 1 successive weeks/days in the said newspaper on the

2nd day of June 2015

and thereafter on the following dates, to wit:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Holly Rowland*

Holly Rowland

**Public Notice**  
The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) announces the schedule for the development and approval of the Transportation Improvement Program for the Eau Claire Urbanized Area 2016-2020 (TIP). This document will include a listing of state- and federally-funded transportation projects currently programmed for the 5-year period, and the prioritization of STP-Urban projects for the 2019-2020 biennium.  
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A draft list of transportation projects programmed for the years 2016-2020 will be available for public review on Monday, August 17, 2015. The list can be viewed (after Aug. 17th) on our website: www.wcwrpc.org, or can be requested, and comments submitted, by email at wcwrpc@wcwrpc.org, by mail to WCWRPC, 800 Wisconsin Street, Banbury Place, Mailbox #9, Eau Claire, WI 54703-3608, or by calling 715-836-2918. The deadline for comments is Friday, September 18th, 2015.  
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6/2 30371469 WNAXLP

S

his

8 day of June 2015

*Sue Anderson*

Notary Public, La Crosse County, Wisconsin

My Commission as Notary Public will expire on the

10th day of January 2016



CHIPPEWA VALLEY  
**NEWSPAPERS**

Chippewa Herald

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## **Metropolitan Planning Organization Policy Committee**

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### ***Mike Golat, City of Altoona***

Gregory Hoffman, City of Chippewa Falls  
Kerry Kincaid, City of Eau Claire  
Wayne Walkoviak, Village of Lake Hallie  
Henry Shakal, Chippewa County  
James Dunning, Eau Claire County  
Gary Lazarz, Town of Anson  
Frederick Turk, Town of Brunswick  
Dennis Ferstenou, Town of Eagle Point  
Larry Marquardt, Town of Hallie  
David Staber, Town of Lafayette  
Dan Hanson, Town of Pleasant Valley  
Douglas Kranig, Town of Seymour  
Daniel Adams, Town of Tilden  
Fred Belay, Town of Union  
Mike Peterson, Town of Washington  
Mark Blaskowski, Town of Wheaton

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## **Metropolitan Planning Organization Technical Advisory Committee**

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Bruce Stelzner, Chippewa Co. Highway Commissioner  
Jon Johnson, Eau Claire Co. Highway Commissioner  
Kelly Zimmerman, Chippewa Co. Transportation Coordinator  
Jennifer Owen, Eau Claire Co. ADRC Director  
Lance Gurney, Eau Claire Co. Planning and Development Director  
Darryl Tufte, Eau Claire Community Development Director  
Richard Rubenzer, Chippewa Falls City Engineer  
Dave Solberg, Eau Claire City Engineer  
David Walter, Altoona City Engineer  
Wayne Walkoviak, Village of Lake Hallie  
Tom Wagener, Eau Claire Transit Manager  
Mark Jones, Abby Vans  
Jayson Smith, Chippewa Falls Shared Ride Taxi Coordinator  
Fred Belay, Town of Union  
Janelle Henning, Town of Washington  
Dan Baumann, Wisconsin DNR  
Dwight McComb, Federal Highway Administration  
James Kuehn, Wisconsin DOT-Madison  
William Wheeler, Federal Transit Administration  
Jeff Abboud, Wisconsin DOT-Northwest Region  
Donna Brown-Martin, WisDOT-Bureau of Transit & Local Roads



**DRAFT**  
**Minutes of the Technical Advisory Committee**  
of the Chippewa-Eau Claire Metropolitan Planning Organization  
Wednesday, September 30, 2015, 1:30 p.m.  
WCWRPC offices, Eau Claire, Wisconsin

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**Members Present:** Jeff Abboud, Wisconsin DOT; Lori Engen, Eau Claire County Highway; Lance Gurney, Eau Claire County; Rick Rubenzer, City of Chippewa Falls; Jayson Smith, City of Chippewa Falls; David Solberg, City of Eau Claire; Bruce Stelzner, Chippewa County; Tom Wagener, City of Eau Claire; Dave Walter, City of Altoona  
**Staff Present:** Ann Schell, WCWRPC; Jason Duba, WCWRPC

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1. The meeting was called to order at approximately 1:30 p.m.
2. Welcomes and introductions were made.
3. The minutes of the August 12, 2015 meeting were unanimously approved following a motion by Mr. Stelzner, seconded by Mr. Rubenzer.
4. Ms. Schell led a review and discussion of the 2016 Urban Transportation Work Program. This included a review of the Environmental Justice report. In 2016, it is anticipated that the MPO staff will devote less time to long range planning functions and more time to short range planning functions. This is because the Long Range Plan update is due in December, 2015 and so will be done before 2016. A review of several short range activities in the plan included:
  - Official mapping between Altoona and the Town of Washington
  - Transit Center site selection study
  - TAP application(s)
  - Bike & Pedestrian plan for the MPA and/or Eau Claire and Chippewa Counties

Long Range activities will include ongoing involvement with the West Central Wisconsin Rail Coalition and use of the Model. A motion was made to recommend the Work Program pending the inclusion of a statement from WisDOT relating to the state policy. This motion expired without a second. A subsequent motion to recommend the Work Program to the MPO which did not include the stipulation was made by Mr. Stelzner, seconded by Mr. Gurney, and passed unanimously.

