

2023-  
2026 TIP

# LAPC Transportation Improvement Program



Approved on  
November 16, 2022



# 2023 - 2026 Transportation Improvement Program

for the

La Crosse Area Planning Committee (LAPC), the Metropolitan Planning Organization for the La Crosse, WI – La Crescent, MN Urbanized Area

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This Transportation Improvement Program and other LAPC documents, meeting minutes and agendas, and other information may also be obtained on our website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo).

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# La Crosse Area Planning Committee

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The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.



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## Glossary

**Administrative Modification:** This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

**Allocation:** A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

**Amendment:** A significant change or addition of a TIP project which requires opportunity for public input and consideration by the MPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and the MPO's adopted Public Participation Plan (PPP).

**Annual Listing of Obligated Projects (ALOP):** This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2021 Federal Fiscal Year (September 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

**Area Transportation Improvement Program (ATIP):** The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the state of Minnesota during the next four years. Minnesota has an ATIP for each of its Districts. The LAPC's TIP projects in Minnesota fall under the ATIP for MnDOT District 6. All Minnesota projects listed in the TIP are required to be listed in the ATIP.

**Environmental Justice:** Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority populations and low-income populations. The LAPC also includes limited-English proficient and disabled populations in its environmental justice analyses.

**FAST Act:** Fixing America's Surface Transportation (FAST) Act was introduced in December of 2015 as the transportation bill to replace MAP-21. The five-year legislation was designed to improve the Nation's surface transportation infrastructure and enhance federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

**Federal Functional Classification:** The federal functional classification system defines the current functioning role of a road or street. Generally, the two basic functions of a roadway are: (1) to allow for access to property and (2) to allow travel mobility. The classifications of roadways include Arterial, Collector, and Local which determine the balance of the two roadway functions which range from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between. They are further classified into urban and rural.

**Federal Revenue Source:** In the project tables, the column identified by "Fed" lists the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 12.

**Fiscal Constraint:** Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.



**Illustrative Project:** A project which does not have funding but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

**Infrastructure Investment and Jobs Act (IIJA):** Also known as the Bipartisan Infrastructure Law (BIL), the IIJA was signed into law on November 15, 2021. It replaces the FAST Act and provides the basis for FHWA programs and activities through September 30, 2026.

**Jurisdictions:** The member units of government that are within the LAPC's planning area. The member jurisdictions include: the cities of La Crosse and Onalaska in Wisconsin and the city of La Crescent in Minnesota; the villages of Holmen and West Salem in Wisconsin; and the towns of Campbell, Holland, Medary, Onalaska, and Shelby in Wisconsin. La Crosse County is also a member.

**Locally Funded Project:** Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note may be included in the TIP project listing section for information and coordination purposes only.

**Major Highway Project:** The Major Highway Development subprogram in Wisconsin funds projects deemed necessary to address serious deficiencies on highly traveled segments of the highway system. 84.103 of the State Statutes defines a Major Highway Project as costing more than \$30M AND constructing a new highway 2.5 miles or more in length and/or reconstructing or reconditioning an existing highway by either relocating 2.5 miles or more or adding one or more lanes 5 miles or more in length.

**MAP-21:** Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect on July 6, 2012 and expired September 30, 2014.

**Obligated Funds:** A form of committed funds funded under title 23 U.S.C. Chapter 53 that are authorized or committed by the state or designated recipient and authorized by FHWA or awarded by FTA.

**Project Costs:** The project listing includes a breakdown of costs by the type of cost incurred: PE (Preliminary Engineering), ROW (right-of-way), and CONST (construction) for roadway projects and PE, OA (operating assistance), and CAPT (capital) for transit projects. Costs are reported in the year of obligation, are shown in thousands of dollars, and are categorized by FED (federal share), WI (Wisconsin share) or MN (Minnesota share), and Local/Other. The sum of the individual shares will equal the total cost of the project.

**Project Description:** The project description provides sufficient detail to identify the project or phase, including the project's jurisdiction, facility name, length, specific geographical limits, proposed improvement(s), year(s) of funding obligations, and year(s) of anticipated design, right-of-way, and construction as applicable.

**Project Number:** The project number is the number given to a project by the LAPC for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

**Project Prioritization:** This is an exercise in which the member jurisdictions of the LAPC evaluate candidate projects submitted for Surface Transportation Program – Urban and Transportation Alternatives Program



funds. The LAPC then submits the prioritized list of projects to the Wisconsin Department of Transportation for further review and evaluation.

**Project Solicitation:** This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

**Project Type:** Project types include emergency repair, system preservation, bridge replacement, pavement replacement, reconditioning, reconstruction, Major (Wisconsin expansion), transit, and other

**Project Year:** This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

**Public Participation Plan (PPP):** An adopted MPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

**Regionally Significant Project (RS):** A transportation project that is on a facility that serves regional transportation needs, major activity centers, and major planned developments, and would normally be included in the modeling of the metropolitan planning area's transportation network. At a minimum, this includes all principle arterial highways.

**Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU):** A previous surface transportation act that expired July 5, 2012 and was replaced with MAP-21.

**Sponsoring Agency:** In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

**State ID Number:** In the project tables, this column identifies the state project number(s) associated with a project. Each project in the table has only one LAPC project number but may have one or more state ID numbers.

**State Transportation Improvement Program (STIP):** A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the TIP are required to be listed in the STIP.

**Transit Operator:** The designated transit service operator(s) providing public transit for the area. The 5307 transit operators for the area are La Crosse Municipal Transit Utility (MTU) and Onalaska Shared Ride (OSR).

**Transportation Improvement Program (TIP):** A compilation of significant surface transportation improvements scheduled for implementation in the MPO planning area during the next four years.

**3-C Planning Process:** As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between MPOs, state transportation departments and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

## Acronyms

|                 |  |                   |  |
|-----------------|--|-------------------|--|
| <b>3-C</b>      | Comprehensive, Cooperative, and Continuing     | <b>PL</b>         | Public Law   |
| <b>ADA</b>      | Americans with Disabilities Act                | <b>PM</b>         | Performance Management   |
| <b>ALOP</b>     | Annual Listing of Obligated Projects           | <b>PM1</b>        | FHWA Performance Measure Rule 1- Safety  |
| <b>ATIP</b>     | Area Transportation Improvement Program (MN)   | <b>PM2</b>        | PHWA Performance Measure Rule 2-Pavement and Bridge Condition                        |
| <b>ATP</b>      | Area Transportation Partnership (MN)           | <b>PM3</b>        | FHWA Performance Measure Rule 3-System Performance, Freight, and CMAQ                |
| <b>BIL</b>      | Bipartisan Infrastructure Law                  | <b>PPP</b>        | Public Participation Plan  |
| <b>BR</b>       | Bridge   | <b>PTASP</b>      | Public Transportation Agency Safety Plan   |
| <b>CFR</b>      | Code of Federal Regulations                    | <b>RTAP</b>       | Rural Transit Assistance Program   |
| <b>CMAQ</b>     | Congestion, Mitigation, and Air Quality        | <b>SAFETEA-LU</b> | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| <b>CSAH</b>     | County State Aid Highway (MN)                  | <b>SF</b>         | State Funded   |
| <b>CTAT</b>     | Committee on Transit and Active Transportation | <b>SGR</b>        | State of Good Repair   |
| <b>EJ</b>       | Environmental Justice                          | <b>SHSP</b>       | Strategic Highway Safety Plan  |
| <b>EPA</b>      | Environmental Protection Agency                | <b>SMS</b>        | Safety Management Systems  |
| <b>ER</b>       | Emergency Relief                               | <b>SRTS</b>       | Safe Routes to School  |
| <b>FAA</b>      | Federal Aviation Administration                | <b>STBG</b>       | Surface Transportation Block Grant program   |
| <b>FAST Act</b> | Fixing America's Surface Transportation Act    | <b>STIP</b>       | Statewide Transportation Improvement Program   |
| <b>FHWA</b>     | Federal Highway Administration                 | <b>STP-R</b>      | Surface Transportation Program-Rural   |
| <b>FLAP</b>     | Federal Lands Access Program                   | <b>STP-U</b>      | Surface Transportation Program-Urban   |
| <b>FRA</b>      | Federal Railroad Administration                | <b>TAC</b>        | Technical Advisory Committee   |
| <b>FTA</b>      | Federal Transit Administration                 | <b>TAP</b>        | Transportation Alternatives Program  |
| <b>FY</b>       | Fiscal Year                                    | <b>TAM</b>        | Transit Asset Management   |
| <b>HSIP</b>     | Highway Safety Improvement Program             | <b>TAMP</b>       | Transit Asset Management Plan  |
| <b>IJA</b>      | Infrastructure Investment and Jobs Act         | <b>TDM</b>        | Travel Demand Model  |
| <b>ITS</b>      | Intelligent Transportation System              | <b>TDP</b>        | Transit Development Plan   |
| <b>LAPC</b>     | La Crosse Area Planning Committee              | <b>TERM</b>       | Transit Economic Requirements Model  |
| <b>LF</b>       | Locally Funded                                 | <b>TIP</b>        | Transportation Improvement Program   |
| <b>MnDOT</b>    | Minnesota Department of Transportation         | <b>TSM</b>        | Transportation System Management   |
| <b>MPA</b>      | Metropolitan Planning Area                     | <b>TTI</b>        | Travel Time Index  |
| <b>MPO</b>      | Metropolitan Planning Organization             | <b>TTTR</b>       | Truck Travel Time Reliability  |
| <b>MTP</b>      | Metropolitan Transportation Plan               | <b>UPWP</b>       | Unified Planning Work Program  |
| <b>NBI</b>      | National Bridge Inventory                      | <b>USC</b>        | United State Code  |
| <b>NEPA</b>     | National Environmental Policy Act              | <b>USDOT</b>      | United States Department of Transportation   |
| <b>NHFP</b>     | National Highway Freight Program               | <b>WisDOT</b>     | Wisconsin Department of Transportation   |
| <b>NHPP</b>     | National Highway Performance Program           | <b>YOE</b>        | Year of Expenditure  |
| <b>NHS</b>      | National Highway System                        |                   |  |
| <b>O&amp;M</b>  | Operations and Maintenance                     |                   |  |
| <b>PCI</b>      | Pavement Condition Index                       |                   |  |

# Introduction

The Transportation Improvement Program (TIP) is a four-year program of transportation improvements that are wholly within or impact the metropolitan planning area (MPA) for the La Crosse Area Planning Committee (LAPC). As the metropolitan planning organization (MPO) for the region, the LAPC is required to update and approve a TIP every four years. The LAPC, in cooperation with the Minnesota and Wisconsin Departments of Transportation and our local public transit agencies, updates its TIP annually.

The public process ([Appendix A](#)) for development of the TIP is based on a continuous, comprehensive, and cooperative (3-C) planning process. It not only includes working with our DOTs and transit agencies it also includes working with our local governments, modal advocates, and other agency stakeholders in the development of a final TIP document.

The 2023-2026 TIP is developed in accordance with the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law signed into law in 2021 and codified in 23 United States Code 134 Metropolitan Transportation Planning. It includes projects and programs consistent with *Beyond Coulee Vision 2040*—the metropolitan transportation plan (MTP) for the MPA—approved by the LAPC on September 16, 2020.

## About the LAPC

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The LAPC is the designated MPO for the La Crosse, WI-La Crescent, MN Urbanized Area. MPOs are designated for urbanized areas of 50,000 or more in population to carry out the metropolitan transportation planning process and to provide a forum for local decision-making on transportation issues of a regional nature. The designation must be agreed upon by the governor (in our case, governors of Wisconsin and Minnesota) and the local units of government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census).

## History

The LAPC was formed in 1966 by intermunicipal agreement as a regional planning committee to develop an areawide transportation study. Its duties were expanded in 1967 to include comprehensive plans.

The 1970 Decennial Census established the La Crosse (WI-MN) Urbanized Area--population 63,373--which consisted of the cities of La Crosse (population 51,153) and Onalaska and parts of the towns of Campbell and Shelby in La Crosse County, WI; and the then-village of La Crescent and part of the township of La Crescent in Houston County, MN. As a result of the urbanized area delineation, the LAPC was then designated by the governors of Wisconsin and Minnesota as the MPO for the urbanized area.

## Urbanized Area

The core of the MPA is the Census-designated urbanized area defined by the U.S. Census Bureau during the Decennial Census update. The urbanized area boundary is adjusted by the LAPC in coordination with WisDOT and MnDOT to define road segments as “urban” or “rural” thus determining eligibility for different transportation programs. The Federal Highway Administration (FHWA) approved the current adjusted boundary in 2013.

## Metropolitan Planning Area (MPA)

The MPA includes the urbanized area as well as any contiguous areas anticipated to become urbanized within a twenty-year forecast period. As a result of the urbanized area extending along STH 35 and CTH K, the LAPC's MPA expanded in 2013 to include a small portion of the town of Bergen in Vernon County.

The MPA, which is roughly 320 square miles (205,000 acres), includes 12 communities in western La Crosse County, WI; two communities in northeastern Houston County, MN; one community in southeastern Winona County, MN; and a tiny bit of northern Vernon County, WI. All but the town of Bergen in Vernon County are wholly within the MPA.

Figure 1 illustrates the planning and urbanized areas as adjusted in 2013.

