

**Chippewa-Eau Claire MPO
Policy Council**

May 01, 2024

Meeting Packet

CHIPPEWA-EAU CLAIRE
METROPOLITAN PLANNING ORGANIZATION



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

MEETING NOTICE

Chippewa-Eau Claire Metropolitan Planning Organization

Policy Council

Wednesday, May 01, 2024

5:30 p.m.

Meeting Location:

Chippewa-Eau Claire MPO
Banbury Place, 800 Wisconsin St.
Building 2 – Room 405H (4th Floor)
Eau Claire, WI

AGENDA

1. Call to order
2. Welcome and introductions
3. Policy Council Chair and Vice-Chair Elections
4. Approval of minutes of January 31, 2024 Policy Council meeting
5. Review of minutes of April 10, 2024 TAC meeting
6. Review and approval of Amendment #2 (TAM Performance Measures) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2024-2028
7. Review and approval of distribution of STP-Urban funds
8. Review and approval of Chippewa-Eau Claire MPO Metropolitan Planning Area Boundary
9. Approve Formation of Water Quality TAC
10. Update: Chippewa Valley Bike Route System
11. Update: Emergency Medical Transit Connections
12. Other Business
13. Establish next meeting date (tentatively August 28, 2024)
14. Adjournment

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

CHIPPEWA-EAU CLAIRE
METROPOLITAN PLANNING ORGANIZATION



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

Minutes of the

Chippewa-Eau Claire Metropolitan Planning Organization (MPO) Policy Council

Wednesday, January 31, 2024, 5:30 p.m.

Held at: Room 405H, Building 2, Banbury Place, 800 Wisconsin Street, Eau Claire, WI

Members Present (9): Gary Spilde - Village of Lake Hallie (Chair), Jim Dunning – Eau Claire County (Vice-chair), Dean Mueller – Chippewa County, Matt Biren – City of Altoona, Kate Felton – City of Eau Claire, Wes Vlcek – Town of Brunswick, Rod Eslinger – Town of Hallie, Robert Solberg – Town of Washington, Alice Droske – Town of Wheaton

Members with no representative present (8): City of Chippewa Falls, Town of Anson, Town of Eagle Point, Town of Lafayette, Town of Pleasant Valley, Town of Seymour, Town of Tilden, Town of Union

Staff Present: Eric Anderson & Edwin Rothrock - Chippewa-Eau Claire MPO, Chris Straight & Scott Allen – WCWRPC

Minutes

1. Chairman Spilde called the meeting to order at 5:31 p.m.
2. Welcome and Introductions
3. Review and Approval of the minutes of the October 4th, 2023 MPO Policy Council meeting. Mr. Biren moved to approve; Mr. Eslinger seconded the motion. The motion passed unanimously.
4. The minutes of the January 10th, 2024, MPO Technical Advisory Committee (TAC) meeting were reviewed.
5. Mr. Anderson presented Amendment #1 (Projects) to the Chippewa – Eau Claire MPO Transportation Improvement Plan (TIP) 2024-2028. Mr. Mueller moved to approve, Mr. Vlcek seconded the motion. The motion passed unanimously.
6. Mr. Anderson presented the proposed update to the Chippewa – Eau Claire MPO Metropolitan Planning Area Boundary recommended for approval by the MPO TAC. He referred to the TAC minutes for the discussion that occurred prior to the TAC's non-unanimous decision to recommend the boundary map. He also detailed that three changes were requested by TAC members to the draft map developed by MPO staff. There was discussion among Policy Council members regarding those changes as well as suggestions for other potential changes. MPO staff clarified that the map would be drawn to be inclusive of roadway rights of way that were along MPA boundaries. Ms. Felton moved to approve the map recommended by the TAC, seconded by Mr. Eslinger.

A motion to amend the map to remove the area within the Town of Wheaton bounded by County Line Road on the south, 20th Street on the west, 20th Avenue on the north, and 40th Street on the east from the proposed MPA Boundary map was made by Ms. Droske. Mr. Vlcek seconded the motion. After some discussion of the benefits and drawbacks of having an area included in the MPA, a vote on the amendment to remove the area was taken: 6 voted to approve the amendment to remove, 3 voted "No" to the amendment. The amendment was passed.