5. Ms. Schell led a review and discussion of the 2016 – 2020 Transportation Improvement Program (TIP). This began with a review of project implementation status. Ms. Schell then described the new challenge of completing the funding table, given WisDOT's new requirements for calculating inflation with different rates for expenses and funding. The challenge includes the requirement that the TIP be fiscally constrained, though a suggestion was made to add a supplemental table that is not fiscally constrained or to show the funding table as unbalanced. A review was made of Table 3: TIP Project Listing. The prioritization process for STP-Urban funding was also reviewed. Four Environmental Justice maps were reviewed that showed the geographic distribution of low-income and minority residents in relation to the TIP projects and the Eau Claire Transit bus system. A motion to recommend the TIP to the MPO was made by Mr. Smith, seconded by Mr. Walter, and passed unanimously following Mr. Stelzner's comment that the TAC needed more time to review the document. Ms. Schell added that the TAC members could call or email any further comments prior to the MPO Council meeting on October 14<sup>th</sup>.

6. Mr. Duba led a review of recent updates to the Long Range Plan. This included several sections from the Plan's Chapter IV: The Chippewa-Eau Claire Transportation System:

- Street and Highway System
  - Average annual daily traffic volumes
  - Bridges
- Bicycle Facilities
- Freight Rail Transportation

The review also included several maps related to freight and bicycle transportation. Several comments regarding the bicycle facilities map were made and will be incorporated. Questions about the freight truck information need to be answered.

7. Other Business

- Mr. Abboud brought a copy of the map of MAP-21 National Highway System (NHS) routes for the members to review. Representatives from the Cities of Chippewa Falls and Eau Claire would both like to remove routes from the network in order to avoid burdensome federal regulation. It was agreed that MPO staff would put together a recommendation for the removal of said routes from the NHS and include letters of support from the affected municipalities.

8. The next TAC meeting has been tentatively scheduled for Monday, November 30, 2015.

9. The meeting was adjourned at approximately 2:45 p.m.

**DRAFT**  
**Minutes of the**  
**Chippewa-Eau Claire Metropolitan Planning Organization**

*Wednesday, October 14, 2015, 7:30 p.m.*  
*Suite 401, Banbury Place,*  
*800 Wisconsin Street, Eau Claire, Wisconsin*

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**Members Present:** Jack Blackburn, City of Altoona; Craig Bowe, Village of Lake Hallie; Jim Dunning, Eau Claire County; Greg Hoffman, City of Chippewa Falls; Kerry Kincaid, City of Eau Claire; Doug Kranig, Town of Seymour; Henry Shakal, Chippewa County, Chair  
**Staff Present:** Ann Z. Schell, WCWRPC; Jason Duba, WCWRPC  
**Others Present:** Jeff Abboud, WisDOT, NW Region

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1. The meeting was called to order by Mr. Shakal at approximately 7:30 p.m.
2. Welcomes and introductions were made, with each member stating his or her name and affiliation.
3. The minutes of the August 26, 2015 MPO meeting were approved as presented by unanimous consent, following a motion by Mr. Dunning and second by Mr. Bowe.
4. The minutes of the September 30, 2015 TAC meeting were presented for information and accepted.
5. Ms. Schell led a review and discussion of the 2016 – 2020 Transportation Improvement Program (TIP) for the purpose of approval. This began with a review of the meaning and purpose of the TIP. Following this was a review of the STP-Urban allocation, project submission, and project ranking and selection process. Ms. Schell then briefly discussed current project status, transit projects, and the list of federal funding projects. Ms. Schell then described the new challenge of completing the funding table, given WisDOT's new requirements for calculating inflation with different rates for expenses and funding. As this table has not been reconciled, approval of the TIP is contingent upon its completion. A review was made of Table 3: TIP Project Listing and the associated map of projects. Environmental Justice considerations were reviewed along with four Environmental Justice maps that showed the geographic distribution of low-income and minority residents in relation to the TIP projects and the Eau Claire Transit bus system. **A motion to pass Resolution No. 15-05: Approval of Transportation Improvement Program for the Chippewa-Eau Claire Urbanized Area, 2016-2020 was made by Mr. Hoffman, seconded by Mr. Blackburn, and passed unanimously.**
6. Ms. Schell led a review and discussion of the 2016 Urban Transportation Work Program for the purpose of adoption. The categorical elements of the new Work Program are the same as past years'. In 2016, it is anticipated that the MPO staff will devote less time to long range planning functions and more time to short range planning functions due to the projected completion of the Long Range Plan in December. A review of several tasks in the Work Program included:
  - I-94 overpass west of USH 53 for pedestrians, bicyclists, and drivers
  - TAP application(s)
  - Galloway St. railroad overpass paired with Putnam St. closure

