

February 3, 2012

Fran Keally
Bureau of Watershed Management
Wisconsin Department of Natural Resources
101 South Webster Street
Eau Claire, WI 53703-3474

RE: Chippewa Falls/Eau Claire Sewer Service Area Plan for 2025
Type IV Sewer Service Plan Amendment – Fairway Drive Town Homes
(Lots 40, 59, & 60)

Dear Ms. Keally:

The City of Altoona requested an amendment to the Chippewa Falls/Eau Claire Sewer Service Area Plan (SSA Plan) in a request dated January 11, 2012, and was proceeded by multiple telephone and e-mail discussions regarding the request. This request has been uploaded to the WDNR SWIMS website.

WCWRPC conducted its staff review which was completed on January 11, 2012, and previously uploaded to the WDNR SWIMS website; regional WDNR staff were not available to assist with this review. The proposed amendment was determined to be consistent with the goals and intent of the SSA Plan. A unique aspect of the request is that the 0.155 acres to be removed is of such small size that it was not mapped as an environmentally sensitive area within the SSA Plan, so it would first need to be first added (or recognized), prior to removal from the plan.

At its February 1, 2012, meeting, the Chippewa-Eau Claire Metropolitan Planning Organization (MPO)¹ considered the amendment request and staff report, then passed the following motion:

Mr. Flaten moved to recommend approval of the Fairway Drive Townhomes Lots 40, 59, and 60 Type IV amendment request for the addition and elimination of 0.155 acres total of Environmentally Sensitive Areas (steep slope) with the condition that any applicable land use, environmental, or erosion control permits are obtained and related plans implemented as required by the City of Altoona, and with the recommendation that the City consider amending the entire area between Deer Run Lane to the west R.O.W. of USH 53, which would be supported by this body. The motion was seconded by Mr. Hoffman and passed unanimously.

¹ The Chippewa-Eau Claire Metropolitan Planning Organization is the area's designated water quality management planning entity.

A full version of the MPO's 2/1/12 meeting minutes are attached for reference. This amendment request is now being forwarded to WDNR for final action. Please contact me if you have any questions.

Sincerely,



Chris Straight
Senior Planner

attachment: Chippewa-Eau Claire MPO Meeting Minutes-2/1/12

Cc: David Walter, City Engineer, City of Altoona

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

*Wednesday, February 1, 2012
7:30 p.m.
Suite 401, Banbury Place
800 Wisconsin Street, Eau Claire, Wisconsin*

Members Present: Kerry Kincaid, City of Eau Claire (vice-chair); Chris Flaten, Eau Claire County; Greg Hoffman, City of Chippewa Falls

Others Present: Jeff Abboud, WisDOT-NW Region

Staff Present: Ann Z. Schell, WCWRPC

1. The meeting was called to order by Mr. Hoffman, pending Ms. Kincaid's arrival) at 7:33 p.m.
2. Mr. Hoffman welcomed those present and introductions were made. Ms. Kincaid arrived as the introductions were being made, and assumed charge of the meeting.
3. The minutes of the October 5, 2011 meeting were approved as presented. Motion by Mr. Hoffman, seconded by Mr. Flaten; motion carried.
4. The minutes of the January 11, 2012 TAC meeting were accepted.
5. Ms. Schell and Mr. Abboud presented the projects to be amended to the 2012-2016 TIP, as amendment #1. Ms. Abboud noted that the Main Street bridge over the Chippewa River, in Chippewa Falls, is a low cost bridge and is in need of some deck work. The engineering is scheduled for 2012, while construction is currently shown in 2016, but may move. Concerning the USH 53 bridges over I-94, Mr. Abboud noted that it is a painting project with work scheduled for 2016. Ms. Schell noted the Highland/Spooner project was previously included in the TIP, but that the amendment adds some utility work to the listing. Ms. Schell also described the four transit projects that appear in the amendment. There are two new projects: the City of Eau Claire receipt of a State of Good Repair grant for a replacement bus; and a Veterans Transportation and Community Living Initiative project to establish a one stop information and training center. Also, CILWW and Western Dairyland have been approved for New Freedom and WETAP funding, respectively, for the continuation of their projects – regional mobility manager, and vehicle purchase and repair loans.

Mr. Hoffman moved to approve amendment #1 to the 2012-2016 TIP. The motion was seconded by Mr. Flaten and passed unanimously.