A motion to amend the map to add an area within the Towns of Washington and Pleasant Valley bounded by Maple Road on the south, a creek running diagonally to CTH F & continuing north along CTH F to Deerfield Road on the west, Deerfield Road on the north, and Balsam Road on the east to the proposed MPA Boundary map was made by Ms. Felton, seconded by Mr. Biren. After some discussion of the proximity of this area to the planned development in the "Orchard Hills" area recently annexed into the City of Eau Claire and the existing rural agritourism uses within the area proposed to be added, a vote was taken on the proposed amendment to

include the area in the MPA Boundary: 2 voted to approve the amendment, 7 voted “no” to the amendment. The amendment failed.

A motion to amend the map to add an area within the Town of Brunswick bounded by Mitchell Road on the south, Highway 37 on the west, a line running east approximately 2000’ along the extended east-west line of Highway 85 on the north, then a line running south to Mitchell Road as the eastern side of the area to the MPA Boundary map was made by Mr. Biren, seconded by Mr. Eslinger. After a discussion of how this addition would make a more compact boundary as well as avoid excluding a section of Mitchell Road that has seen some recent residential development, a vote was taken on the proposed amendment to include the area in the MPA Boundary: 6 voted to approve the amendment to include, 3 voted “no” to the amendment. The amendment was approved.

Mr. Anderson was asked about the timeline for when the updated MPA Boundary map was required to be submitted to the Wisconsin Department of Transportation. Mr. Anderson shared that the deadline was the end of the calendar year 2024.

Mr. Vlcek made a motion to table the motion to approve the amended map until the next MPO Policy Council meeting, scheduled for May 1st, 2024, seconded by Mr. Solberg. A discussion ensued, concerning issues including some members’ constituents feeling rushed by the process, the impending April elections which may change membership on the MPO Policy Council, and the need to discuss the amendments proposed and approved at today’s meeting. A vote was taken: 8 voted to table the vote on the MPA Boundary Map to the next MPO Policy Council meeting, 1 voted “no”. The motion to Table was approved.

7. Other business (moved from Agenda Item 8 to Item 7) – Mr. Straight updated the Council on the progress made in securing support from the Wisconsin Department of Natural Resource (DNR) to fund an update to the Chippewa Falls - Eau Claire Urban Sewer Service Plan update. He laid out a tentative timeline for the update. Mr. Allen shared that the West Central Wisconsin Regional Planning Commission (RPC) is still awaiting a final agreement with the DNR, but plans to move forward as soon as the agreement is in place.
8. Mr. Anderson reviewed the 2023 Chippewa – Eau Claire MPO Summary report for the members. Members voiced thanks for the work the MPO performed in 2023 as well as the method of presenting the MPO’s work. Mr. Rothrock and Mr. Anderson thanked members for their increased participation in the TAC and Policy Council meetings.
9. The next meeting date was tentatively set for May 1st, 2024.
10. Adjournment – Mr. Solberg moved to adjourn the meeting; Mr. Vlcek seconded the motion. The motion passed unanimously. Mr. Spilde adjourned the meeting at 6:42 p.m.



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

Meeting held virtually using Zoom, Wednesday, April 10th, 2024, 1:30 p.m.

Members present: Fred Anderson – Chippewa County Highway Department, Taylor Greenwell – City of Altoona Planning, Brandon Cesafsky – City of Chippewa Falls Public Works, Brad Hentschel – City of Chippewa Falls Planning, Katrina Berg – City of Eau Claire Planning, Jon Johnson – Eau Claire County Highway Department, Rod Eslinger – Eau Claire County Planning & Development, Ty Fadness – Eau Claire Transit, Karl Buck – Federal Highway Administration, Evan Gross – Federal Transit Administration, Jennifer Meyer - Town of Union, Bob Solberg – Town of Washington, Alice Droski – Town of Wheaton, Jeff About – WisDOT NW Region