The budget total is the same as last year, with shares from federal, state, and local governments remaining the same. A motion to pass **Resolution No. 15-06: Adoption of the 2016 Unified Work Program for the Chippewa-Eau Claire MPO & Annual MPO**

**Certification, for the Period: January 1, 2016 through December 31, 2016** was made by Mr. Kranig, seconded by Ms. Kincaid, and passed unanimously.

7. Mr. Duba led a review of recent updates to the Long Range Plan. This included several sections from the Plan's Chapter IV: The Chippewa-Eau Claire Transportation System:

- Street and Highway System
  - Average annual daily traffic volumes
  - Bridges
- Bicycle Facilities
- Freight Rail Transportation

The review also included several maps related to freight and bicycle transportation.

8. Mr. Abboud showed a map of the MAP-21 National Highway System (NHS) routes for the members to review. He explained that the MAP-21 legislation added principal arterials to the NHS, primarily for freight truck transportation purposes. The NHS designation carries with it federal guidelines that could prove unnecessary and burdensome, so there is now an opportunity to petition the Federal Highway Administration (FHWA) to remove these recently added routes from the NHS. At their last meeting in September, members of the TAC recommended their removal. A motion to direct MPO staff to request removal of these routes was made by Mr. Hoffman, seconded by Mr. Bowe, and passed unanimously.

9. Other Business:

- The West Central Wisconsin Rail Coalition is having a public meeting at JAMF Software on Thursday, October 15, 2015. Members are encouraged to attend to learn about efforts to establish passenger rail travel in Eau Claire.
- Ms. Schell is continuing to work on Eau Claire Transit's site selection study for the new transfer center. Various potential sites have been considered and paired down. The Advisory Committee will have their second meeting on October 20.
- Ms. Schell plans to present to the Chippewa County Board in December about the purpose and role of the MPO.

10. The next meeting is tentatively scheduled for Wednesday, December 2, 2015 at 7:30 p.m.

11. The meeting was adjourned at approximately 8:50 p.m. following a motion by Mr. Kranig, seconded by Mr. Hoffman.

**Appendix 3**  
**STP-Urban Project**  
**Prioritization Process**

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## Chippewa-Eau Claire MPO Project Prioritization for STP-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 Program – Urban projects to be funded with the allocation for their specific urbanized area. 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 STP-Urban funds cannot be assigned to projects based on criteria that divvy up the funds between the MPO member communities. The concept, here, is to consider the urbanized area as one functioning entity, an urban transportation network, with projects selected based on the goals of the urbanized area long range transportation plan. The long range plan goals address the planning factors set out in ISTEA, and modified in subsequent transportation acts, Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), signed into law in 1998, and Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), 2005, which follow:

### SAFETEA-LU Metropolitan Planning Factors

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;**
- **Increase the safety of the transportation system for motorized and non-motorized users;**
- **Increase the security of the transportation system for motorized and non-motorized users;**
- **Increase the accessibility and mobility of people and for freight;**
- **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;**
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**
- **Promote efficient system management and operation; and**
- **Emphasize the preservation of the existing transportation system.**

Guidance distributed shortly after 1991 recommended MPOs develop a set of project prioritization criteria which utilized the intent of the planning factors to prioritize projects that were submitted for STP-Urban funding within the MPO's boundaries.

### More Recently

The Chippewa-Eau Claire MPO, since the early to mid-1990s, has maintained a process which used a calculation that suballocated the STP-Urban allocation to the individual urban municipalities based on relative mileage in the urban functionally classified system. Every two years, MPO staff did a preliminary ranking of submitted projects by comparing the cost of the project(s) submitted by each municipality, as a proportion of the running STP-Urban balance of that municipality. The staff ranking was then submitted to the TAC where discussion of project merits resulted in recommended projects to be funded by the projected allocation of STP-Urban funds for the pending biennium.

Early in 2010, the Chippewa-Eau Claire MPO Council directed the MPO staff to present a set of proposed criteria to the TAC for their review and comment, leading to an adoption of a set for use in prioritizing candidate projects for STP-Urban funding. The request was in response to comments from within the MPO concerning the lack of an objective selection process and the slanting of decisions toward the municipalities with more miles in the system.