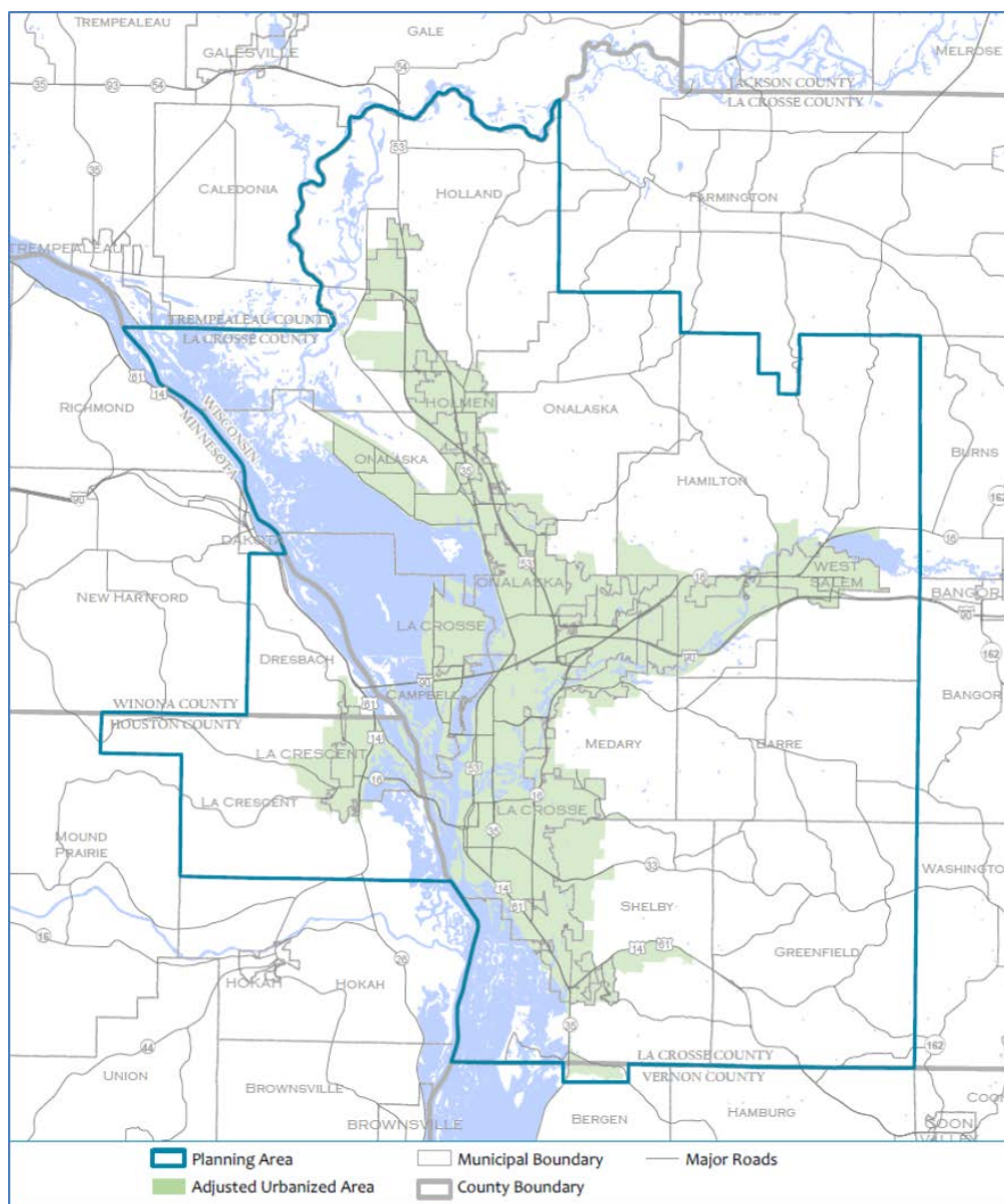


Figure 1: Metropolitan planning area and adjusted urbanized area.

## Governance and Organizational Structure

The La Crosse Area Planning Committee is governed by a Policy Board made up of the highest elected official from each member local government. Currently, the Policy Board has 11 members representing:

- City of La Crescent, MN
- City of La Crosse, WI
- City of Onalaska, WI
- Village of Holmen, WI
- Village of West Salem, WI
- Town of Campbell, WI
- Town of Holland, WI
- Town of Medary, WI
- Town of Onalaska, WI
- Town of Shelby, WI
- La Crosse County, WI

The member governments pay dues (revenue) into the MPO to cover the local share of MPO operating expenses. Most of the revenue is provided by Federal and State planning funds.

The Policy Board oversees a staff of two—an executive director and a transportation planner. Staff are housed in La Crosse County, which serves as a third-party fiscal agent. Salaries and benefits are paid by La Crosse County and then reimbursed by the LAPC. The LAPC also pays the County for the cost of housing staff and administering the MPO, for support services such as IT, and for software licensing, etc.

The Policy Board also oversees two subcommittees: the Technical Advisory Committee (TAC) and the Committee on Transit and Active Transportation (CTAT). Staff serve as organizers and facilitators of the two committees. Figure 2 illustrates the organizational structure.

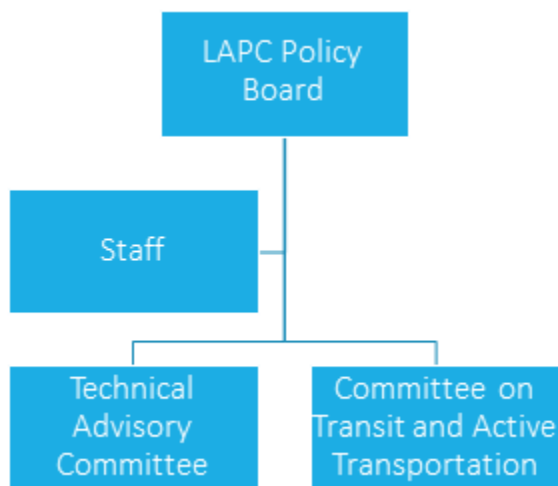


Figure 2: LAPC Committee Structure

The LAPC encourages participation of all citizens in the regional transportation planning and programming process. All Policy Board, TAC, and CTAT meetings are public meetings.

The LAPC continues to make efforts to encourage and promote diversity. To encourage participation in its committees, the LAPC continues to reach out to community, ethnic and faith-based organizations to connect with all populations.

Additionally, the LAPC strives to find ways to make participating on its committees convenient. This includes scheduling meetings in locations with good transit service and online through virtual platforms.

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# TIP Planning Process

The TIP is updated annually, with the Minnesota project list approved in July and the Wisconsin project list and TIP document approved in November. Revisions to the TIP are considered throughout the year as the need arises.

## Self-Certifications and Federal Certifications

As an attainment area, the LAPC certifies at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- **23 U.S.C. 134 and 49 U.S.C. 5303.** The current documentation and approvals include:

|  |   |
|--|---|
| Transportation Plan                      | <a href="#"><i>Beyond Coulee Vision 2040: A Performance-based Approach to Moving People and Goods</i></a> ; approved September 16, 2020.  |
| Transportation Improvement Program (TIP) | <a href="#">2022-2025 LAPC Transportation Improvement Program</a> , approved on November 17, 2021.  |
| Planning Work Program (PWP)              | <a href="#">2022 Final LAPC Planning Work Program</a> ; approved on November 17, 2021.  |
| Public Participation Plan                | <a href="#">Public Participation Plan for the La Crosse Area Planning Committee</a> ; approved on September 21, 2022.   |
| MPO Cooperative Agreements               | <a href="#">WisDOT/LAPC/MTU</a> , May 8, 2017; <a href="#">MOU between MnDOT/LAPC/MTU</a> , October 12, 2022; <a href="#">Intermunicipal Agreement for Metropolitan Planning Organization</a> , approved September 15, 2021 |
| Metropolitan Planning Area Boundary      | Approved by the LAPC and MnDOT on March 20, 2013; approved by WisDOT on July 30, 2013.  |
| Annual Listing of Obligated Projects     | <a href="#">2021 list of obligated projects</a> posted on the LAPC website: <a href="https://www.lacrossecounty.org/mpo">https://www.lacrossecounty.org/mpo</a> .   |

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017.
- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts.



The LACP does operate under La Crosse County's *Equal Opportunity in Employment and Service Delivery*.

- **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.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022. The policies and procedures are posted on our website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo) and in the staff office at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.
- **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.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022. The policies and procedures are posted on our website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo) and in our office at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.

Self-certification of the TIP process for MnDOT includes completing a TIP check list ([Appendix B](#)).

## TIP Update Activities

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### Public Notification and Comment

The LACP process for public notification of the annual TIP update and revision process is outlined in the [Public Participation Plan for the La Crosse Area Planning Committee](#). The plan is available on the LACP website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo).

The 2023-2026 TIP public notice, resolution, and a record of public comments are included in [Appendix A](#).

### General TIP Schedule

The general schedule for the annual review and adoption process for the TIP is outlined in Table 1.

The Minnesota project list was approved July 20, 2022 to coordinate with the MnDOT State TIP process.

**TABLE 1: GENERAL SCHEDULE FOR TIP REVIEW AND APPROVAL**

| Activity  | Schedule           |
|---|--------------------|
| Coordinate with MnDOT and La Crosse MTU on MN TIP project list      | February - June    |
| Wisconsin project solicitation                                      | May-June           |
| Public notice for 15-day public comment period for draft MN TIP     | June - July        |
| TAC and LAPC review/approve MN TIP project list                     | July               |
| Coordinate with WisDOT and transit agencies on WI TIP project lists | June - August      |
| Prepare draft TIP document  | August - October   |
| Publish notice for 15-day public comment period for draft TIP       | October - November |
| TAC and LAPC review and adopt TIP                                   | November           |
| LAPC submits final TIP  | November           |

### TIP Amendment Process

Revisions to the TIP may occur between its annually scheduled updates. Revisions include administrative modifications and amendments.

**Administrative modifications** are revisions to the TIP that are not significant enough to require public or committee notification, review, and comment or re-demonstration of fiscal constraint. Examples include:

- Changing the implementation schedule for a project within the TIP's four-year program window.
- Changing the character of work or project limits while remaining reasonably consistent with an approved project.
- Changing source (Federal, state, local), category, or amount of funding for a project without changing the scope of work or schedule of any other project within the TIP's four-year program window.
- Changing the total cost of a project by less than 10 percent.
- Adding, deleting or modifying a project in the Grouped Project List.

**Amendments** are project changes significant enough to require public review and comment and re-demonstration of fiscal constraint. Amendments are processed through the LAPC committee structure and by WisDOT and/or MnDOT and require a 15-day public comment period. Amendments include:

- Transit projects that include the addition or deletion of a programmed project, changes to a programmed project's program year or funding source, or a major change in project scope or cost.
- Adding or deleting a project.
- Advancing a project for implementation from the illustrative list.
- Moving a project forward out of the four-year project window.
- Changing the character of work or the project limits of a project such that the current description is no longer reasonably accurate.
- Changing project funding that impacts funding for other projects, forcing any project out of the four-year window.

- Changing the total cost of a project by 10 percent or more or \$1,000,000.

## Project Prioritization Process

The LAPC prioritizes local projects submitted to WisDOT for funding from the Surface Transportation Program-Urban and the Transportation Alternatives Program (TAP). The projects are prioritized by the Technical Advisory Committee (TAC) and the Committee on Transit and Active Transportation (CTAT), respectively, and the ranked project lists forwarded to the LAPC Policy Board for approval and subsequent submission to the Wisconsin Department of Transportation (WisDOT). [Project prioritization criteria](#) can be found on the [LAPC Website](#).

The process used to select projects to be programmed through the TIP is based on the ten planning factors identified in 23 CFR 350.306(b) and listed below.

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) 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.
- 6) Enhance integration and connectivity of the transportation system across and between modes, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

In Minnesota, the Minnesota Department of Transportation (MnDOT) District 6 Area Transportation Partnership (ATP) reviews and selects Minnesota projects for the LAPC TIP. The LAPC Executive Director is a member of the ATP.

## STP-U Project Selection Policies

The LAPC Policy Board approved the following policies to ensure equitable allocation of STP-U funds, especially when a municipality requests moving funds from one project to another:

1. The goal is to fund STP-U projects at 80% federal and 20% local.
2. STP-U funds will be approved for construction only (will not be approved for funding real estate, utilities, or design).

3. Selection criteria will be included that awards additional points for having project design and right of way acquisition completed.
4. A municipality has the option of transferring STP-U funds from one STP-U-approved project to another STP-U-approved project with the following criteria:
  - a. The municipality must drop one project completely when moving funding to another approved STP-U project.
  - b. Any re-allocation of funds from one approved STP-U project to another will require action by the TAC and LAPC.
  - c. Project sponsors are limited to two substitutions per project.
5. If an STP-U-funded project fails to meet, or is not anticipated to meet, the schedule assigned by the municipality and/or WisDOT, and the municipality has not transferred the funds according to the policy (4.) above, the TAC may re-allocate the funding in the following order:
  - a. Allocate the funding to one or more other STP-U projects that are not funded up to 80% federal.
  - b. Allocate the funding to a new STP-U-eligible project in accordance with the LAPC project selection criteria. The new project (or project phase) must meet the STP-U cycle timeline and be funded with at least 50% federal dollars.
6. If the amount of STP-U funding available is greater than two years of the normal annual allocation, the funds in excess of the two years of funding will be prioritized to transit projects.
7. Special consideration will be given to projects in municipalities that have not received an STP-U grant in recent cycles.
8. Every project recommended for STP-U funding will be required to include appropriate multi-modal aspects.

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# TIP Projects Lists

The TIP includes six types of projects lists:

- The TIP Projects List (Table 3) lists state-funded, federally funded, and regionally significant projects programmed within the 4-year TIP timeframe.
- The TIP Grouped Projects List (Table 4) lists projects that are grouped under a single line item in the TIP Project List.
- The TIP [Illustrative Projects List](#) lists projects that are anticipated, but for which funding has not yet been identified.
- The [List of Projects Removed from the TIP](#) lists the status of projects that have been removed from the previous 4-year TIP.
- The Wisconsin *Local Roads Improvement Program (LRIP) Open Projects Summary Report* lists local road projects in the planning area. The LRIP list is located on the [Wisconsin DOT website](#).
- The [List of Annual Obligated Projects](#) lists projects for which state and federal funding are obligated. The list is also posted on the [LAPC website](#).

## TIP Projects List

The TIP Projects List includes a variety of information about each project as explained below:

**Project Number:** Each project is assigned a unique number in the form 243-yy-####. The first part, “243,” identifies the metropolitan area. The second part, “yy,” identifies the year that the project entered the TIP (for example, “17” means that the project entered the TIP in 2017). The third part, “####” is a sequential number of the project within a TIP year.

**State ID Number:** The project number(s) assigned by WisDot and MnDOT.

**Sponsoring Agency:** The state or local unit of government initiating the project.

**Project Description:** The project description provides sufficient detail to identify the project or phase, including the project’s jurisdiction, facility name, length, specific geographical limits, proposed improvement(s), year(s) of funding obligations, and year(s) of anticipated design, right-of-way, and construction as applicable.

**Project Type:** Identifies the type of work that will be accomplished for each project. The terms used in the project list include:

- Sys Pres (System Preservation)
- Pave Rep (Pavement Replacement)
- Re Cond (Reconditioning)
- Re Const (Reconstruction)
- Major(E) (Major Expansion)
- Br Rehab (Bridge Rehabilitation)
- Br Repl (Bridge Replacement)
- Rail
- Safety
- Transit
- Other

**Project Costs:** Project costs are listed in thousands (x \$1,000) by project component: preliminary engineering (PE), right-of-way purchase (ROW or RW), utilities (UTL), construction (CONST), planning study or other transportation related activity (PLAN), operating assistance (OA), capital expense (CAPT).

**Source of Funds:** Project funding is listed as a program code as shown in Table 2. Because some projects are funded from a variety of sources, the major source is listed for each project.