6. Ms. Schell explained that the MPO was the local policy committee for the development and update of the Sewer Service Area (SSA) plan, as well as providing an advisory recommendation to WDNR for amendments to the plan. The two amendments before the MPO are Type IV plan amendments for the encroachment upon environmentally sensitive areas, steep slopes (greater than 20%). She described the Oakwood Business Park Lot 4 amendment request, as being in an existing development area and called the Council's attention to the map. In addition to the regrading needed for the development of the lot, a portion of the area will be regraded to provide the needed vision triangle for the adjacent intersection of Keystone Crossing and Bullis Farm Road. As is more specifically stated in the staff report, there are no findings pertaining to the amendment request that conflicts with the relevant SSA Plan criteria. Ms. Schell noted that the staff and the TAC have recommended approval.

Ms. Kincaid moved to recommend approval of the Oakwood Business Park Lot 4 Type IV Amendment request for the elimination of 1.38 acres of Environmentally Sensitive Area (steep

slope) with the condition that any applicable environmental or erosion control permits are obtained and related plans implemented as required by the City of Eau Claire. The motion was seconded by Mr. Flaten, and passed unanimously.

Ms. Schell then described the second amendment request for the environmentally sensitive area (steep slope) consisting of 0.155 acres in Lots 40, 59, and 60 of the Fairway Drive Town Homes development in the City of Altoona. Again, the staff identified no findings pertaining to the amendment request which conflict with the relevant SSA Plan criteria.

Mr. Flaten moved to recommend approval of the Fairway Drive Townhomes Lots 40, 59, and 60 Type IV amendment request for the addition and elimination of 0.155 acres total of Environmentally Sensitive Areas (steep slope) with the condition that any applicable land use, environmental, or erosion control permits are obtained and related plans implemented as required by the City of Altoona, and with the recommendation that the City consider amending the entire area between Deer Run Lane to the west R.O.W. of USH 53, which would be supported by this body. The motion was seconded by Mr. Hoffman and passed unanimously.

7. Ms. Schell updated the Council on the Milwaukee-Twin Cities HSR study, noting that the pull-out of the State of Wisconsin from the planning process in August of 2011 resulted in MnDOT's completion of a draft plan with one recommended route, the existing Amtrak route through La Crosse. It is clear that the analysis included in the study was expected to result in several "reasonable and feasible" routes to move on to the next level of analysis, but that MnDOT moved in a direction that would best allow them to continue to the next stage of the planning process without Wisconsin's participation. There are a number of flaws and shortcomings in the analysis, and the public information plan was not followed, prior to the submittal of the draft plan to the Federal Rail Administration (FRA). She noted that several parties, including the West Central Wisconsin Rail Coalition, the City of Eau Claire, the MPO, and others, had submitted comment to MnDOT, FRA, and WisDOT, in opposition to the plan's approval. No responses have been received.

Ms. Schell also updated the Council on the Gateway Corridor Alternatives Analysis, currently nearing completion. Ms. Schell and Mr. Abboud had been to a Gateway study TAC meeting earlier in the day, where some detailed analysis results were presented. They summarized the results as showing that commuter rail service between the Cities and Eau Claire does not perform well, and that express bus service was the most likely service to be recommended by the study for the Eau Claire area. Ms. Schell noted that there are still some discussions going on concerning some of the model output, which is showing very small ridership from the western portions of the Wisconsin segment of the corridor (Hudson and Baldwin areas). The next public information meeting is scheduled for March 29th, at CVTC, in Eau Claire.

8. Ms. Schell and Mr. Abboud updated the Council on the Senate bill, MAP-21, and the House Bill, the American Energy and Infrastructure Jobs Financing Act of 2012, as they address the continued existence of MPOs. MAP-21 presents a two tiered system, with Tier 1 MPOs having urban population thresholds of one million or more, and Tier 2 MPOs falling between 200,000 and one million. Existing MPOs between 50,000 and 200,000 can gain Tier 2 status with approval of members consisting of 75% of the urban area population, approval of the governor, and by meeting the planning requirement for a Tier 2 MPO. (Those requirements would be spelled out later in guidance documents.) The House bill puts the MPO population threshold at 100,000 persons.

There was considerable discussion concerning the need for local participation in transportation planning and oversight, as well as the need for coordination between the local municipalities, as provided by the MPO. There was also some discussion of where the MPO duties would fall, if the MPO were dissolved. It is apparent that the responsibility would fall to WisDOT, where

current resources could not handle the added work load, and might not provide for the local coordination and input.

It was noted that, while there seems to be considerable activity in the reauthorization process of late, the two bills are very far apart. Also, with nobody standing to gain in the reauthorization, due to limited resources, it is thought to be unlikely that anything will be finalized prior to the November elections.

9. There was no other business.
10. The tentative date for the next meeting is May 2, 2012.
11. The meeting was adjourned at approximately 8:55 p.m.