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

Minutes

1. Mr. Eric Anderson called the meeting to order at 1:31 pm.
2. Introductions were made.
3. The minutes of January 10th, 2024, MPO TAC meeting were approved by all present following a motion by Mr. Cesafsky, seconded by Mr. Eslinger.
4. Mr. Eric Anderson presented Amendment #2 (TAM Performance Measures) to the 2024-2028 Transportation Improvement Plan for the Chippewa-Eau Claire MPO. He explained that the MPO adopts TAM guidelines to maintain conformance with the State TAM. A motion to recommend this amendment be adopted by the MPO Policy Council was made by Mr. Johnson, seconded by Mr. Hentschel, all members present voted “Aye.”
5. Mr. Eric Anderson introduced the item to recommend to the Policy Council the distribution of funds for the STP-Urban funds available for distribution in this funding round. Mr. Rothrock presented the rankings of the four submitted funding requests and staff’s recommendation (“Option #1”) for recommended funding. The recommended scenario would leave \$374,168 unallocated which would remain available in future funding rounds. He also discussed that there may be more funding available (to be taken from the unallocated remainder) for one of the projects, Bridgewater Ave. in Chippewa Falls, than was originally requested. A motion to recommend Option #1 to the Policy Council, plus any additional funds that might be allowed after conferring with WisDOT, was made by Mr. Johnson, seconded by Mr. Cesafsky. All member present voted “Aye.”
6. Mr. Anderson discussed progress on having signage designating Chippewa Valley Bike Routes installed. Various members updated the group on the progress made with installation. Progress has been steady and should be completed within the next year.
7. Mr. Rothrock discussed efforts he has been making with Mr. Hentschel to explore the possibilities to extend the Chippewa Falls Shared Ride Taxi program’s geographical boundaries to allow the service to provide rides to connect to the Eau Claire Transit fixed route bus system. This effort is directly tied to the shutdown of the HSHS and Prevea medical facilities in Chippewa Falls. Adding the ability to connect Chippewa Falls residents to the Eau Claire bus system will allow a path to reach those services in the Eau Claire.

8. Mr. Straight updated the members on the upcoming Sewer Service Area (SSA) Plan update. The WCWRPC has received the agreement from the Wisconsin DNR and the WCWRPC Commission will consider the agreement for approval at their next meeting. Mr. Straight discussed the schedule for the planning process as well as some considerations for the makeup of the SSA Plan Technical Advisory Committee.
9. Other Business – Mr. Abboud discussed the importance of notifying WisDOT of development proposals for areas adjacent to, or relying on transportation access to, highways that are the responsibility of the State, for example: I-94, Highways 37, 93, 12, 29. This coordination can help develop the most coordinated transportation plans around these developments. He assured members that if the information needs to be held in confidence that WisDOT has substantial experience doing so.
10. Establish next tentative meeting date as August 14th, 2024.
11. At 2:31 pm, a motion to adjourn was made by Mr. Eslinger, seconded by Mr. Greenwell, and passed by all.

**Chippewa-Eau Claire MPO
Resolution No. 24-02**

AMENDMENT NUMBER 2 TO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2024-2028) 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, this update adds SUV to Revenue Vehicles and added Parking to Facilities; and

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, 2024-2028*, as identified in Exhibit A, as attached to this document.

Adopted this 1st day of May, 2024

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
 - Automobile = 77%
 - Bus = 44%
 - Cutaway = 47%
 - Minivan = 51%
 - SUV = 27%
 - School Bus = 0%
 - 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%
 - Parking = 10%

Agenda Item 5: Review and Recommendation of STP-Urban Funds

BIL 4 STP-Urban - April 2024
Project Scoring

| 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 | | |
| CTH F State Street | Eau Claire County | Minor Arterial | 5 | a | 4 | 5 | a | 0.42 | 2 | 1 | 484 | 5 | 4 | 5 | 22 | 1 |
| Bridgewater Ave | Chippewa Falls | Collector | 5 | a | 5 | 3 | a | 0.17 | 0 | 1 | 835 | 5 | 2 | 1 | 14 | 4 |
| Prairie Lane | City of Eau Claire | Collector | 5 | a | 46 | 5 | a | 0.13 | 0 | 1 | 403 | 5 | 3 | 3 | 18 | 2 |
| Starr Ave | City of Eau Claire | Minor Arterial | 5 | a | 65 | 3 | a | 0.34 | 1 | 1 | 176 | 3 | 4 | 5 | 17 | 3 |
| | | | | | | | | | | | | | | | | |