**TABLE 2: PROJECT FUNDING SOURCES**

| FUNDING SOURCE*  | CODE  |
|--|-------|
| <b><i>Federal Highway Programs</i></b>                       |       |
| National Highway Performance Program                         | NHPP  |
| Surface Transportation Block Grant Program                   | STBG  |
| Transportation Alternatives Program                          | TAP   |
| Highway Safety Improvement Program                           | HSIP  |
| Federal Lands Access Program                                 | FLAP  |
| Federal Emergency Relief (Flooding)                          | ER    |
| <b><i>Federal Transit Programs</i></b>                       |       |
| Urbanized Area Formula Grant                                 | 5307  |
| Bus and Bus Facilities Program                               | 5339  |
| Enhanced Mobility of Seniors & Individuals with Disabilities | 5310  |
| Rural Area Formula Grants                                    | 5311  |
| <b><i>State and Local Funding</i></b>                        |       |
| Major Highway Projects (Wisconsin)                           | MAJOR |
| Wisconsin or Minnesota State Funds (includes transit funds)  | SF    |
| Municipality Local Funds                                     | LF    |

## TIP Grouped Projects List

The Grouped Projects List (Table 4) includes projects that are grouped under a single project number in the TIP Project List. These projects have little to no environmental impact, are not regionally significant, and, and can be processed quickly through an administrative modification. Grouped project types currently include bridge maintenance, emergency repair, and existing TAP projects. Because we now add new TAP projects to the main TIP projects list and not to the existing grouped list, the TAP group is slowly being phased out as projects are completed and removed from the TIP.



TABLE 3: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

| 2023 - 2026 Transportation Improvement Program Project List<br>November 16, 2022 |  |                                |   |                    |                                  | 2023 (x\$1000) |         |    |                  |         |     |    |    |               |                        | 2024 (x\$1000) |    |    |               |       | 2025 (x\$1000) |    |    |               |       | 2026 (x\$1000)      |  |  |  |  | Source of Funds |
|--|--|--------------------------------|---|--------------------|----------------------------------|----------------|---------|----|------------------|---------|-----|----|----|---------------|------------------------|----------------|----|----|---------------|-------|----------------|----|----|---------------|-------|---------------------|--|--|--|--|-----------------|
| Project Number   | State ID Number  | Sponsoring Agency              | Project Description   | Project Type       | Exp. Type                        | Fed            | WI      | MN | Local / Other    | Total   | Fed | WI | MN | Local / Other | Total                  | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN | Local / Other | Total |                     |  |  |  |  |                 |
| 243-23-005<br>243-24-005<br>243-25-005<br>243-26-005                             |  | State of Wisconsin / Minnesota | SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO   | Br Rehab           | PE<br>ROW<br>Const<br>Total      |                |         |    |                  |         |     |    |    |               |                        |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-23-010<br>243-24-010<br>243-25-010<br>243-26-010                             |  | Various Municipalities         | SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO  | Other              | PE<br>ROW<br>Const<br>Total      | 138.0          |         |    | 34.5             | 172.5   |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | TAP                 |  |  |  |  |                 |
| 243-23-011<br>243-24-011<br>243-25-011<br>243-26-011                             |  | State of Wisconsin / Minnesota | SW Region/District 6 Emergency Repair Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO   | ER                 | Non Infr<br>ROW<br>Infr<br>Total |                |         |    |                  |         |     |    |    |               |                        |                |    |    |               |       |                |    |    |               |       | ER                  |  |  |  |  |                 |
| 243-19-020   | 1070-04-34, 64   | State of Wisconsin             | IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Replacement B-32-73. Design Obligated in 2019, Construction Obligated in 2023, Construction in 2024   | Sys Pres / Br Repl | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               |                        |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-20-027   | 1074-00-31, 61   | State of Wisconsin             | IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-57). Design Obligated in 2022, Construction Anticipated in 2027  | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               |                        |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-18-017   | 1071-07-06, 76, 96                                     | State of Wisconsin             | IH-90, STH 16 to CTH C, Pavement & Bridge Replacements (B-32-23, 24, 25, 26, 27, 28), Design Anticipated 2023, Construction Anticipated after 2030  | Pav Rep / Br Rep   | PE<br>ROW<br>Const<br>Total      | 1,524.8        | 169.4   |    |                  | 1,694.2 |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-13-011   | 1071-08-04, 74   | State of Wisconsin             | IH 90, STH 16 Interchange Area. (S Kinney Coulee Rd to CTH C) Interchange Improvements. Bridge replacements B-32-0053, -0054. Design anticipated in 2023. Construction anticipated after 2030   | Re Const / Br Repl | PE<br>ROW<br>Const<br>Total      | 1,290.0        | 143.3   |    |                  | 1,433.3 |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-18-018   | 1070-04-03, 73   | State of Wisconsin             | IH-90, STH 157 Interchange Reconstruction, Design Anticipated 2023, Construction Anticipated after 2030   | Re Const           | PE<br>ROW<br>Const<br>Total      | 788.4          | 87.6    |    |                  | 876.0   |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-20-016   | 5250-06-72, 74   | State of Wisconsin             | USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated after 2030  | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-20-028   | 5250-06-73, 75   | State of Wisconsin             | USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated after 2030   | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-22-018   | 1630-03-03, 73   | State of Wisconsin             | USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Obligated in 2022, Construction Anticipated in 2028   | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-22-019   | 1630-03-04, 74   | State of Wisconsin             | USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2028   | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-22-021   | 1630-09-00   | State of Wisconsin             | USH 53, USH 14/61 - IH 90 (PE thru Environmental Document) Study - Includes USH 14/61, USH 53, WIS 16, WIS 35). Reconstruct, Design obligated 2022, Construction TIP #s: 243-20-016, 243-20-028   | Re Constr          | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | MAJORS              |  |  |  |  |                 |
| 243-20-031   | 1640-01-05, 75   | State of Wisconsin             | USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design obligated 2020, Construction scheduled for 2024-2025   | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-13-015   | 1641-02-02, 22, 42, 53, 54, 70, 72, 80, 82, 3700-10-79 | State of Wisconsin             | USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2021, Construction in 2022-2023                                      | Re Const           | PE<br>ROW<br>Const<br>Total      | 1,285.8        | 464.6   |    | 261.4            | 2,011.8 |     |    |    |               | Construction Continued |                |    |    |               |       |                |    |    |               |       | HSIP<br>NHPP<br>ITS |  |  |  |  |                 |
| 243-19-022   | 5200-03-33, 63   | State of Wisconsin             | USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair. Design Obligated in 2019, Construction Anticipated 2024   | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-14-026   | 5163-07-02, 20, 24, 42, 52, 53, 72, 77                 | State of Wisconsin             | STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, Construction 2026 (Advanceable to 2024)                                       | Re Const           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-11-024   | 7575-07-03, 23, 73, 83                                 | State of Wisconsin             | STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Construction in 2022.  | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               |                        |                |    |    |               |       |                |    |    |               |       | HSIP<br>NHPP        |  |  |  |  |                 |
| 243-11-028   | 7575-01-01, 05, 80                                     | State of Wisconsin             | STH 16, Gillette St. to STH 157. Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design (Environmental Document to PS&E for bridges B-32-0111 and B-32-0115), Final Design to begin in 2023. (Construction obligated in 2025, Construction in 2026) | BR Repl            | PE<br>ROW<br>Const<br>Total      |                | 2,000.0 |    |                  | 2,000.0 |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |
| 243-19-017   | 7575-01-35, 65   | State of Wisconsin             | STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair. Design Obligated in 2019, Construction Anticipated in 2025  | Sys Pres           | PE<br>ROW<br>Const<br>Total      |                |         |    | Design Continued |         |     |    |    |               | Design Continued       |                |    |    |               |       |                |    |    |               |       | NHPP                |  |  |  |  |                 |

| 2023 - 2026 Transportation Improvement Program Project List |                    |                       |  |              |                             |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    | Source of Funds |               |       |      |
|---|--------------------|-----------------------|--|--------------|-----------------------------|----------------|----|----|---------------|-------|----------------|----|----|---------------|-------|----------------|----|----|---------------|-------|----------------|----|-----------------|---------------|-------|------|
| November 16, 2022   |                    |                       |  |              |                             | 2023 (x\$1000) |    |    |               |       | 2024 (x\$1000) |    |    |               |       | 2025 (x\$1000) |    |    |               |       | 2026 (x\$1000) |    |                 |               |       |      |
| Project Number  | State ID Number    | Sponsoring Agency     | Project Description  | Project Type | Exp. Type                   | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN              | Local / Other | Total |      |
| 243-20-029  | 7570-05-00, 70     | State of Wisconsin    | STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Anticipated in 2024   | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | HSIP |
| 243-19-034  | 7575-01-06, 26, 76 | State of Wisconsin    | STH 16, La Crosse - Sparta (Losey Blvd to South Kinney Coulee Rd), Repair, Mill and Overlay, Design Obligated in 2020 and Construction Anticipated in 2025   | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | NHPP |
| 243-22-034  | 7570-05-06, 76     | State of Wisconsin    | STH 16, La Crosse - Sparta (Veterans Park to CTH M), Pavement Replacement, Design Anticipated in 2022 and Construction Anticipated in 2027-2028  | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | NHPP |
| 243-19-035  | 7140-00-02, 82     | State of Wisconsin    | STH 35, La Crosse - Trempealeau (Black River Bridges B-32-016 and B-32-018), Replacement, Design Obligated in 2019 and Constructed in 2025-2026  | Br Repl      | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-21-002  | 1630-03-00, 80     | State of Wisconsin    | USH 53, La Crosse - Galesville (B-32-131, 132, 135, 136, 139, 140), Bridge Rehabilitations, Design Obligated in 2022, Construction Anticipated in 2028   | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | NHPP |
| 243-20-030  | 5120-05-04, 74     | State of Wisconsin    | STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2026-2027  | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-19-023  | 7930-08-01, 21, 71 | State of Wisconsin    | STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) Includes Bridge Rehab B-32-018.1, Design Obligated in 2019, Construction Anticipated in 2023-2024 | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-22-030  | 5991-02-03, 73, 76 | State of Wisconsin    | STH 157 - Main St, City of Onalaska (St Ave S TO 0.05 East of 17th Ave), Pavement Replacement, Design Anticipated in 2023, Construction Anticipated in 2029  | Pav Repl     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | NHPP |
| 243-20-017  | 5347-00-00         | La Crosse County      | CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design, Obligated in 2020, Potential BUILD-TIGER grant or STBG project for Construction.                            | Reconst      | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | LF   |
| 243-20-022  | 7049-00-00, 70     | La Crosse County      | CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, with Construction anticipated in 2023-2024.  | Br Repl      | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-20-023  | 7323-00-01, 71     | La Crosse County      | CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2020, with Construction anticipated in 2023-2024   | Br Repl      | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-22-029  | 5991-02-05, 74, 75 | La Crosse County      | CTH ZM, Town of Onalaska, CTH Z - CTH OT, Pavement Replacement, Design Anticipated in 2022, with Construction Anticipated in 2022 (Actual Construction in 2023)  | Pav Repl     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-21-013  | 5991-02-61, 62     | City of Onalaska      | East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Anticipated in 2023   | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | HSIP |
| 243-22-022  |                    | City of Onalaska      | Theater Road, STH 16 to Midwest Drive, Design Obligated in 2022, Construction Anticipated in 2024  | Reconstr     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | MSIS |
| 243-22-023  | 5991-02-67, 68     | City of Onalaska      | Midwest Drive, Theater Road to Main Street, Reconstruct, Design Obligated in 2022, Construction Anticipated in 2024-2025   | Reconstr     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-22-024  | 5991-07-60, 61, 62 | City of La Crosse     | 6th Street, Cass Street to State Street, Reconstruct, Design Anticipated in 2023, Construction Anticipated in 2025   | Reconstr     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |
| 243-19-026  | 1641-03-04, 25     | City of La Crosse     | Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-75, 7575-07-70 for Construction).   | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | HSIP |
| 243-19-027  | 1641-03-75         | City of La Crosse     | USH 14/51, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022 with Construction in 2023  | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | HSIP |
| 243-19-029  | 7575-07-70         | City of La Crosse     | STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022.   | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | HSIP |
| 243-22-025  | 5991-00-21, 22     | Village of West Salem | City Loop Drive, East Jefferson Street to Neshonoc Road, Resurfacing, Design Obligated in 2022, Construction Anticipated in 2024-2025  | Sys Pres     | PE<br>ROW<br>Const<br>Total |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |                 |               |       | STBG |

