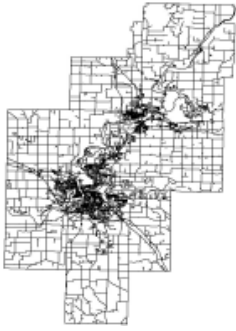


Chippewa-Eau Claire MPO
Policy Council

February 02, 2022

Meeting Packet



MPO

Chippewa - Eau Claire Metropolitan Planning Organization
800 Wisconsin St., Mail Box 9
Eau Claire, WI 54703-3606
Phone: (715) 836-2918 Fax: (715) 836-2886

MEETING NOTICE

Chippewa-Eau Claire Metropolitan Planning Organization Policy Council

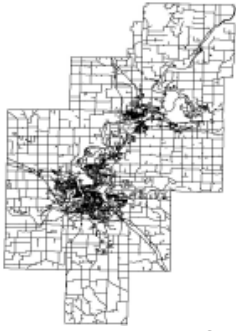
Wednesday, February 02, 2022
5:30 p.m.

Meeting Location:
Banbury Place, 800 Wisconsin St.
Building 2 – Eau Claire Room (3rd Floor)
Eau Claire, WI

Conference Line Option:
Dial in Number: 844.854.2222 (free)
Access Code: 6406875#

AGENDA

1. Call to order
2. Welcome and introductions
3. Approval of minutes of October 06, 2021 Policy Council meeting
4. Minutes of January 12, 2022 TAC meeting – information only
5. Review and recommendation of Amendment #1 (Projects) to Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
6. Review and recommendation of Amendment #2 (Transit Asset Management Targets) to Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026
7. STBG-Urban Funding Reallocation
8. Current Project Updates – Altoona Bicycle and Pedestrian Plan, Eau Claire Bicycle and Pedestrian Future Study Report, Chippewa Falls Wayfinding, CIP Story Maps, West Central Wisconsin Crash Report, County Crash Reports, County Highway T Official Mapping, Chippewa Falls Shared Ride Taxi, Safe Routes To School
9. Other Business
10. Establish next meeting date (tentatively May 04, 2022)
11. Adjournment



MPO

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Minutes of the

Chippewa-Eau Claire Metropolitan Planning Organization Policy Council

Wednesday, October 6th, 2021, 5:30 p.m.

Eau Claire Conference Room, 3rd Floor, Banbury Place,

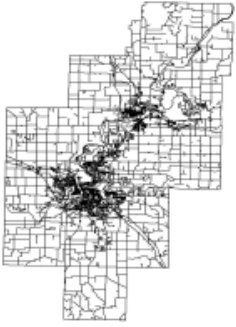
800 Wisconsin Street, Eau Claire, Wisconsin

Members Present : Jim Dunning (Vice-chair), Eau Claire County; Zoe Roberts, Eau Claire County; Terry Weld, City of Eau Claire

Staff Present: Eric Anderson, WCWRPC; Edwin Rothrock, WCWRPC

1. The meeting was called to order by Mr. Dunning at 5:37 p.m.
2. Welcomes and introductions were made.
3. The minutes of the August 25th, Metropolitan Planning Organization (MPO) Policy Council meeting were presented. A motion to approve was made by Ms. Roberts, seconded by Mr. Dunning and passed unanimously (prior to Mr. Weld's arrival).
4. The minutes of the September 15th, 2021, MPO Technical Advisory Committee meeting were accepted as information.
5. Mr. Anderson presented the proposed 2022-2026 Transportation Improvement Program (TIP) for the Eau Claire Urban Area. He provided information about various parts of the program document. A motion for a resolution to adopt the program by the MPO was made by Mr. Weld, seconded by Ms. Roberts, and passed unanimously.
6. Mr. Anderson presented the proposed 2022 Transportation Planning Work Program for the Eau Claire Urban Area. A motion for a resolution to adopt the program by the MPO was made by Ms. Roberts, seconded by Mr. Weld, and passed unanimously.
7. Mr. Anderson presented updates on several projects in which the MPO is currently engaged.
8. Other Business: Mr. Weld brought up the recent crash with fatalities on Clairemont Avenue/State Highway 12. He voiced concern for the lack of options available to the City of Eau Claire to improve safety, specifically to reduce speeding, along the corridor. A discussion among attendees followed including crash ranking from the 2021-2045 Long Range Transportation Plan, traffic volume, roadway characteristics, and concerns recently raised in other meetings attended by staff with the City of Altoona about safety along Highway 12 within the City of Altoona. Continued significant housing growth west of Clairemont in Eau Claire and south of Highway 12 in Altoona were also noted. MPO staff offered to assemble crash data and some potential approaches to addressing the issue and share those among Policy Council members.
9. The next meeting of the MPO Council was tentatively scheduled for Wednesday, February 2nd, 2022, at 5:30 p.m. A decision on whether to hold this meeting in person or virtually will be made closer to the date based on current community safety conditions at that time.
10. Mr. Dunning adjourned the meeting at 6:20 p.m.