| Project | ADT | Annual Veh. | project length (in mi.) | Annual VMT | Crashes (2018-2022) | AAC | Crashes per 100m VMT | Capacity* | V/C |
|--------------------|-------|-------------|-------------------------|------------|---------------------|------|----------------------|-----------|--------|
| CTH F State Street | 5,500 | 2,007,500 | 0.7 | 1,405,250 | 34 | 6.80 | 483.90 | 13,250 | 0.4151 |
| Bridgewater Ave | 2,298 | 838,770 | 0.2 | 167,754 | 7 | 1.40 | 834.56 | 13,250 | 0.1734 |
| Prairie Lane | 1,700 | 620,500 | 0.8 | 496,400 | 10 | 2.00 | 402.90 | 13,250 | 0.1283 |
| Starr Ave | 4,500 | 1,642,500 | 1.8 | 2,956,500 | 26 | 5.20 | 175.88 | 13,250 | 0.3396 |
| | | | | | | | | | |

* Capacity developed using averages from "FDM 11-20 Attachment 1.1 Urban Streets Modernization Roadway Design Criteria for Posted Speed Limits of 40 mph or less" from WisDOT

Projects Submitted (Funding Level = \$4,870,716)

| Rank | Project | Total Project Cost | Proposed Local Share | % | Requested Federal Share | % |
|---------------|--------------------|---------------------|----------------------|------------|-------------------------|------------|
| 1 | CTH F State Street | \$2,400,000 | \$480,000 | 20% | \$1,920,000 | 80% |
| 2 | Prairie Lane | \$2,312,953 | \$894,207 | 39% | \$1,418,746 | 61% |
| 3 | Starr Ave | \$9,463,501 | \$4,052,616 | 43% | \$5,410,886 | 57% |
| 4 | Bridgewater Ave | \$1,690,163 | \$441,859 | 26% | \$1,248,304 | 74% |
| Totals | | \$15,866,617 | \$5,868,682 | 37% | \$9,997,936 | 63% |

Option 1: Fully fund requests for State St, Prairie Lane, and Bridgewater Ave. (\$283,666 uncommitted)

| Project | Total Project Cost | Proposed Local Share | % | Proposed Federal Share | % | Balance Fed. \$ | Project Rank |
|---------------------------|--------------------|----------------------|------|------------------------|-----|-----------------|--------------|
| Federal allocation | | | | | | \$ 4,870,716 | |
| CTH F State Street | \$2,400,000 | \$480,000 | 20% | \$1,920,000 | 80% | \$2,950,716 | 1 |
| Prairie Lane | \$2,312,953 | \$894,207 | 39% | \$1,418,746 | 61% | \$1,531,970 | 2 |
| Starr Ave | \$9,463,501 | \$9,463,501 | 100% | \$0 | 0% | \$1,531,970 | 3 |
| Bridgewater Ave | \$1,690,163 | \$441,859 | 26% | \$1,248,304 | 74% | \$283,666 | 4 |

Option 2: Only Fund 3rd ranked Starr Ave at 51% (\$0 left over)

| Project | Total Project Cost | Proposed Local Share | % | Proposed Federal Share | % | Balance Fed. \$ | Project Rank |
|---------------------------|--------------------|----------------------|------|------------------------|-----|-----------------|--------------|
| Federal allocation | | | | | | \$ 4,870,716 | |
| CTH F State Street | \$4,393,034 | \$4,393,034 | 100% | \$0 | 0% | \$4,870,716 | 1 |
| Prairie Lane | \$2,312,953 | \$2,312,953 | 100% | \$0 | 0% | \$4,870,716 | 2 |
| Starr Ave | \$9,463,501 | \$4,592,785 | 49% | \$4,870,716 | 51% | \$0 | 3 |
| Bridgewater Ave | \$1,690,163 | \$1,690,163 | 100% | \$0 | 0% | \$0 | 4 |