| 2023 - 2026 Transportation Improvement Program Project List<br>November 16, 2022 |  |                            |   |              |           | 2023 (x\$1000) |         |         |               |          |         |      |       |               |                        | 2024 (x\$1000) |       |    |               |       | 2025 (x\$1000)         |    |    |                        |       | 2026 (x\$1000)  |  |  |  |  |  |
|--|--|----------------------------|---|--------------|-----------|----------------|---------|---------|---------------|----------|---------|------|-------|---------------|------------------------|----------------|-------|----|---------------|-------|------------------------|----|----|------------------------|-------|-----------------|--|--|--|--|--|
| Project Number   | State ID Number  | Sponsoring Agency          | Project Description   | Project Type | Exp. Type | Fed            | WI      | MN      | Local / Other | Total    | Fed     | WI   | MN    | Local / Other | Total                  | Fed            | WI    | MN | Local / Other | Total | Fed                    | WI | MN | Local / Other          | Total | Source of Funds |  |  |  |  |  |
| 243-22-026   | 5991-00-25, 26   | Village of West Salem      | Mark Street, East Garland Street to East Avenue, Resurface, Design Obligated in 2022, Construction Anticipated in 2023-2024   | Sys Pres     | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | STBG            |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     | 131.9          |         |         | 33.0          | 164.9    |         |      |       |               | Construction Continued |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 131.9          |         |         | 33.0          | 164.9    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-031   | 5991-00-30, 31   | Village of West Salem      | Leonard Street, Village of West Salem (Elm Street to Hamilton Street), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2025-2026  | Pav Repl     | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | STBG            |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        | 308.1          |       |    |               | 79.4  | 387.5                  |    |    | Construction Continued |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          |         |      |       |               |                        | 308.1          |       |    |               | 79.4  | 387.5                  |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-016   | 5436-00-06   | La Crosse County           | CTH M, CTH I - CTH O, Reconstruct, Design Obligated in 2021, Construction not Currently Scheduled/Obligated   | Reconst      | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | LF              |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-017   | 5436-00-07, 77   | La Crosse County           | CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007, Design Anticipated in 2021, Construction Anticipated in 2024-2025  | Br Repl      | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | STBG            |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          | 1,036.0 |      |       | 260.1         | 1,296.1                |                |       |    |               |       | Construction Continued |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          | 1,036.0 |      |       | 260.1         | 1,296.1                |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-018   | 7272-00-02, 72   | La Crosse County           | Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Obligated in 2021, Construction Anticipated in 2024-2025  | Br Repl      | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | STBG            |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          | 389.9   |      |       | 98.6          | 488.5                  |                |       |    |               |       | Construction Continued |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          | 389.9   |      |       | 98.6          | 488.5                  |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-027   | 5346-00-01, 71   | La Crosse County           | Drogseth Road, Town of Barre, Bostwick Creek Bridge Replacement P-32-903 (new B-32-231), Design Obligated in 2022, Construction Anticipated in 2024   | Br Repl      | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | STBG            |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          | 541.3   |      |       | 136.5         | 677.8                  |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          | 541.3   |      |       | 136.5         | 677.8                  |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-019   | 3700-10-89   | State of Wisconsin         | Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023  | Sys Pres     | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | ITS             |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-021   | 1071-01-02, 82   | State of Wisconsin         | IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface & Deck Replacements (B-32-23, 24, & 27), Design Obligated in 2022, Construction Anticipated in 2026/2027   | Sys Pres     | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | NHPP            |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-035   | 5991-07-65, 66   | City of La Crosse          | City of La Crosse, Grand Crossing Trail, Myrick Park Drive to Saint James St, Bicycle/Pedestrian Multi-Use Trail, Design Anticipated in 2023, Construction Anticipated in 2024  | Other        | PE        |                |         |         | 76.8          | 76.8     |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | TAP             |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          | 625.4   |      |       | 156.3         | 781.7                  |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          | 76.8    | 76.8 | 625.4 |               |                        | 156.3          | 781.7 |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-036   | 5991-07-72, 73   | City of La Crosse          | City of La Crosse, Wagon Wheel Trail, La Crescent MN to C La Crosse, Bicycle/Pedestrian Multi-Use Trail, Design Anticipated in 2023, Construction Anticipated in 2025   | Other        | PE        |                |         |         | 11.8          | 11.8     |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | TAP             |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          | 11.8    | 11.8 |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-037   | 5991-06-03, 73   | Town of Shelby             | T Shelby, Goose Island Trail, CTH GI to Sunnyside Drive, Bicycle/Pedestrian Multi-Use Path, Design Anticipated in 2024, Construction Anticipated in 2024/2025   | Other        | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | TAP             |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          | 286.4   |      |       | 71.6          | 358.0                  |                |       |    |               |       | Construction Continued |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     |                |         |         |               |          | 286.4   |      |       | 71.6          | 358.0                  |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-038   | 1009-22-05   | City of La Crosse          | City of La Crosse, Bike/Ped Plan, City of La Crosse City Wide, Bike/Pedestrian Master Plan Update, Design/Planning Anticipated in 2023  | Other        | PE        | 96.0           |         |         | 24.0          | 120.0    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | TAP             |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 96.0           |         |         | 24.0          | 120.0    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-039   | 1009-01-30   | West Salem School District | West Salem SRTS Study and Program, West Salem School District, SRTS Improvements, Design/Planning Anticipated in 2023   | Other        | PE        | 44.0           |         |         | 11.0          | 55.0     |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | TAP             |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 44.0           |         |         | 11.0          | 55.0     |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-022   | 1000-74-00, 20, 40, 50, 51, 52, 53, 54, 55, 56, 57, 70, 71 | State of Wisconsin         | Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2022, ROW Scheduled in 2023, Construction Obligated in 2022 & 2023 (const. until 2026) | Rail         | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | Rail Safety     |  |  |  |  |  |
|  |  |                            |   |              | ROW       | 230.2          |         |         | 153.5         | 383.7    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     | 27,354.5       | 5,091.7 | 8,353.4 | 5,000.0       | 45,799.6 |         |      |       |               | Construction Continued |                |       |    |               |       | Construction Continued |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 27,584.7       | 5,091.7 | 8,506.9 | 5,000.0       | 46,183.3 |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-21-023   | 5991-05-52   | State of Wisconsin         | Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction in 2023  | Rail         | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | Rail Safety     |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     | 176.8          |         |         | 176.7         | 353.5    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 176.8          |         |         | 176.7         | 353.5    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-028   | 5991-07-46   | State of Wisconsin         | City of La Crosse, Sims Place (BNSF RR Xing 917431D), Add Roadway Median/Misc, Construction in 2023   | Rail         | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | Rail Safety     |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     | 77.3           |         |         | 8.6           | 85.9     |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 77.3           |         |         | 8.6           | 85.9     |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
| 243-22-020   | 5991-05-53   | State of Wisconsin         | City of La Crosse, Sims Place (BNSF RR Xing 917431D), Railroad Operations/Replace Signals, Add Gates/Misc, Construction in 2023   | Rail         | PE        |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       | Rail Safety     |  |  |  |  |  |
|  |  |                            |   |              | ROW       |                |         |         |               |          |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Const     | 151.5          |         |         | 151.5         | 303.0    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |
|  |  |                            |   |              | Total     | 151.5          |         |         | 151.5         | 303.0    |         |      |       |               |                        |                |       |    |               |       |                        |    |    |                        |       |                 |  |  |  |  |  |



| 2023 - 2026 Transportation Improvement Program Project List |                                   |   |   |              |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | Source of Funds |  |
|---|-----------------------------------|---|---|--------------|-----------|----------------|-----------|---------|---------------|---------|----------------|-------|---------|---------------|---------|----------------|-------|---------|---------------|---------|----------------|-------|---------|---------------|-------|-----------------|--|
| November 16, 2022   |                                   |   |   |              |           | 2023 (x\$1000) |           |         |               |         | 2024 (x\$1000) |       |         |               |         | 2025 (x\$1000) |       |         |               |         | 2026 (x\$1000) |       |         |               |       |                 |  |
| Project Number  | State ID Number                   | Sponsoring Agency   | Project Description   | Project Type | Exp. Type | Fed            | WI        | MN      | Local / Other | Total   | Fed            | WI    | MN      | Local / Other | Total   | Fed            | WI    | MN      | Local / Other | Total   | Fed            | WI    | MN      | Local / Other | Total |                 |  |
| MINNESOTA PROJECTS  |                                   |   |   |              |           | 2023           |           |         |               |         | 2024           |       |         |               |         | 2025           |       |         |               |         | 2026           |       |         |               |       |                 |  |
| 243-09-015  | TRF-3780-23, 24, 25, 26           | City of La Crescoent  | SECT 5307: City of La Crescent Transit Operating Assistance         | Transit      | PE        |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5307            |  |
|   |                                   |   |   |              | OA        | 78.1           |           |         | 312.5         | 390.7   | 78.1           |       |         | 312.5         | 390.7   | 78.1           |       |         | 312.5         | 390.7   | 78.1           |       |         | 312.5         | 390.7 |                 |  |
|   |                                   |   |   |              | CAPT      |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   |              | TOTAL     | 78.1           |           |         | 312.5         | 390.7   | 78.1           |       |         | 312.5         | 390.7   | 78.1           |       |         | 312.5         | 390.7   | 78.1           |       |         | 312.5         | 390.7 |                 |  |
| WISCONSIN TRANSIT PROJECTS                                  |                                   |   |   |              |           | 2023           |           |         |               |         | 2024           |       |         |               |         | 2025           |       |         |               |         | 2026           |       |         |               |       |                 |  |
| 243-03-037  |                                   | La Crosse County  | MiniBus, Volunteer Driver   | Transit      | PE        |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | SF              |  |
|   |                                   |   |   |              | OA        |                | 293.8     |         | 58.8          | 352.6   |                | 293.8 |         | 58.8          | 352.6   |                | 293.8 |         | 58.8          | 352.6   |                | 293.8 |         | 58.8          | 352.6 |                 |  |
|   |                                   |   |   |              | CAPT      |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   |              | TOTAL     |                | 293.8     |         | 58.8          | 352.6   |                | 293.8 |         | 58.8          | 352.6   |                | 293.8 |         | 58.8          | 352.6   |                | 293.8 |         | 58.8          | 352.6 |                 |  |
| 243-03-039  | City of LaCrosse                  | MTU Operating Assistance  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5307            |  |
|   |                                   |   |   | OA           | 2,556.7   | 1,459.2        |           | 1,668.8 | 5,684.7       | 2,556.7 | 1,459.2        |       | 1,668.8 | 5,684.7       | 2,556.7 | 1,459.2        |       | 1,668.8 | 5,684.7       | 2,556.7 | 1,459.2        |       | 1,668.8 | 5,684.7       |       |                 |  |
|   |                                   |   |   | CAPT         |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        | 2,556.7   | 1,459.2        |           | 1,668.8 | 5,684.7       | 2,556.7 | 1,459.2        |       | 1,668.8 | 5,684.7       | 2,556.7 | 1,459.2        |       | 1,668.8 | 5,684.7       | 2,556.7 | 1,459.2        |       | 1,668.8 | 5,684.7       |       |                 |  |
| 243-23-012  | City of LaCrosse                  | Two (2) Hybrid Replacement Buses  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5339            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         | 1,280.0   |                |           | 320.0   | 1,600.0       |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        | 1,280.0   |                |           | 320.0   | 1,600.0       |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-21-001  | City of La Crosse                 | Two (2) Replacement Fixed-Route Low-Floor Diesel-Electric Hybrid Buses. (The Local Share will be paid over 10 years through shared revenue reduction.)  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | VW              |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-19-019  | City of La Crosse                 | MTU Low- or No-Emission - 2 Electric Buses, 2 Charging Stations, Infrastructure on Electric Grid; funds obligated in 2019; capital will be acquired in 2021 due to delays created by COVID-19 | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5339(c)         |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-22-012  | Couleecap                         | Vehicle Loans, Operating Assistance (WETAP). Crawford, La Crosse, and Vernon Counties   | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5307<br>85.24   |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-22-013  | Vernon County                     | Mobility Management, Volunteer Driver Program and Vernon County Mini Bus. Serves locations in La Crosse Area  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5310            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-22-014  | Vernon Area Rehabilitation Center | One (1) medium-large bus replacement vehicle.   | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5310            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-22-015  | Aptiv, Inc.                       | One (1) Bariatric Van, Side-load. Serves La Crosse, Monroe, Jackson, and Walworth Counties  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5310            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-22-016  | Monroe County                     | One (1) Bariatric Van, Side-load. Serves La Crosse and Monroe Counties  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5310            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-22-017  | Center for Independent Living     | Call Center, Mobility Management, Volunteer Drivers. Serves La Crosse County and 41 Other Wisconsin Counties  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5310            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-20-013  | La Crosse County                  | Two battery electric cutaway buses and associated infrastructure equipment for Scenic Mississippi Regional Transit (SMRT) service   | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | VW              |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-20-026  | La Crosse County                  | Two (2) Standard 35-ft Bus Replacements, Obligation in 2022.  | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5339            |  |
|   |                                   |   |   | OA           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        |           |                | Continued |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-13-013  | La Crosse County                  | Scenic Mississippi Regional Transit (SMRT) La Crosse, Crawford, Monroe, and Vernon Counties   | Transit   | PE           |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5311            |  |
|   |                                   |   |   | OA           | 237.5     | 60.0           |           | 177.5   | 475.0         |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | CAPT         |           |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   | TOTAL        | 237.5     | 60.0           |           | 177.5   | 475.0         |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
| 243-03-043  | 11.12.15<br>11.93.02              | City of Onalaska  | Onalaska / Holmen / West Salem Public Transit. Operating Assistance | Transit      | PE        |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       | 5307            |  |
|   |                                   |   |   |              | OA        | 386.7          | 266.1     |         | 234.4         | 887.2   | 386.7          | 266.1 |         | 234.4         | 887.2   | 386.7          | 266.1 |         | 234.4         | 887.2   | 386.7          | 266.1 |         | 234.4         | 887.2 |                 |  |
|   |                                   |   |   |              | CAPT      |                |           |         |               |         |                |       |         |               |         |                |       |         |               |         |                |       |         |               |       |                 |  |
|   |                                   |   |   |              | TOTAL     | 386.7          | 266.1     |         | 234.4         | 887.2   | 386.7          | 266.1 |         | 234.4         | 887.2   | 386.7          | 266.1 |         | 234.4         | 887.2   | 386.7          | 266.1 |         | 234.4         | 887.2 |                 |  |

TABLE 4: 2023-2026 TIP GROUPED PROJECT LIST

| Table 4: 2023 - 2026 TIP Grouped Project List                  |                 |                    |  |              |           |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|--|-----------------|--------------------|--|--------------|-----------|----------------|----|----|---------------|-------|----------------|----|----|---------------|-------|----------------|----|----|---------------|-------|----------------|----|----|---------------|-------|-----------------|
| November 16, 2022  |                 |                    |  |              |           | 2023 (x\$1000) |    |    |               |       | 2024 (x\$1000) |    |    |               |       | 2025 (x\$1000) |    |    |               |       | 2026 (x\$1000) |    |    |               |       |                 |
| Project Number   | State ID Number | Sponsor-ing Agency | Project Description  | Project Type | Exp. Type | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN | Local / Other | Total | Fed            | WI | MN | Local / Other | Total | Source of Funds |
| SW Region/District 6 Bridge Maintenance Project Group          |                 |                    |  |              |           |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
| SW Region/District 6 Local Emergency Relief (EF) Project Group |                 |                    |  |              |           |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
| Transportation Alternatives Program                            |                 |                    |  |              |           |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
| 243-21-010   | 5991-08-03, 73  | La Crosse County   | Multi-use Trail (S. Kinney Coulee Rd - Landfill Rd), Design obligated in 2021, Construction obligated in 2022 with construction in 2023  | Other        | PE        |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       | TAP             |
|  |                 |                    |  |              | ROW       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|  |                 |                    |  |              | Const     |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|  |                 |                    |  |              | Total     |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
| 243-21-010   | 5991-08-04, 74  | La Crosse County   | Bicycle/Pedestrian Bridge (OTH VP in Veteran's Park), Design obligated in 2021, Construction obligated in 2022 with construction in 2023 | Other        | PE        |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       | TAP             |
|  |                 |                    |  |              | ROW       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|  |                 |                    |  |              | Const     |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|  |                 |                    |  |              | Total     |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
| 243-21-010   | 1009-01-25, 26  | La Crosse County   | Non-Infrastructure, La Crosse County, SRTS, Obligated in 2022 and 2023, Commencement 08/2024   | Other        | PE        | 138.0          |    |    | 34.5          | 172.5 |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       | TAP             |
|  |                 |                    |  |              | ROW       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|  |                 |                    |  |              | Const     |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |
|  |                 |                    |  |              | Total     | 138.0          |    |    | 34.5          | 172.5 |                |    |    |               |       |                |    |    |               |       |                |    |    |               |       |                 |

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## Illustrative Projects List

The illustrative projects list (Table 5) includes future projects that are being considered by area municipalities and agencies. Funding for these projects has not yet been identified or secured and they are included to give planners, decision makers, and the public an idea of future transportation improvements.