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



MPO

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

Held as a virtual meeting over Zoom Wednesday, January 12, 2022 1:30 p.m.

Members present: Fred Anderson – Chippewa County, Dave Walter – City of Altoona, Brad Hentschel – City of Chippewa Falls, Rick Rubenzer – City of Chippewa Falls, Tom Wagener – Eau Claire Transit, Mary Forlenza – Federal Highway Administration, Evan Gross – Federal Transit Administration, Janelle Henning – Town of Washington, Diane Paoni – Wisconsin Department of Transportation, Dena Ryan – Wisconsin Department of Transportation, Derek Schaad – Village of Lake Hallie, Betsy Henck – Eau Claire County ADRC

Staff present: Eric Anderson – Chippewa-Eau Claire Metropolitan Planning Organization, Edwin Rothrock - Chippewa-Eau Claire Metropolitan Planning Organization, Hailee Bushman – West Central Wisconsin Regional Planning Commission Safe Routes to School coordinator

Minutes

1. Mr. E. Anderson called the meeting to order at 1:33 pm.
2. Welcome and introductions
3. The minutes of the September 15, 2021 meeting were unanimously approved following a motion by Mr. Wagener, seconded by Mr. Walter.
4. Mr. E. Anderson presented Amendment #1 (Projects) to Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026. The amendment was unanimously recommended for approval following a motion by Ms. Ryan, seconded by Mr. Rubenzer.
5. Mr. E. Anderson presented Amendment #2 (Transit Asset Management Targets) to Transportation Improvement Program for the Eau Claire Urbanized Area, 2022-2026. The amendment was unanimously recommended for approval after a motion by Mr. Hentschel, seconded by Ms. Henning.
6. Mr. E. Anderson presented the STBG-Urban Funding Reallocation proposal. He explained that the City of Eau Claire had decided to move forward with the improvements to Jeffers Road that had previously been awarded STBG funding without using the STBG funds due to a timing issue. He further explained that the only approved projects available to reallocate funds to are the “Fairfax Street – Spooner to Hastings Way” and “CTH-T – USH 12 to Chippewa County Line” projects. If each of those projects were to be reallocated to the 80% funding maximum, there would remain \$117,126 in unallocated STBG that would roll forward to the next funding round. The reallocation plan was unanimously recommended for approval after a motion by Mr. Rubenzer, seconded by Mr. Wagener.
7. Current Project Updates – Mr. E. Anderson presented updates on various projects being worked on by the MPO staff.
8. Other Business – Mr. E. Anderson shared that MPO staff had been contacted by and is in ongoing conversation with WisDOT regarding possible active mobility improvements to the intersection of Highway 12 (Clairemont) and Otter Road. A recent crash at the intersection resulted in a pedestrian fatality.
9. The next meeting date was set for April 13, 2022.
10. A motion to adjourn was made by Ms. Henning, seconded by Mr. Walter, and approved by all at 2:05 pm.

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

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

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

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

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

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

WHEREAS, this amendment includes the addition or modification of eight highway projects and five transit projects to the 2022-2026 TIP, as attached; and

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

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

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

Adopted this 2nd day of February, 2022

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire
Metropolitan Planning Organization

Eric Anderson, Secretary

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

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

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

WHEREAS, all MPOs and transit systems are required to meet the requirements of 49 USC 625 Subpart D, concerning the development and tracking of Transit Asset Management targets; and

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

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

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

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

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

Adopted this 2nd day of February, 2022

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire Metropolitan
Planning Organization

Eric Anderson, Secretary

Exhibit A

Transit Asset Management Targets

Eau Claire Transit

Eau Claire Transit (ECT) has worked with the WisDOT in the setting of targets for the percentage of transit vehicles, service vehicles, passenger facilities, and maintenance facilities expected to fall within their designated useful life benchmarks (ULB). The MPO officially adopts the WisDOT targets. ECT developed their Transit Asset Management (TAM) plan and have adopted the State targets.