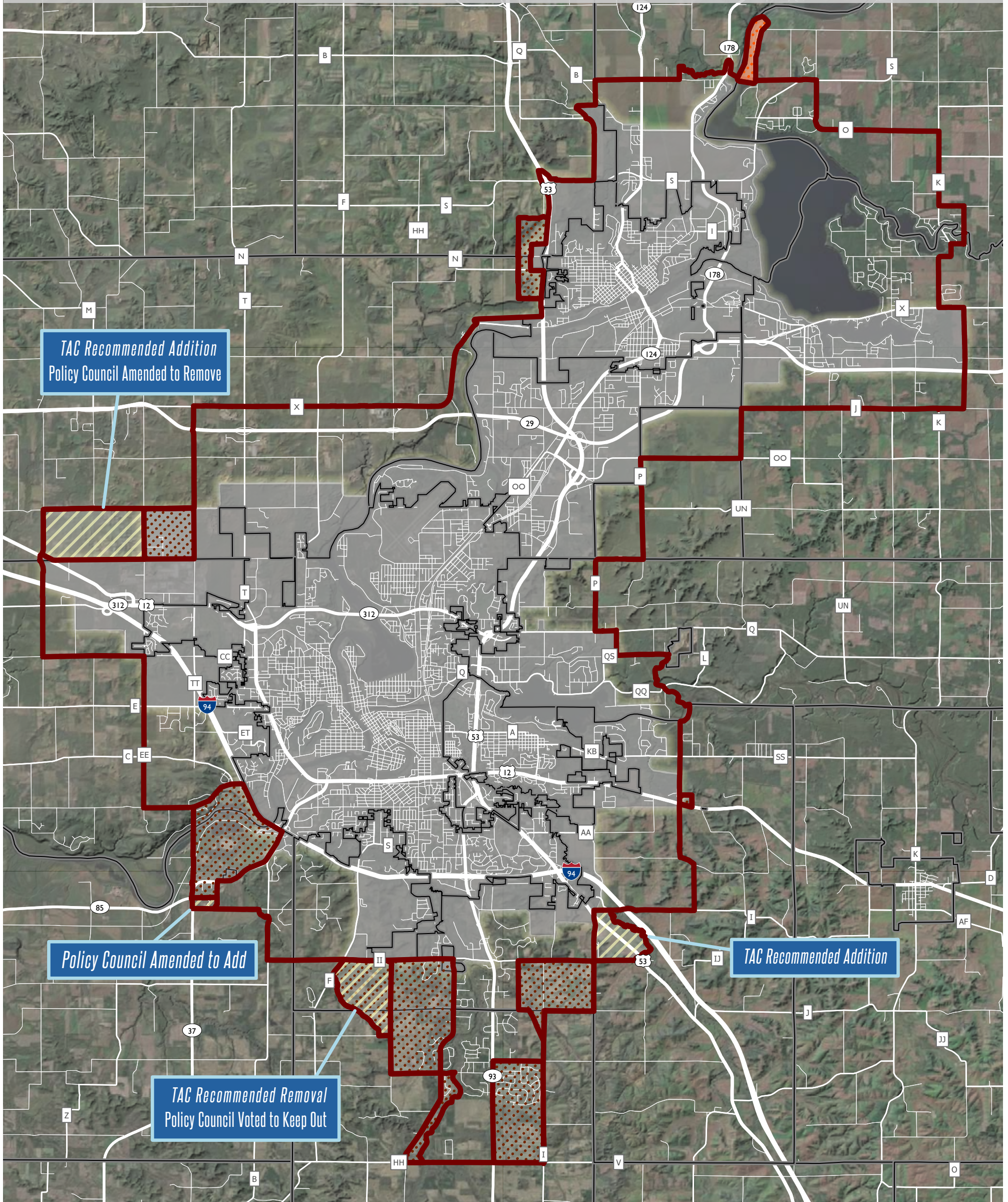
2020 MPA Boundary

CHIPPEWA-EAU CLAIRE
METROPOLITAN PLANNING ORGANIZATION

(TAC & Policy Council Actions)



*Including possible future growth areas from 2024 to 2043



- Metropolitan Planning Area (2020)
- TAC & Policy Council Action
- MPA Addition
- MPA Removal