TABLE 5: ILLUSTRATIVE PROJECTS LIST

| Sponsoring Agency   | Description   | Type     | Year      | Estimated Cost |
|---------------------|---|----------|-----------|----------------|
| City of Onalaska    | Theater Rd from County Road PH to STH 16; reconstruct; concrete pavement (5 lanes)                  | Re Const | 2020-2023 | \$800,000      |
| City of Onalaska    | CTH OS from STH 16 to Market Pl; widen to 7 lanes   | Re Const | 2024-2029 | \$100,000      |
| City of Onalaska    | East Main St/Green Coulee Rd Corridor Improvements  | Sys Pres | 2024-2029 | \$3,500,000    |
| City of La Crescent | Wagon Wheel Trail Phase 4   | Other    | 2026-2040 | \$1,160,000    |
| TBD                 | Interstate 90 Corridor Shared-Use Trail   | Other    | 2026-2040 | \$28,425,600   |
| City of La Crosse   | Kinney Coulee Connection shared-use path  | Other    | 2026-2040 | \$8,500,000    |
| City of La Crosse   | River Point Black River Trail extension   | Other    | 2025-2026 | \$2,500,000    |
| City of La Crosse   | Green Bay Street from 14 <sup>th</sup> St to East Ave; reconstruct; add bike lanes and lighting     | Re Const | 2025      | \$712,000      |
| City of La Crosse   | Green Bay Street from South Ave to 14 <sup>th</sup> St; reconstruct; replace signal, add bike lanes | Re Const | 2026      | \$2,300,000    |
| City of La Crosse   | Losey Blvd from La Crosse to Cass; reconstruct; replace two signals, replace utilities              | Re Const | 2024      | \$6,052,000    |
| City of La Crosse   | Losey Blvd from Cass to State Rd; reconstruct; replace utilities                                    | Re Const | 2025      | \$4,130,000    |
| City of La Crosse   | Losey Blvd from State Rd to Ward Ave; reconstruct; replace signal, replace utilities                | Re Const | 2026      | \$5,450,000    |
| City of La Crosse   | State St from 16 <sup>th</sup> St to 17 <sup>th</sup> St; reconstruct; replace utilities            | Re Const | 2025      | \$588,000      |
| City of La Crosse   | 16 <sup>th</sup> St from State St to Main St; reconstruct; replace utilities                        | Re Const | 2025      | \$548,000      |
| Town of Shelby      | Mormon Coulee Greenway Trail  | Other    | 2026-2040 | \$1,800,000    |



## List of Projects Removed from the TIP

Projects removed from the 2023-2026 TIP are listed in Table 6.

TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2023-2026 TIP

| Project Number | State ID Number  | Sponsoring Agency  | Project Description   | Reason for Removal |
|----------------|--|--------------------|---|--------------------|
| 243-19-021     | 1070-04-33, 63   | State of Wisconsin | IH 90, CTH BW, CTH B and STH 157 EB Bridges (B-32-51, 52, 55) Thin Polymer Overlays                     | Completed          |
| 243-19-015     | 1074-00-02, 72   | State of Wisconsin | IH-90, CTH C to East County Line, Resurface   | Completed          |
| 243-06-012     | 1630-08-00   | State of Wisconsin | USH 53, USH 14/61 - IH 90, Reconstruction, (TIP # 243-06-013 for all ROW, Utilities, Construction)      | TPC decision       |
| 243-06-013     | 1630-08-21, 23, 25, 27, 40, 44, 46, 48, 70, 71, 75, 77, 80, 81, 84, 86, 88, 89 | State of Wisconsin | USH 53, USH 14/61 - IH 90, Reconstruction   | TPC decision       |
| 243-17-013     | 1630-03-01, 61   | State of Wisconsin | USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation   | Completed          |
| 243-18-015     | 1640-03-31, 61   | State of Wisconsin | USH 14, Brickyard Lane – CTH M, Mill & Overlay  | Completed          |
| 243-18-024     | 5160-06-00, 70   | State of Wisconsin | STH 35, Genoa – La Crosse (Village of Stoddard North Limit to North Vernon County Line), Mill & Overlay | Completed          |
| 243-18-019     | 7575-00-01, 71   | State of Wisconsin | STH 16, Braund Street to CTH OS, Monotubes and Left Turn Lane Improvements                              | Completed          |
| 243-18-025     | 7570-05-34, 64   | State of Wisconsin | STH 16, La Crosse – Sparta (0.27 Miles East of La Crosse River to Big Creek). Mill & Overlay            | Completed          |
| 243-20-014     | 3700-10-83   | State of Wisconsin | STH 16, La Crosse – Sparta (STH 16/IH 90 Interchange EB/WB Ramps). Monotube Installation                | Completed          |
| 243-20-019     | 3700-10-87   | State of Wisconsin | STH 16, City of La Crosse (STH 16 & Gillette St), Traffic Signals & Monotubes                           | Completed          |
| 243-20-020     | 3700-10-88   | State of Wisconsin | STH 16, City of La Crosse (Various Highways/ Intersections), Signals Cabinets & Equipment               | Completed          |
| 243-11-012     | 5120-03-02, 22, 72   | State of Wisconsin | STH 33. Jackson St. City of La Crosse, 3rd St. to 23rd St. Surface (1.67 mi.)                           | Completed          |
| 243-19-012     | 7048-00-00, 80   | State of Wisconsin | CTH C, IH 90 – STH 16 (CTH B & CP RR Bridge B-32-0069(84.10)), Bridge Rehab                             | Completed          |
| 243-14-020     | 7067-00-00, 70, 71   | La Crosse County   | CTH SN, CTH OT to Alpine Lane. Reconst, 2-phase: CTH OT to Hanson Rd, incl. Br Repl P-32-127            | Completed          |
| 243-15-014     | 5436-00-01, 71   | La Crosse County   | CTH M, STH 33 - I90 (CTH O to CTH B), Recondition   | Completed          |
| 243-16-012     | 5085-00-00, 70   | La Crosse County   | CTH GI, Goose Island Campground, Recondition  | Completed          |
| 243-20-021     | 7323-00-00, 70   | La Crosse County   | CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement              | Completed          |

TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2023-2026 TIP (continued)

| Project Number | State ID Number                | Sponsoring Agency  | Project Description  | Reason for Removal    |
|----------------|--------------------------------|--------------------|--|-----------------------|
| 243-19-024     | 5991-07-42, 43, 44             | City of La Crosse  | Gillette St, Caledonia St to STH 35/George St, Reconstruct   | Completed             |
| 243-19-025     | 5991-07-36, 37, 38             | City of La Crosse  | Green Bay St, East Ave to S 22nd St, Reconstruct   | Completed             |
| 243-19-028     | 5120-02-70                     | City of La Crosse  | STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes   | Completed             |
| 243-19-030     | 5220-04-04, 24, 74             | City of La Crosse  | STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks                      | Completed             |
| 243-21-014     | 1062-08-80                     | State of Wisconsin | Various Highways, Vernon County Bridges - Approach Slab Repair   | Completed             |
| 243-21-015     | 1032-08-80                     | State of Wisconsin | Various Highways, La Crosse County Bridges - Approach Slab Repair  | Completed             |
| 243-21-020     | 1630-00-81                     | State of Wisconsin | USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair                                   | Completed             |
| 243-21-012     | 5120-02-02, 72                 | State of Wisconsin | STH 33, City of La Crosse, State Road & Losey Boulevard Intersection   | Need for coordination |
| 243-20-035     |                                | City of La Crosse  | MTU In-Ground and Movable Wheel Engaging Vehicle Hoists  | Completed             |
| 243-22-032     | 5991-00-01                     | City of La Crosse  | Two (2) Clean Diesel Buses, City of La Crosse, Public Transportation   | Transferred to FTA    |
| 243-19-032     | 5991-02-60                     | City of Onalaska   | Transit Vans, OHWS Public Transit, 5 Transit Vans  | Completed             |
| 243-22-033     | 5991-02-69                     | City of Onalaska   | Four (4) Transit Vans, City of Onalaska, OHWS Public Transit   | Transferred to FTA    |
| 243-20-024     | 5991-02-01                     | City of Onalaska   | Four (4) Transit Vans  | Completed             |
| 243-11-010     | 1009-00-67, 73, 1009-01-03, 04 | La Crosse County   | Non-Infrastructure, La Crosse County. Equipment; Education, Encouragement, Enforcement and Evaluation Activities | Completed             |

## Wisconsin LRIP Open Projects County Summary Report

The Wisconsin *Local Roads Improvement Program (LRIP) Open Projects County Summary Report* includes LRIP projects within La Crosse County. LRIP is a Wisconsin state funded program that assists local governments with improving seriously deteriorating county highways, town roads, and city and village streets.

The LRIP program is administered by the La Crosse County Highway Department and is not subject to approval by the LAPC. Please refer to the WisDOT website:

<https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/lrip/open-county.pdf>.

## List of Annual Obligated Projects

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The LAPC maintains a list of projects for the La Crosse and La Crescent area for which state and federal funding is obligated each year. This list is posted on the [Transportation Improvement Program](#) page of the [LAPC website](#).

# Performance Monitoring

## Background

Federal transportation law requires MPOs to incorporate performance-based planning and programming when developing the MTP and the TIP. Performance measures established in 23 CFR 490 for safety, system condition, system performance, and system reliability, 49 CFR 625 for transit asset management, and 49 CFR 673 for transit safety were developed to meet the federal performance goals outlined below:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability:** To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## Target Setting & Performance Monitoring

The LAPC, as a metropolitan planning organization, is required to establish performance targets that address the performance measures established under 23 CFR 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d). The measures and targets are used to track progress toward meeting performance goals for the planning area. Rather than develop their own targets, the LAPC agreed in 2017 to plan and program projects that support WisDOT and MnDOT performance targets. The [cooperative agreements](#) between the LAPC and its transportation partners include the commitment to cooperatively select and establish performance targets.

The LAPC Policy Board approved in November 2020 to plan and program projects that contribute toward the accomplishment of all State targets.

As a small attainment MPO, the LAPC TIP reports the Wisconsin and Minnesota targets for five Highway Safety Improvement Program (HSIP) measures, nine National Highway Performance Program (NHPP)

measures, three Transit Asset Management (TAM) measures, and seven transit safety measures relevant to our planning area.

## Highway Safety

### State Targets

The Wisconsin and Minnesota targets for the HSIP measures are illustrated in tables 7 and 8, respectively. Each measure is based on a five-year rolling average and targets are updated annually.

WisDOT targets are adjusted from the baseline to reflect a goal of a 2% reduction in each measure.

TABLE 7: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2023

| Safety Performance Measure  | 2017-2021<br>Baseline | 2023<br>Targets |
|---|-----------------------|-----------------|
| <i>Fatalities:</i> Number of fatalities   | 599.2                 | 587.2           |
| <i>Fatality Rate:</i> Fatalities per 100 million vehicle miles traveled   | 0.956                 | 0.937           |
| <i>Serious Injuries:</i> Number of serious injuries   | 3,106.4               | 3,044.3         |
| <i>Serious Injury Rate:</i> Serious injuries per 100 million vehicle miles traveled   | 4.956                 | 4.857           |
| <i>Non-motorized Fatalities and Serious Injuries:</i> Number of non-motorized fatalities and non-motorized serious injuries | 371.4                 | 364.0           |

Source: Wisconsin Department of Transportation.

MnDOT has elected to retain the targets from 2022 as the targets for 2023.

TABLE 8: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2023

| Safety Performance Measure  | 2017-2021<br>Baseline | 2023<br>Targets |
|---|-----------------------|-----------------|
| <i>Fatalities:</i> Number of fatalities   | 397.0                 | 352.4           |
| <i>Fatality Rate:</i> Fatalities per 100 million vehicle miles traveled   | 0.695                 | 0.582           |
| <i>Serious Injuries:</i> Number of serious injuries   | 1,664.0               | 1,463.4         |
| <i>Serious Injury Rate:</i> Serious injuries per 100 million vehicle miles traveled   | 2.908                 | 2.470           |
| <i>Non-motorized Fatalities and Serious Injuries:</i> Number of non-motorized fatalities and non-motorized serious injuries | 280.8                 | 258.4           |

Source: Minnesota Department of Transportation.

The LAPC has committed to plan and program projects that support the states in achieving their targets.