The targets set for WisDOT's 5307 group are as follows:

- Vehicles and equipment: Not more than 25 percent of vehicles (over the road buses) at or exceeding their useful life benchmark of 14 years.
- Facilities: 50 percent of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

The targets set for Transit Asset Management Performance Measure Targets are as follows:

- Rolling stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark
AO – Automobile = 77%
BU – Bus = 44%
CU – Cutaway = 47%
MV – Minivan = 51%
SB – School Bus = 0%
VN – Van = 27%
- Equipment - Percent of non-revenue vehicles that have met or exceed their useful life benchmarks:
Automobiles – 33%
Trucks or other Rubber Tired Vehicles – 29%
- Facility – Percent of facilities rated at or below 3 on the condition scale
Administrative/Maintenance Facilities = 10%

ECT has adopted goals as follows:

Rolling stock - 0% at or exceeding ULB

Service Vehicles - 100% within useful life. 0% at or exceeding ULB

Facilities - Passenger 100% at or below 3 on TERM scale.

ECT currently reports that none of their 22 buses exceed the ULB of 14 years. The system has only one service vehicle, and that vehicle is within its ULB. The system's only passenger facility is well beyond its useful life. A replacement is programmed for 2021 and 2022. The office and maintenance facility is less than 50 years old, so there is zero percent of maintenance facilities beyond the ULB.

As new targets are established by the State and/or ECT, the MPO will adopt those targets.

Chippewa Falls Shared Ride Taxi

While Chippewa Falls Shared Ride Taxi (CFSRT) is a 5307-funded transit service (urban), it is included in the WisDOT's sponsored asset management group for 5311-funded services (rural). With only eight vans providing CFSRT's demand responsive service, there is more similarity

with assets of services in WisDOT's 5311 group, than the buses and facilities in other 5307 systems. The MPO adopts the WisDOT targets set for the 5311 group, and they are as follows:

- Vehicles and Equipment: WisDOT, and its sub-recipients, set the TAM performance target to only allow for 51 percent of the vehicles and capital equipment to pass beyond useful life.
- Facilities: WisDOT, and its sub-recipients, set the percentage of facilities (by group) that are allowed to age beyond a useful life of 50 years, (more than the FTA minimum standard of 40 years) at ten percent. (There are no federally-funded facilities utilized in the provision of CFSRT services.)

Coordination and Use of Transit Asset Performance Data

Transit operators are required by FTA to develop a transit asset management plan to assist in maintaining a state-of-good repair for their vehicles and facilities. It is expected that these plans may result in the refinement of the targets for the transit asset management performance measures. In addition, it is expected that these plans will be considered in the prioritization of projects for the next TIP and subsequent TIPs. ECT adopted a stand-alone Transit Asset Management Plan in 2020. CFSRT anticipates continuation in the WisDOT-sponsored group for 5311 funded transit systems.

The transit operators agree to share their annual data, and/or that of the appropriate WisDOT sponsored group, with the MPO. The MPO will review the reported standing of transit system assets in the programming of projects for the Transportation Improvement Program (TIP), and in the development of recommendations for asset replacement and related future funding needs, in the development of the Long Range Transportation Plan.

Chippewa Falls Shared Ride Taxi Performance Matrix

Safety performance targets for Chippewa Falls Shared Ride are based on the safety performance measures in the previous section, established under the National Public Transportation Safety Plan. The MPO adopts these targets.

The targets (below) are based on review of the previous five years of Chippewa Falls Shared Ride's safety performance data:

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

Eau Claire Transit Safety Performance Matrix

In 2021, the MPO adopted the Eau Claire Transit Safety Performance Matrix, which was completed by Eau Claire Transit. This is as found in their Public Transportation Agency Safety Plan (PTASP). The targets include:

PM2 – Pavement and Bridge and PM3 – System Performance

In 2022, the MPO will continue to plan and program projects that will contribute toward the accomplishment of WisDOT's most recent pavement and bridge condition targets. The MPO has officially adopted the State's most recent PM 2 Performance Measure Targets, as listed:

GOAL 1: Improve the safety performance of the Transit system

EAU CLAIRE TRANSIT will utilize a safety management systems framework to identify safety hazards, mitigate risk and reduce occurrences resulting from transit operations.

OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Reduce the number of preventable injuries	Total number of preventable injuries in a year	3	0
Maintain Number of Fatalities	Total number of Fatalities	0	0
Maintain Rate of Fatalities	Fatalities/VRM	0	0
Reduce the number of reportable injuries	Total number of reportable injuries	0	0
Reduce the rate of reportable injuries	Injuries/VRM	0	0
Reduce the number of reportable Safety Events	Number of Events	0	0
Reduce the number of Preventable Accidents	Total number of preventable accidents	10	5

GOAL 2: CULTURE

EAU CLAIRE TRANSIT will foster agency-wide support for transit safety by establishing a culture where management is held accountable for safety and everyone in the organization takes an active role in securing transit safety.

OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Establish a dedicated staff person as the Transit Agency Safety Officer to manage the agency's transit safety program	<i>Safety Training Hours per year</i>	16	24
Establish a tracking system to research repeated incidents	<i>Percentage of incidents tracked</i>	0	50%
Establish regular transit safety meetings comprised of staff at varying levels, including executives, officers, managers, operators and maintenance personnel	<i>Number of safety team meetings per year</i>	4	6

GOAL 3: SYSTEMS/EQUIPMENT:

EAU CLAIRE TRANSIT will provide a safe and efficient transit operation by ensuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed.

OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Reduce the number of major mechanical failures	<i>Number of major mechanical failures</i>	56/31	40/25
Increase the distance between Mechanical failures	<i>VRM/Failures</i>	12,500Mi	17,500Mi
Reduce the number of vehicles that are beyond useful life	<i>Number of Vehicles beyond useful life</i>	6	2
Replace or repair shop hoists	<i>Number of hoists damaged</i>	2	0

PARATRANSIT GOALS

OBJECTIVE/OUTCOME	METRICS	BASELINES	TARGETS
Maintain Number of Fatalities	<i>Total Number of Fatalities</i>	0	0
Maintain Rate of Fatalities	<i>Number of Fatalities/VRM</i>	0	0
Maintain Number of Reportable Injuries	<i>Total Number of Reportable Injuries</i>	0	0
Maintain Rate of Reportable Injuries	<i>Number of Injuries/VRM</i>	0	0
Decrease the Number of Major Mechanical Failures	<i>Number of Major Mechanical Failure</i>	31	25
Increase the Mileage between mechanical failures	<i>VRM/Number of Major Mechanical Failures</i>	3000Mi	3650Mi
Maintain the Number of Safety Events Reported	<i>Number of Events</i>	0	0

<u>Measure</u>	<u>2019 Target</u>	<u>2021 Target</u>
Interstate -Percentage of pavement in "Good" condition	N/A	≥ 45%
Interstate -Percentage of pavement in "Poor" condition	N/A	≤ 5%
Non -Interstate -Percentage of pavement in "Good" condition	≥ 20%	≥ 20%
Non-Interstate -Percentage of pavement in "Poor" condition	≤ 12 %	≤ 12%
Percentage of NHS bridges by deck area in "Good" condition	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in "Poor" condition	≤ 3%	≤ 3%

The MPO will track these targets as required. The MPO will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's future bridge condition targets. Future decisions within the TIP development process will be made with these targets in consideration.

In 2022, the MPO will continue to plan and program projects that will contribute toward the accomplishment of the WisDOT's most recent freight movement, congestion mitigation, and air quality targets. The MPO has officially adopted the State's most recent PM 3 Performance Measure Targets, as listed:

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

The MPO will track these targets as required. The MPO will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's future freight movement, congestion mitigation, and air quality performance targets. Future decisions within the TIP development process will be made with these targets in consideration.

Performance measure targets timeline

- PM1 – Safety: Annually
- MAP-21/FAST Act Performance Measure Planning Rule Adoption in TIP: Annually
- PM2 – Pavement and Bridge and PM3 – System Performance: PM2 and PM3 have two-year and four-year target requirements. The 2019 targets are the two-year targets and 2021 targets are the four-year targets for the first performance period. The next performance period is from January 1, 2022 to December 31, 2025. WisDOT will establish new two-year and four-year PM2 and PM3 targets for this period in late 2021 or early 2022.

STBG - Urban Reallocation

Chippewa-Eau Claire MPO STBG Urban Funding Allocation

Previous

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

New

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