

**Minutes of the Technical Advisory Committee**  
of the Chippewa-Eau Claire Metropolitan Planning Organization  
Friday, January 24, 2014 1:30 p.m.  
WCWRPC offices, Eau Claire, Wisconsin

---

**Members Present:** Jeff Abboud, WisDOT-NW Region; Matt Decur, City of Chippewa Falls; Marcus Evans, Eau Claire County; John Genskow, City of Eau Claire; Janelle Henning, Town of Washington; Robbie Krejci, Chippewa County; Jayson Smith, City of Chippewa Falls; David Solberg, City of Eau Claire; Bruce Stelzner, Chippewa County; Dave Walter, City of Altoona

**Staff Present:** ; Ann Schell, WCWRPC

**Others Present:** Tom Beekman, WisDOT-NW Region; Jim Kuehn, WisDOT-Madison

---

1. The meeting was called to order at approximately 1:35 p.m.
2. Welcomes and introductions were made. Of note, David Solberg, the new City Engineer for the City of Eau Claire, was introduced, as well as Jim Kuehn, the new Statewide MPO liaison from WisDOT-Central Office.
3. The minutes of the September 11, 2013 meeting were unanimously approved following a motion by Mr. Stelzner, seconded by Mr. Genskow.
4. Ms. Schell reviewed Amendment #1 to the 2014-2018 TIP. She noted that it was intended to add an intersection improvement project at USH 12 and McCann Drive, in Altoona, to be funded under the Highway Safety Improvement Program (HSIP). A motion to recommend approval of Amendment #1 was made by Mr. Smith, and seconded by Mr. Stelzner. The motion passed unanimously.

Ms. Schell added that there were also two administrative amendments to the 2014-2018 TIP. The first added \$2,000 to an I-94 project that was already listed, to account for traffic mitigation during construction. The second administrative amendment corrects a project ID number for the Bartlett Avenue project, in Altoona. Administrative amendments do not require action.

5. Ms. Schell reminded the attendees of the MPOs loss of STP-Urban funds, due to project delays. This was discovered during the development of the TIP in 2013, and represents a change in operating procedures by WisDOT. She introduced Mr. Beekman, who was invited to the meeting to discuss how to avoid this loss in the future, and how to be ready to advance projects should additional funding become available.

Mr. Beekman told the committee that a project can be delayed and, while they stay in the program for up to 10 years, funding does not move from one year to the next. Therefore, it behooves the communities to have projects that are ready to be let, so that they can be substituted for projects that cannot be implemented on time, or to use funding that becomes available from other MPO's. He said that it would be helpful to look at a longer project selection window, so that engineering can occur more in advance of intended construction, so that projects are ready to go in these situations. Issues were raised by TAC members, including: (1) the difficulty in securing local share dollars to advance a project at short notice; (2) early engineering of a project can leave it open to a lack of commitment to

complete the project resulting in a repayment of the engineering funding, or the need to revise the plans prior to construction; and (3) the need to have the new policies written down and adopted to spell out these policies. It was noticed that the easiest use of transferable funds is to raise the Federal share on projects already approved at a share lower than 80%.

There was some discussion on what changes to the project selection process would be necessary. It appears that more than two years of project funding would need to be considered each year, to accommodate a project's engineering and construction more than one year apart.

6. Ann Schell presented the annual performance indicators report. She noted that some of the data items were updated to 2012 data, and some to 2013, as available. She also noted that in trying to compile the data for pavement condition, she discovered an error in the WISLR data, and discussed it with Corissa Engel, WisDOT staff. They will be making corrections to the data base, and Ms. Schell will compile the data on the roadway condition measure, when corrected data is available.
7. Under other business, Ms. Schell asked Mr. Walter if there was anything new on the Gateway extension or Hillcrest development. He said that there was not.

Ms. Schell added that interviews were completed for the new transportation planner position in December, but that there was a delay in hiring when a shortfall in the RPC budget was detected. Now, since Mr. Tappen has announced his retirement in April, and that it appears that the Director position will be filled internally, hiring for the Transportation Planner position should be happening soon.

There was no additional other business.

8. The next TAC meeting is tentatively scheduled for April 9, 2014.
9. The meeting was adjourned at approximately 2:50 p.m.