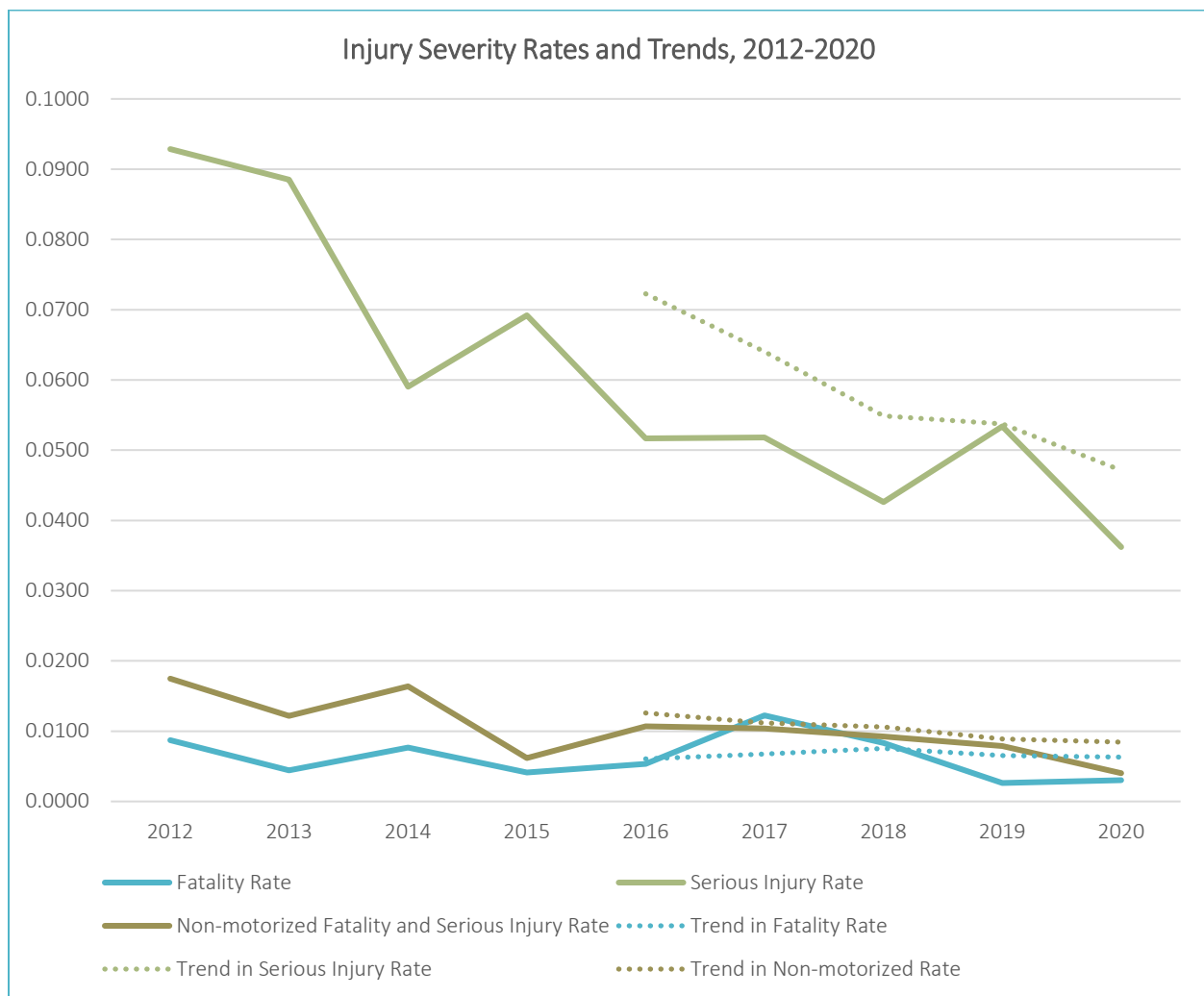
### Performance Monitoring<sup>1</sup>

Fatalities in the planning area in 2020 (3) were down 55.9% from the 5-year average for 2016-2020 (6.8) while serious injuries in 2020 (36) were significantly down—41.0% from 2019 and 29.7% from the 5-year

<sup>1</sup> The safety discussion for the planning area was not updated to a baseline of 2017-2021 because vehicle miles traveled in Wisconsin is not available for 2021.

average for 2016-2020. In 2020, the planning area experienced its lowest total of non-motorized fatalities and serious injuries (4) since before 2010.

The rates (number of occurrences per million vehicle miles traveled) for fatalities, serious injuries, and non-motorized fatalities and serious injuries for 2012-2020 are shown in Figure 3 along with the trends in the moving averages from 2012-2016 to 2016-2020. From 2012-2016 to 2016-2020, the 5-year averages for the serious injury and non-motorized rates declined 34.8% and 32.9%, respectively. The change in the 5-year average fatality rate between the two time periods increased 4.2%--down 3.5 percentage points from the 2022-2025 TIP (2012-2016 to 2015-2019).



**Figure 3: Injury severity rates and trends, 2012-2020.** Rates are calculated using MPA totals and La Crosse County VMT. *Data sources:* TOPS Lab, UW-Madison; WisDOT website; MnDOT.

## Highway and Bridge Condition and Performance

### State Targets

Table 9 lists the federal performance measures for the National Highway Performance Program (NHPP) and the targets established by the Wisconsin and Minnesota DOTs. Wisconsin DOT made no adjustments to their 4-year targets as is allowed by federal regulation at the period midpoint. Minnesota DOT, on the other hand, adjusted their 4-year targets for bridges in “good” condition for Interstate reliability.

TABLE 9: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM TARGETS, 2018-2021

| Performance Measure  | 2-yr target<br>(2019) |       | 4-yr target<br>(2021) |                    |
|--|-----------------------|-------|-----------------------|--------------------|
|  | WisDOT                | MnDOT | WisDOT                | MnDOT              |
| <i>Pavement Condition</i>  |                       |       |                       |                    |
| Interstate – Percentage pavements in “Good” condition                      | NA <sup>1</sup>       | NA    | 45%                   | 55%                |
| Interstate – Percentage pavements in “Poor” condition                      | NA                    | NA    | 5%                    | 2%                 |
| Non-Interstate NHS <sup>2</sup> – Percentage pavements in “Good” condition | 20%                   | 50%   | 20%                   | 50%                |
| Non-Interstate NHS – Percentage pavements in “Poor” condition              | 12%                   | 4%    | 12%                   | 4%                 |
| <i>Bridge Condition</i>  |                       |       |                       |                    |
| Percentage of NHS bridges by deck area in “Good” condition                 | 50%                   | 50%   | 50%                   | 35% <sup>3</sup>   |
| Percentage of NHS bridges by deck area in “Poor” condition                 | 3%                    | 4%    | 3%                    | 4%                 |
| <i>Travel Time Reliability</i>   |                       |       |                       |                    |
| Interstate – Percent of person-miles traveled that are reliable            | 94.0%                 | 80.0% | 90.0%                 | 80.0%              |
| Non-Interstate NHS – Percent of person-miles traveled that are reliable    | NA                    | NA    | 86.0%                 | 90.0% <sup>4</sup> |
| Interstate – Truck travel time reliability index                           | 1.40                  | 1.50  | 1.60                  | 1.50               |

<sup>1</sup> NA: Not required by Code of Federal Regulations (CFR).

<sup>2</sup> National Highway System.

<sup>3</sup> Adjusted down from 50%.

<sup>4</sup> Adjusted up from 75.0%

Sources: Wisconsin and Minnesota Departments of Transportation.

The LAPC has committed to plan and program projects that support the states in achieving their targets.

### Performance Monitoring

Table 10 reports the pavement and bridge condition and travel time reliability in the metropolitan planning area (MPA) for 2018 and 2019.

Over 73% of Wisconsin Interstate pavements (2018)<sup>2</sup> and over 70% of Minnesota Interstate pavements (2019) in the MPA are rated “good.” None of the Interstate in the MPA is rated “poor.”

The percentage of pavements in the Minnesota MPA rated “good” for the non-Interstate National Highway System (NHS) went up slightly from just over 65% in 2018 to nearly 69% in 2019. Although “good” pavements in the Wisconsin MPA are at a low 25%, the percentage of “poor” pavements is also low (11%), revealing that a significant percentage (64%) of pavements are only in “fair” condition.

<sup>2</sup> Pavement condition for Wisconsin pavements has not yet been made available for 2019.



All the bridges in the Minnesota portion of the planning area and just over 56% of the bridges in the Wisconsin portion of the planning area are rated “good.” Less than 1% of bridges (1) in the planning area are rated “poor.”

Travel time reliability in the planning area as calculated by the Wisconsin Traffic Operations and Safety Laboratory is 100% for the Interstate, 90.4% for the non-Interstate NHS, and 1.25 for the Interstate truck travel time reliability index.

TABLE 10: PLANNING AREA PERFORMANCE: NATIONAL HIGHWAY PERFORMANCE PROGRAM MEASURES

| Performance Measure   | 2018   |        | 2019            |        |
|---|--------|--------|-----------------|--------|
|   | WI MPA | MN MPA | WI MPA          | MN MPA |
| <i>Pavement Condition</i>   |        |        |                 |        |
| Interstate – Percentage pavements in “Good” condition                   | 73.71  | 73.57  | NA <sup>1</sup> | 70.31  |
| Interstate – Percentage pavements in “Poor” condition                   | 0.00   | 0.00   | NA              | 0.00   |
| Non-Interstate NHS – Percentage pavements in “Good” condition           | 25.09  | 65.08  | NA              | 68.67  |
| Non-Interstate NHS – Percentage pavements in “Poor” condition           | 10.95  | 0.00   | NA              | 0.00   |
| <i>Bridge Condition</i>   |        |        |                 |        |
| Percentage of NHS bridges by deck area in “Good” condition              | 60.36  | 81.70  | 56.34           | 100.00 |
| Percentage of NHS bridges by deck area in “Poor” condition              | 0.00   | 0.00   | 0.00            | 0.00   |
| <i>Travel Time Reliability</i>  |        |        |                 |        |
| Interstate – Percent of person-miles traveled that are reliable         | 100.0  | 100.0  | 100.0           | NA     |
| Non-Interstate NHS – Percent of person-miles traveled that are reliable | 89.0   | 94.3   | 90.4            | NA     |
| Interstate – Truck travel time reliability index                        | 1.16   | 1.14   | 1.25            | NA     |

<sup>1</sup> NA: Data not yet available.

Sources: Wisconsin and Minnesota Departments of Transportation; Wisconsin Traffic Operations and Safety Laboratory, University of Wisconsin-Madison; MnDOT performance dashboard.

## Transit Asset Management (TAM)

49 CFR 625 establishes a National Transit Asset Management (TAM) System to monitor and manage the State of Good Repair (SGR) of public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. Tier II transit providers like our La Crosse Municipal Transit Utility (MTU) and Onalaska Shared Ride (OSR) must either develop their own TAM plan or participate in a group TAM plan. La Crosse MTU and OSR have both opted to join the Wisconsin group TAM plan. And having done so, the LAPC commits to plan and program projects that will support those targets. Performance measures relevant to our area include:

- **Rolling stock:** Percent of vehicles that have met or exceeded their useful life benchmark (ULB).
- **Equipment:** Percent of non-revenue service vehicles that have met or exceeded their ULB.
- **Facility:** Percent of facilities rated below “3” on the TERM condition scale.

Table 11 summarizes the performance for all bus, cutaway, and minivan vehicles (the types of vehicles used by MTU or OSR) assessed in the State TAM Plan. WisDOT established targets whose percentages are

rounded down from the respective percentage of vehicles exceeding the ULB. Under these targets, the rolling stock performance for MTU and OHWSPT vehicles meets State targets.

The State targets for **Equipment** are 33 percent for automobiles and 29 percent for trucks or other rubber-tired vehicles. The State target for **Facilities** is 10 percent.

TABLE 11: STATE OF GOOD REPAIR FOR ROLLING STOCK FOR LA CROSSE MUNICIPAL TRANSIT UTILITY (MTU) AND ONALASKA SHARED RIDE (OSR), 2020

| Vehicle Type | ULB <sup>1</sup><br>(years) | 2022 TAM <sup>2</sup><br>Target | Wisconsin  |        | MTU        |         | OSR        |        |
|--------------|-----------------------------|---------------------------------|------------|--------|------------|---------|------------|--------|
|              |                             |                                 | # Vehicles | >ULB   | # Vehicles | >ULB    | # Vehicles | >ULB   |
| Bus          | 12                          | 44.00%                          | 158        | 58.22% | 20         | 20.00%  | 0          | 0.00%  |
| Cutaway      | 7                           | 47.00%                          | 536        | 54.29% | 1          | 100.00% | 0          | 0.00%  |
| Minivan      | 4                           | 27.00%                          | 488        | 47.95% | 0          | 0.00%   | 13         | 38.46% |

<sup>1</sup>Useful life benchmark.

<sup>2</sup>Wisconsin Department of Transportation Transit Asset Management (TAM) Plan October 2019 to 2022, updated October 2021.

### Public Transportation Agency Safety Plan (PTASP)

The targets developed through coordination between LAPC staff and the transit agencies, La Crosse Municipal Transit Utility (MTU) and Onalaska Shared Ride (OSR) are reported in Table 12.

The LAPC, having approved these targets at its September 21, 2022 meeting, hereby, commits to planning and programming projects that will support our transit agencies in meeting their targets.

TABLE 12: PUBLIC TRANSIT AGENCY SAFETY PLAN MEASURES AND TARGETS, 2023

| Measure  | La Crosse MTU      |                    | Onalaska Shared Ride |
|--|--------------------|--------------------|----------------------|
|  | Fixed-Route Target | Paratransit Target | Shared-Ride Target   |
| Total number of reportable fatalities              | 0.0                | 0.0                | 0.0                  |
| Rate of reportable fatalities per 100K VRM         | 0.0                | 0.0                | 0.0                  |
| Total number of reportable injuries                | 0.0                | 0.0                | 0.6                  |
| Rate of reportable injuries per 100K VRM           | 0.0                | 0.0                | 0.2                  |
| Total number of reportable safety events           | 2.0                | 1.0                | 1.0                  |
| Rate of reportable safety events per 100K VRM      | 0.23               | 1.01               | 0.3                  |
| Average distance between major mechanical failures | 10,282.37          | 5,495.39           | 322,848.9            |

## How the TIP Supports State and Transit Agency Targets

The TIP must include to the maximum extent practicable a description of the anticipated effect of the TIP toward achieving the performance targets and linking the area investment priorities to those targets [23 CFR 450.326(d)].

A total of 73 projects are programmed in this TIP. Sixteen of the projects are transit capital and/or operations projects; 11 are HSIP projects (4 are rail safety); 8 are TAP projects, which could be considered safety projects as they will provide safe options for bicycle and pedestrian travel; 21 are National Highway Performance Program (NHPP) projects (two are also HSIP projects); 14 are Surface Transportation Block Grant (STBG) projects; 1 is a Major project; 1 is Municipal Street Improvement Supplemental (MSIS); and 2 are locally funded. The TIP also includes two ITS projects—one of which is also a HSIP/NHPP project.

Table 13 summarizes the TIP projects by their potential to impact one or more of the federal performance measures. The table does not include transit operations projects or projects that occur on non-NHS roads. Some projects may impact measures within more than one category and thus are counted more than once. (For example, the USH 14 South Ave project is a safety project, an infrastructure project on the NHS, and a project considering roundabouts to improve flow, resulting in that project being included in three categories.) Thirty-four (46.6%) of the TIP projects (transit operations, transit capital for non-reporting transit providers, or non-NHS road projects) will not directly impact the federal measures.

As summarized in the table, 11 (15.1%) of the projects will improve pavement condition through pavement replacement, overlays, etc., rehabilitation, or reconstruction on the Interstate and non-Interstate NHS; 10 (13.7%) projects will improve the pavement on or replace bridges; 19 (26.0%) are intended to improve safety; and 3 (4.1%) will improve vehicle condition (state of good repair) and reliability (average distance between major mechanical failures) for transit. Seven (9.6%) of the projects could improve travel time reliability measures through new facilities, roundabouts, or ITS (monotubes, left-turn lanes, signal equipment).