With the newly adopted long range plan update, Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030 (adopted Dec., 2010), the planning factors have been revisited, goals and objectives have been freshened, and it's a good time to revisit the subject of prioritizing projects for implementation with STP-Urban funds in the urbanized area.

The following set of criteria are offered as suggestions 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 STP-Urban funds are multi-mode eligible.

## **STP-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. (*SAFETEA-LU 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 off 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

**c. Traffic Operations Improvements.** Principally for intersection channelization or signalization projects, or improvements to corridor performance through access management.

Score:

- 5 Very critical, eliminates major hindrance to system performance and safety
- 3 Beneficial to the overall performance of the system
- 1 Some current need, more important to system performance in long term
- 0 No relationship to system performance

**Non-highway applications.** An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure.

**d. Transit Improvements.**

Score:

- 5 A project that provides, or is an integral factor in providing, a transit or paratransit option
- 3 A project that enhances a transit or paratransit option, thereby making a transit mode more attractive
- 1 A project that meets transit or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel
- 0 A project that inappropriately addresses transit or paratransit needs

**e. Bicycle and Pedestrian Improvements.** Projects can be categorized as either barrier crossing or corridor improvements and rated using the appropriate set of criteria.

- 1) Barrier Crossing Improvements. Provides facility over/under non-compatible transportation route or natural feature. [Scores of criteria a), b) and c) are averaged and rounded to the nearest integer.]

a) Spacing. (distance between facilities)

Score:

- 5 2.01 miles or greater
- 4 1.51 to 2 miles
- 3 1.01 to 1.50 miles
- 2 0.76 to 1 mile
- 1 0.51 to 0.75 miles
- 0 0.5 miles or less

b) Level of Use. (origin/destination pairs)

Score:

- 5 residential to multimodal transfer locations
- 5 residential to employment centers/schools/colleges
- 3 residential to commercial/recreational
- 1 residential to residential
- 0 recreational to recreational

c) User Safety. (Is at-grade crossing possible?)

Score:

- 5 no potential for at-grade crossing
- 3 at-grade crossing possible; safety concerns remain
- 0 safe at-grade crossing is possible

2) Corridor Improvements. Provides a bicycle and pedestrian route on or along a transportation route or natural feature. [Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.]

a) Spacing.

Score:

- 5 No alternative parallel route available
- 3 Adjacent parallel route would be better option
- 0 Adequate parallel route already exists

b) Level of Use. (origin/destination pairs)

Score:

- 5 residential to multimodal transfer locations
- 5 residential to employment centers/schools/colleges
- 3 residential to commercial/recreational
- 1 residential to residential
- 0 recreational to recreational

c) User Safety.

Score:

- 5 safety concerns addressed without compromising usefulness; promote increased use by all user groups
- 3 safety measures may encourage increased use by some user groups, but discourage use by other user groups
- 0 safety concerns cannot be adequately addressed

**3. CAPACITY.** This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway Capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage. (*V/C ratio is an output of the regional transportation model.*)

Score:

- 5 > 1.00
- 4 0.80 - 1.00
- 3 0.60 - 0.79
- 2 0.40 - 0.59
- 1 0.20 - 0.39
- 0 < .20

**Alternate Rating.** (non-corridor based projects)

Score:

- 5 Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
- 3 Beneficial to the overall performance of the system
- 1 Some current need, more important to system performance in long term
- 0 No relationship to system performance

**4. SAFETY.** This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities.

- 1) Segment Crash Rates. WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.

Score:

- 5 > 280
- 3 150-279
- 0 < 149

- 2) High Crash Locations. Intersections defined as any location with crashes > 5 in any one year. (These locations would likely also be eligible for Highway Safety Improvement Project (HSIP) funding at a 90/10 cost share.)

Score:

- 5 > 5 crashes/year
- 3 1- 4 crashes/year
- 0 0 crashes

- 3) New Facilities. An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.

Score:

- 5 safety concerns addressed without compromising usefulness; promote increased use by all user groups
- 3 safety measures may encourage increased use by some user groups, but discourage use by other user groups
- 0 safety concerns cannot be adequately addressed

**5. MULTIMODAL.** This criterion emphasizes projects that address needs of all modes (vehicular, transit, pedestrian, bicycle) or TDM actions in the corridor.

Score:

- 5 In a multimodal corridor, the project addresses the needs of all modes.
- 3 In a multimodal corridor, at least two modes are addressed, though not all modes are addressed.
- 1 In a multimodal corridor, only one mode, other than vehicular, is addressed.
- 0 Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

The project scores for each criterion are totaled and ranked from highest to lowest score. Functional classification is used for tie-breaking, with priority descending from principal arterial to collector.

#### **STP-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.