- Adjusted Urban Area (2023)
- Municipal Boundary
- Road and Highway

April 2024

1:120,000

WisDOT - WROC - St. 1.5 de 2020 12 3 a-P-0# Dynam 4.5 6 miles



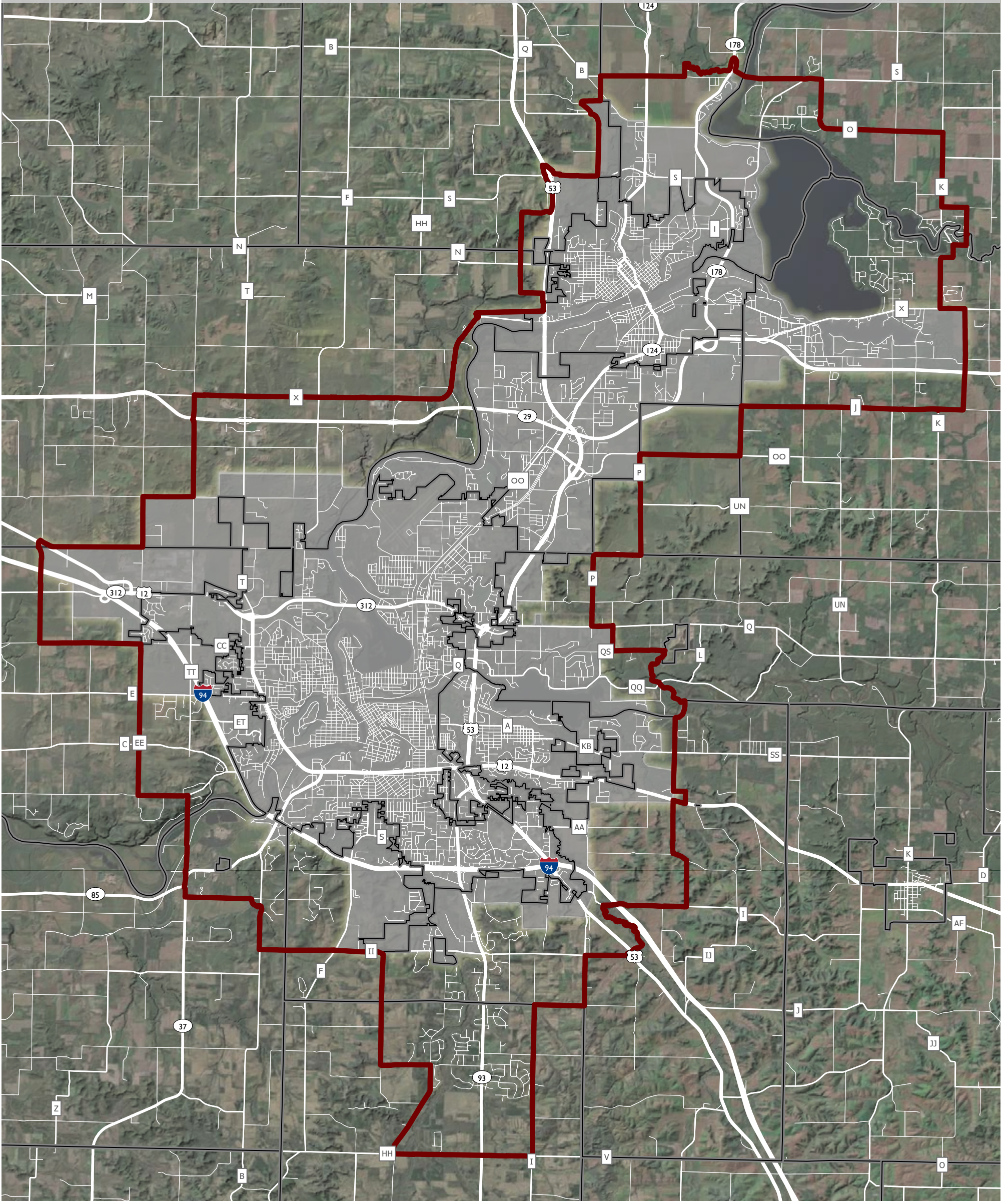
2020 MPA Boundary

CHIPPEWA-EAU CLAIRE
METROPOLITAN PLANNING ORGANIZATION

CURRENT DRAFT VERSION



*Including possible future growth areas from 2024 to 2043



 Metropolitan Planning Area (2020)

 Municipal Boundary

 Adjusted Urban Area (2023)

 Road and Highway

1:120,000

April 2024



WisDOT - WROG - Statewide 2020 12" Leaflet/Dynamic Map