TABLE 13: DISTRIBUTION OF TIP INVESTMENTS TOWARD ADDRESSING FEDERAL PERFORMANCE MEASURES

| Performance Measure Category | 2023-2026 TIP |                       |
|------------------------------|---------------|-----------------------|
|                              | # Projects    | % of All TIP Projects |
| Safety (HSIP)                | 11            | 15.1                  |
| Safety (TAP)                 | 8             | 11.0                  |
| Transit (SGR)                | 3             | 4.1                   |
| Transit reliability          | 3             | 4.1                   |
| Pavement Condition*          | 11            | 15.1                  |
| Bridge condition*            | 10            | 13.7                  |
| System Performance*          | 7             | 9.6                   |
| Freight (Interstate)         | 0             | 0.0                   |

\*For the Interstate and non-Interstate NHS.

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# Community Impact Assessment

Environmental Justice (EJ) at the LAPC works to identify and address disproportionately high and adverse human health or environmental effects of its TIP projects on low-income, minority, limited-English proficient (LEP), and disabled persons.

Consistent with the definitions in FTA C 4702.1B Title VI, the LAPC uses the following definitions:

- *Low-income* refers to a person whose median household income is below 150%<sup>3</sup> the U.S. Department of Health and Human Services (HHS) poverty guidelines. Data source: C17002 Ratio of Income to Poverty Level.
- *Minority* refers to a person who identifies with being American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian or Other Pacific Islander, or some other race that is not White. Data source: B03002 Hispanic or Latino Origin by Race.
- *Limited-English proficient* refers to a person for whom English is not their primary language and who speaks English less than very well. Data source: S1601 Language Spoken at Home.
- *Disabled* refers to a person who reported having any one of the following difficulties: hearing, vision, cognitive, ambulatory, self-care, or independent living. Data source: B18101 Sex by Age by Disability Status.

## Potential Impact of Projects on Low-Income, Minority, LEP, and Disabled Persons

Figure 4 illustrates the projects programmed within the four-year window of the 2023-2026 TIP in relation to Census tracts identified as having a high percentage of minority, low-income, LEP, and/or disabled persons. A tract is defined as “high percentage” when the lower-bound percentage (estimate minus the margin of error) of the tract is higher than the upper-bound percentage for the planning area (estimate plus the margin of error or 11.03% for minority, 20.63% for low-income, 2.98% for LEP, and 12.38% for disabled).

Table 14 summarizes the demographics for the high-percentage tracts. All the populated areas of the tracts are in the city of La Crosse.<sup>4</sup>

The environmental justice indicators discussed here as well as the indicators developed through the Justice40 Initiative can be viewed in the 2023-2026 TIP map located on our [web mapping](#) page.

<sup>3</sup>This threshold is consistent with the definition of “low-income” found in 49 U.S.C. 5302 as amended by MAP-21.

<sup>4</sup> The populated area of tract 3 is in downtown La Crosse. The tract also includes area of the Mississippi River in the town of Campbell.

TABLE 14: TRACTS WITH A HIGH PERCENTAGE<sup>1</sup> OF MINORITY, LOW-INCOME, LEP, OR DISABLED PERSONS, 2015-2019

| Tract                         | Population Location | Population Estimate | Population MOE <sup>2</sup> | Group Estimate | Group MOE | % Group Estimate | % Group MOE |
|-------------------------------|---------------------|---------------------|-----------------------------|----------------|-----------|------------------|-------------|
| <i>Minority<sup>3</sup></i>   |                     |                     |                             |                |           |                  |             |
| 1                             | La Crosse           | 4,714               | 427                         | 1,268          | 532       | 26.90%           | 11.03%      |
| <i>Low-Income<sup>4</sup></i> |                     |                     |                             |                |           |                  |             |
| 3                             | La Crosse           | 1,842               | 239                         | 1,056          | 278       | 57.33%           | 13.16%      |
| 4                             | La Crosse           | 5,835               | 546                         | 4,685          | 745       | 80.29%           | 10.32%      |
| 5                             | La Crosse           | 1,834               | 254                         | 1,366          | 209       | 74.48%           | 4.81%       |
| <i>LEP<sup>5</sup></i>        |                     |                     |                             |                |           |                  |             |
| 4                             | La Crosse           | 6,336               | 557                         | 452            | 235       | 7.13%            | 3.64%       |
| <i>Disability<sup>6</sup></i> |                     |                     |                             |                |           |                  |             |
| 3                             | La Crosse           | 1,905               | 251                         | 434            | 117       | 22.78%           | 5.35%       |
| 9                             | La Crosse           | 3,349               | 305                         | 584            | 155       | 17.44%           | 4.34%       |
| 11.02                         | La Crosse           | 3,868               | 226                         | 759            | 174       | 19.62%           | 4.36%       |

<sup>1</sup> A tract is defined as “high percentage” when the lower-bound percentage (estimate minus the margin of error) is higher than the upper-bound percentage for the planning area (estimate plus the margin of error or 20.63% for low-income, 11.03% for minority, 2.98% for LEP, and 12.38% for disability). The estimates and the margins of error for the planning area are 19.35% +/- 1.28% for low-income, 10.17% +/- 0.86% for minority, 2.60% +/- 0.38% for LEP, and 11.63% +/- 0.75%.

<sup>2</sup>Margin of error.

<sup>3</sup>A minority person is defined as a person who is NOT White Alone/Not Hispanic.

<sup>4</sup>A low-income person is defined as a person whose family income is less than 150% of the poverty line (ratio of income to poverty is less than 1.5).

<sup>5</sup>A limited-English proficient person is defined as a person whose primary language is not English and who has a limited ability to read, write, speak, or understand English. The percentage is based on the percentage of the total population in the tract.

<sup>6</sup>A person is considered to have a disability if they reported to having any one of the following difficulties: hearing, vision, cognitive, ambulatory, self-care, or independent living.

NOTE: Population estimates are the universe (or pool of respondents) for a subject. Tracts 3 and 4 in the table have different population estimates because the universes for those subjects are different.

Sources: B03002 Hispanic or Latino Origin by Race, C17002 Ratio of Income to Poverty Level in the Past 12 Months, S1601 Language Spoken at Home, B18101 Sex by Age by Disability Status; 2015-2019 American Community Survey 5-Year Estimates, U.S. Census Bureau.

Table 15 shows the projects that fall within or border tracts with a high percentage of minority, low-income, LEP, and/or disabled persons. Projects are labeled in the projects map (Figure 4) with the last five digits of the LAPC project number listed in tables 3 and 4. Only projects with a known physical location are illustrated.

New facilities and reconstruction projects have the greatest potential to negatively impact populations because they involve acquiring property and working outside the existing right-of-way. Of the 13 projects that are within or border developed areas of high-percentage tracts, only two (243-13-015 and 243-14-026) have the potential to impact disadvantaged populations.

Project 243-13-015 is likely to impact disabled populations because of the high percentage of disabled living in tract 9 and the number of disabled that depend on the services at Aptiv. Because South Ave is a bus route and has several stops within the project area, members from other disadvantaged groups may

also be impacted. Discussions between project staff and interested parties to address current and potentially new issues have been ongoing.

Project 243-14-026 appears to potentially impact the disabled in tract 11.02, but reconstruction does not directly affect residences or businesses and the project will improve conditions for non-motorized travel with improved pedestrian crossings and grading for a new trail (project 243-22-037) on the west side of STH 35.

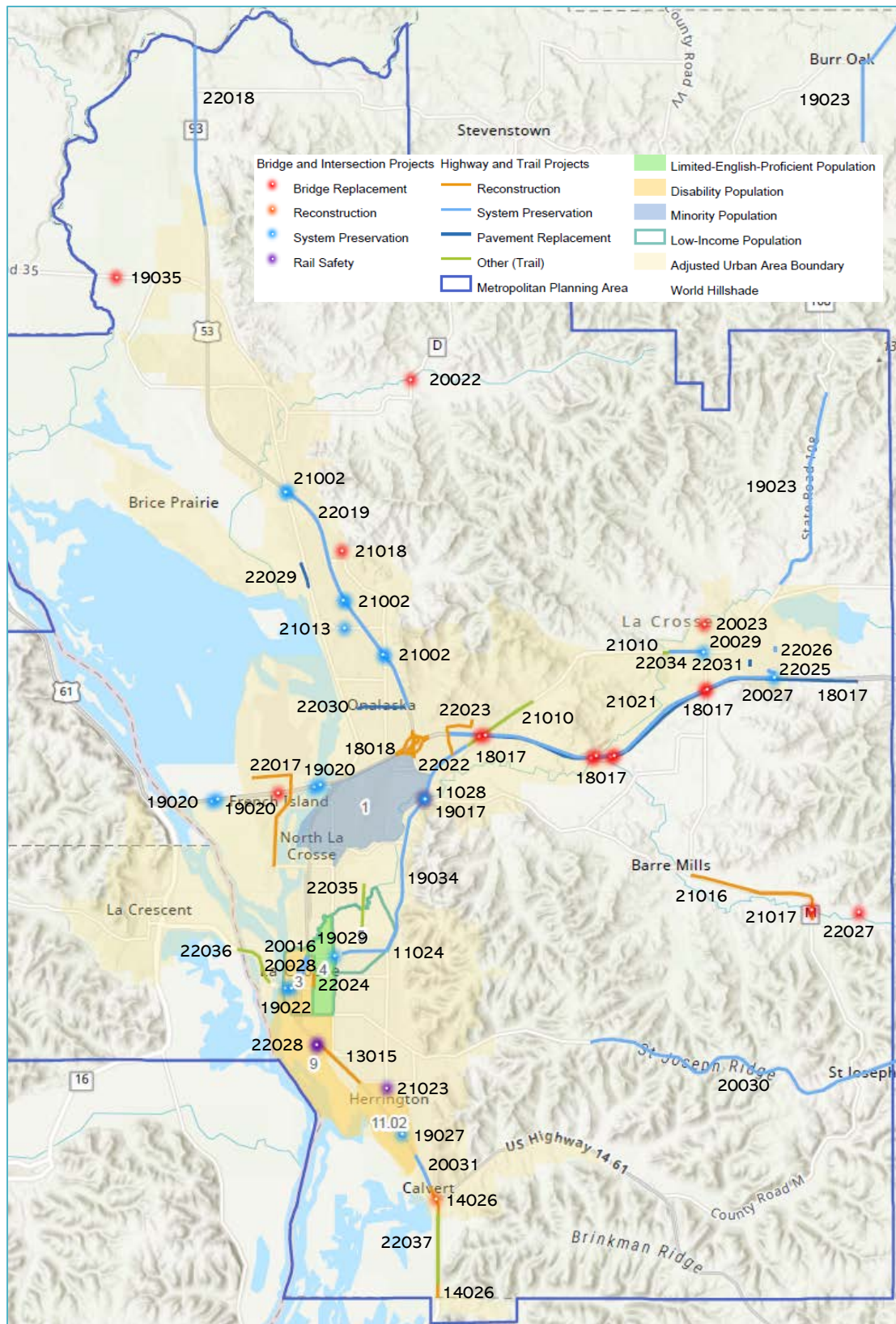
The other projects occur within right-of-way, involve pavement improvements, or improve safety at intersections.

TABLE 15: PROJECTS WITHIN OR BORDERING HIGH PERCENTAGE TRACTS<sup>1</sup>

| Project  | Minority | Low-Income  | LEP     | Disabled    |
|--|----------|-------------|---------|-------------|
| <b>243-11-024</b> STH 16 (La Crosse St), Oakland St to Losey Blvd, patch and overlay   | -----    | Tract 5     | -----   | -----       |
| <b>243-13-015</b> USH 14, South Avenue; Green Bay St. to Ward Ave., Reconstruct roadway and improve intersections                  | -----    | -----       | -----   | Tract 9     |
| <b>243-14-026</b> STH 35, La Crosse County Line to Garner Pl, reconstruct STH 35/USH 14/61 intersection                            | -----    | -----       | -----   | Tract 11.02 |
| <b>243-19-022</b> USH 14, Cameron Ave and Cass St structures, paint and repair   | -----    | Tract 3     | -----   | -----       |
| <b>243-19-027</b> USH 14/61, Mormon Coulee Rd/Broadview Pl intersection, left-turn lanes/monotubes                                 | -----    | -----       | -----   | Tract 11.02 |
| <b>243-19-029</b> STH 16/35, West Ave/La Crosse St intersection, left-turn lanes/monotubes   | -----    | Tracts 4, 5 | Tract 4 | -----       |
| <b>243-20-016</b> USH 53, 3 <sup>rd</sup> St from Cass St to 2 <sup>nd</sup> St, pavement replacement                              | -----    | Tract 3     | -----   | -----       |
| <b>243-20-028</b> USH 53, 4 <sup>th</sup> St from Cass St to 2 <sup>nd</sup> St, pavement replacement                              | -----    | Tract 3     | -----   | -----       |
| <b>243-20-031</b> USH 14, Marion Rd to Garner Pl, mill & overlay   | -----    | -----       | -----   | Tract 11.02 |
| <b>243-21-023</b> Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement                                       | -----    | -----       | -----   | Tract 11.02 |
| <b>243-22-024</b> 6th Street, Cass Street to State Street, Reconstruct   | -----    | Tracts 3, 4 | Tract 4 | Tract 3     |
| <b>243-22-028</b> City of La Crosse, Sims Place (BNSF RR Xing 917431D), Add Roadway Median/Misc                                    | -----    | -----       | -----   | Tract 9     |
| <b>243-22-035</b> City of La Crosse, Grand Crossing Trail, Myrick Park Drive to Saint James St, Bicycle/Pedestrian Multi-Use Trail | -----    | Tract 5     | -----   | -----       |

<sup>1</sup>A tract is defined as "high percentage" when the lower-bound percentage (estimate minus the margin of error) of the tract is higher than the upper-bound percentage for the planning area (estimate plus the margin of error or 11.03% for minority, 20.63% for low-income, 2.98% for LEP, and 12.38% for disabled).





**Figure 4: 2023-2026 TIP projects.** The five-digit numbers correspond to the last five digits of the LAPC TIP number in Table 3. Click on the image to view the web map and make Justice40 indicators visible.



# Financial Plan

The TIP Financial Plan (Table 16 and Table 17) lists anticipated annual expenditures by source and program (see Table 3).

Table 16 lists TIP expenditures in “year of expense” dollars. Project costs are inflated by 1.89% per year for 2024, 2025, and 2026. Table 17 lists anticipated funding with a 2.00% inflation factor applied to revenues for 2024, 2025, and 2026. This results in \$274,900 in revenues over expenditures.

**TABLE 16: 2023-2026 TIP FINANCIAL PLAN EXPENDITURES (X \$1000 WITH 1.89% ANNUAL INFLATION FACTOR APPLIED TO 2024-2026)**

| Anticipated Expenditures (x \$1000 with 1.89% Annual Inflation Factor 2024 - 2026) |   |                 |                 |                 |                 |                    |
|--|---|-----------------|-----------------|-----------------|-----------------|--------------------|
| FUNDING SOURCE / PROGRAM   |   | 2023            | 2024            | 2025            | 2026            | Total              |
| Federal Highway Administration   | Highway Safety Improvement Program (HSIP)                             | 29,614.7        | 575.4           | 0.0             | 0.0             | 30,190.1           |
|  | Surface Transportation Block Grant Program (STBG)                     | 6,550.8         | 3,230.1         | 13,098.6        | 3,844.0         | 26,723.5           |
|  | National Highway Performance Program (NHPP)                           | 6,551.1         | 2,551.3         | 30,850.3        | 18,264.8        | 58,217.5           |
|  | Emergency Relief (ER)   | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                |
|  | Federal Land Access Program (FLAP)                                    | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                |
|  | Transportation Alternatives Program (TAP)                             | 278.0           | 929.0           | 4,163.4         | 0.0             | 5,370.5            |
| Federal Transit Administration   | Urban Area Formula Grant (5307)                                       | 3,055.3         | 3,113.1         | 3,171.9         | 3,231.9         | 12,572.2           |
|  | Bus and Bus Facilities Program (5339)                                 | 1,280.0         | 0.0             | 0.0             | 0.0             | 1,280.0            |
|  | Enhanced Mobility of Seniors and Individuals with Disabilities (5310) | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                |
|  | Rural Area Formula Grants (5311)                                      | 237.5           | 0.0             | 0.0             | 0.0             | 237.5              |
| <b>Total Federal</b>   |   | <b>47,567.4</b> | <b>10,398.9</b> | <b>51,284.2</b> | <b>25,340.6</b> | <b>134,591.2</b>   |
| Wisconsin  | State Funds including Major Projects and State Transit Funds          | 11,634.4        | 3,150.7         | 12,372.1        | 5,946.7         | 33,103.9           |
| Minnesota  | State Funds Including State Construction Oversight                    | 8,506.9         | 0.0             | 0.0             | 0.0             | 8,506.9            |
| <b>Total State</b>   |   | <b>20,141.3</b> | <b>3,150.7</b>  | <b>12,372.1</b> | <b>5,946.7</b>  | <b>41,610.8</b>    |
| Local  | Local Shares (Wisconsin)  | 9,752.6         | 3,446.6         | 4,225.7         | 2,111.6         | 19,536.5           |
|  | Local Shares (Minnesota)  | 263.0           | 268.0           | 273.0           | 278.2           | 1,082.2            |
| <b>Total Local</b>   |   | <b>10,015.6</b> | <b>3,714.6</b>  | <b>4,498.7</b>  | <b>2,389.8</b>  | <b>20,618.7</b>    |
| <b>Total Programmed Projects</b>   |   | <b>77,724.3</b> | <b>17,264.2</b> | <b>68,155.0</b> | <b>33,677.1</b> | <b>\$196,820.6</b> |

TABLE 17: 2023-2026 TIP FINANCIAL PLAN ESTIMATED AVAILABLE FUNDING (X \$1000 WITH 2.00% ANNUAL INFLATION FACTOR APPLIED TO 2024-2026)

| Anticipated Revenues (x \$1000 with 2.00% Annual Inflation Factor 2024 - 2026) |   |                 |                 |                 |                 |                    |
|--|---|-----------------|-----------------|-----------------|-----------------|--------------------|
| FUNDING SOURCE / PROGRAM   |   | 2023            | 2024            | 2025            | 2026            | Total              |
| Federal Highway Administration   | Highway Safety Improvement Program (HSIP)                             | 29,614.7        | 576.0           | 0.0             | 0.0             | 30,190.7           |
|  | Surface Transportation Block Grant Program (STBG)                     | 6,550.8         | 3,233.6         | 13,126.8        | 3,856.4         | 26,767.7           |
|  | National Highway Performance Program (NHPP)                           | 6,551.1         | 2,554.1         | 30,916.8        | 18,324.0        | 58,346.0           |
|  | Emergency Relief (ER)   | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                |
|  | Federal Land Access Program (FLAP)                                    | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                |
|  | Transportation Alternatives Program (TAP)                             | 278.0           | 930.0           | 4,172.4         | 0.0             | 5,380.5            |
| Federal Transit Administration   | Urban Area Formula Grant (5307)                                       | 3,055.3         | 3,116.4         | 3,178.8         | 3,242.3         | 12,592.8           |
|  | Bus and Bus Facilities Program (5339 )                                | 1,280.0         | 0.0             | 0.0             | 0.0             | 1,280.0            |
|  | Enhanced Mobility of Seniors and Individuals with Disabilities (5310) | 0.0             | 0.0             | 0.0             | 0.0             | 0.0                |
|  | Rural Area Formula Grants (5311)                                      | 237.5           | 0.0             | 0.0             | 0.0             | 237.5              |
| <b>Total Federal</b>   |   | <b>47,567.4</b> | <b>10,410.1</b> | <b>51,394.8</b> | <b>25,422.8</b> | <b>134,795.2</b>   |
| Wisconsin  | State Funds including Major Projects and State Transit Funds          | 11,634.4        | 3,154.1         | 12,398.8        | 5,966.0         | 33,153.3           |
| Minnesota  | State Funds Including State Construction Oversight                    | 8,506.9         | 0.0             | 0.0             | 0.0             | 8,506.9            |
| <b>Total State</b>   |   | <b>20,141.3</b> | <b>3,154.1</b>  | <b>12,398.8</b> | <b>5,966.0</b>  | <b>41,660.2</b>    |
| <b>Local</b>   | Local Shares (Wisconsin)  | 9,752.6         | 3,450.3         | 4,234.8         | 2,118.4         | 19,556.2           |
|  | Local Shares (Minnesota)  | 263.0           | 268.3           | 273.6           | 279.1           | 1,084.0            |
| <b>Total Local</b>   |   | <b>10,015.6</b> | <b>3,718.6</b>  | <b>4,508.4</b>  | <b>2,397.5</b>  | <b>20,640.2</b>    |
| <b>Total Programmed Projects</b>   |   | <b>77,724.3</b> | <b>17,282.8</b> | <b>68,302.1</b> | <b>33,786.3</b> | <b>\$197,095.5</b> |

According to 23 CFR 450.326(j), the TIP “shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways...and public transportation....” Table 18 illustrates the local road and highway operations and maintenance expenses for 2017-2020.

Table 18 illustrates O & M information for local road and Federal-aid highways. The projections provided are based off public road expense/revenue data collected and summarized for local units of government in the planning area. There is no clear data source for Federal-aid highway O & M expenses.

Total O & M expenses in the planning area averaged \$25,562,849 per year in 2020 dollars. Table 19 illustrates the estimated O & M expenses of Federal-aid road miles in planning area.

Table 18: Local Road and Highway Operations and Maintenance Expenses, 2017-2020

| Jurisdiction                  | 2017                | 2018                | 2019                | 2020                |
|-------------------------------|---------------------|---------------------|---------------------|---------------------|
| La Crosse County <sup>1</sup> | \$4,372,824         | \$3,889,839         | \$4,443,323         | \$4,140,224         |
| C. La Crosse                  | \$26,008,666        | \$8,074,375         | \$8,422,976         | \$8,001,275         |
| C. Onalaska                   | \$1,416,311         | \$1,330,001         | \$1,403,348         | \$1,605,076         |
| V. Holmen                     | \$790,916           | \$809,509           | \$1,030,528         | \$1,282,257         |
| V. West Salem                 | \$430,646           | \$346,185           | \$384,666           | \$387,724           |
| T. Barre                      | \$98,651            | \$111,577           | \$119,667           | \$263,865           |
| T. Campbell                   | \$250,573           | \$287,585           | \$290,920           | \$421,504           |
| T. Greenfield                 | \$328,909           | \$377,886           | \$465,267           | \$260,123           |
| T. Hamilton                   | \$471,578           | \$480,202           | \$246,033           | \$437,527           |
| T. Holland                    | \$174,974           | \$190,779           | \$424,577           | \$137,536           |
| T. Medary                     | \$178,696           | \$187,760           | \$157,149           | \$161,281           |
| T. Onalaska                   | \$376,888           | \$353,252           | \$356,512           | \$494,145           |
| T. Shelby                     | \$784,991           | \$1,100,863         | \$1,482,846         | \$1,132,266         |
| Houston County <sup>1</sup>   | \$146,397           | \$196,651           | \$173,956           | \$125,907           |
| C. La Crescent                | \$569,569           | \$722,283           | \$786,442           | \$456,042           |
| T. La Crescent                | \$257,100           | \$182,035           | No Report           | \$205,589           |
| Winona County <sup>1</sup>    | \$38,300            | \$32,169            | \$88,486            | \$108,565           |
| T. Dresbach                   | \$52,553            | \$144,943           | \$65,918            | \$41,460            |
| <b>Total Planning Area</b>    | <b>\$36,748,542</b> | <b>\$18,817,894</b> | <b>\$20,342,614</b> | <b>\$19,662,366</b> |

<sup>1</sup> Percent of County expenditures attributed to the planning area as based on percent of County highway miles.

Sources: County and Municipal Revenues and Expenditures Report, Wisconsin Department of Revenue (2017-2020); Minnesota County, City, and Town Finances Reports (2017-2020).

Table 19: Highway Operations and Maintenance Cost Projections, 2021-2025

| O & M                 | 2020                     | 2021        | 2022        | 2023        | 2024        | 2025        | 2026         |
|-----------------------|--------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Expenses <sup>1</sup> | \$8,959,820 <sup>1</sup> | \$9,129,161 | \$9,301,702 | \$9,477,504 | \$9,656,629 | \$9,839,139 | \$10,025,099 |
| Revenues <sup>2</sup> | \$8,428,910 <sup>2</sup> | \$8,597,488 | \$8,769,438 | \$8,944,827 | \$9,123,723 | \$9,306,197 | \$9,492,322  |

<sup>1</sup> Represents the 4-year average (2017-2020) of total local road and highway operation and maintenance expenses for the planning area in 2020 (\$23,892,854) times 37.5% (estimated percent of Federal-aid road miles in planning area); 2021-2026 adjusted by a 1.89% expense inflation rate.

<sup>2</sup> Represents the sum of Wisconsin STH Maintenance and Operations funding, Wisconsin Connecting Highway Aids, and a proportion of Minnesota annual state and federal highway funding; 2021-2026 adjusted by a 2.00% revenue inflation rate.

Sources: Wisconsin Department of Transportation; *Beyond Coulee Visions 2040*.

Table 20 illustrates O & M for public transportation providers in the planning area.

Table 20: Anticipated Expenses and Revenues for Transit Operations and Maintenance

| <b>Transit O &amp; M<br/>Expenses &amp; Revenues</b> | <b>2020</b>        | <b>2021</b>        | <b>2022</b>        | <b>2023</b>        | <b>2024</b>        | <b>2025</b>        | <b>2026</b>        |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Expenses <sup>1</sup>                                | \$6,864,854        | \$6,994,600        | \$7,126,798        | \$7,261,494        | \$7,398,736        | \$7,58,573         | \$7,681,052        |
| Revenues <sup>2</sup>                                |                    |                    |                    |                    |                    |                    |                    |
| FTA 5307 <sup>3</sup>                                | 2,672,024          | 2,725,464          | 2,779,974          | 2,835,574          | 2,892,284          | \$2,950,131        | \$3,009,133        |
| FTA 5311 <sup>4</sup>                                | 308,389            | 314,557            | 320,848            | 327,265            | 333,810            | \$340,486          | \$347,296          |
| State Operating Assistance                           | 2,144,738          | 2,187,633          | 2,231,385          | 2,276,013          | 2,321,533          | \$2,367,964        | \$2,415,323        |
| Local (farebox, match, etc.)                         | 1,779,136          | 1,448,719          | 1,851,013          | 1,888,033          | 1,925,794          | \$1,964,309        | \$2,003,597        |
| <b>Total Revenues</b>                                | <b>\$6,904,287</b> | <b>\$7,042,373</b> | <b>\$7,183,220</b> | <b>\$7,326,885</b> | <b>\$7,473,421</b> | <b>\$7,622,890</b> | <b>\$7,775,349</b> |

<sup>1</sup> 2020 base year from National Transit Database (NTD), 2021-2026 annually inflated by 1.89%. Total expenses for MTU, OHWSPT, and SMRT.

<sup>2</sup> 2020 base year from NTD, 2021-2026 annually inflated by 2.00%. Total revenues for MTU, OHWSPT, and SMRT.

<sup>3</sup> La Crosse Municipal Transit Utility (MTU); Onalaska Shared Ride (OSR).

<sup>4</sup> Scenic Mississippi Regional Transit (SMRT).

Sources: Federal Transit Administration NTD.

# Appendix A: Public Process

## Public Comment

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### Comments and Corrections:

Evan Gross, FTA, provided several significant comments, which were addressed as follows:

- Corrections in Table 3, page 16:
  - Corrected Source of Funds for project 243-23-012 from 5307/5339 to just 5339.
  - Updated federal, state, and local shares for projects 243-03-039 and 243-03-043.
  - Removed “Additional Vans (2017-2022)” from project description in project 243-03-043.
- Updated text and Tables 16 and 17 on pages 35 and 36 to reflect corrections in Table 3.
- Updated Table 6 to show STBG projects 243-22-032 and 243-22-033 were removed because STBG funds were transferred to FTA.
- Updated text and Table 13 on page 29 to assess transit projects by PTASP measures.

## Public Notice and Resolution

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### Public Notices

The public notice satisfies the requirements of 23 CFR 450.316 and of Section 5307 Urbanized Area Formula Program for the La Crosse Municipal Transit Utility and Onalaska Shared Ride.

The notice was posted to the LAPC website and sent through e-mail to LAPC committee members and interested parties.

### Website

#### **Draft 2023-2026 Annual Transportation Improvement Program**

This notice initiates a minimum 15-day public comment period ending Tuesday, November 8, 2022 for the [draft 2023-2026 Transportation Improvement Program](#) (TIP). This TIP is the annual program that includes not only the project lists but also discussions of performance, performance targets, community impacts, expenses and revenues, projects removed from the TIP, and projects desired to be completed. Appendix A is from the 2022-2025 TIP and will be updated at the end of the public comment period to reflect this public process. An interactive web map of projects can be viewed from our [web mapping](#) page.

The [Technical Advisory Committee](#) (TAC) will consider the TIP at its November 9 meeting, with the [Policy Board](#) taking final action at its November 16 meeting.

Comments may be submitted directly to Jackie Eastwood at [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org) or through our [Send Us Your Comments](#) page.

If you need special accommodation or translation into another language to view LAPC plans or programs, please contact Jackie Eastwood at 608-785-6141.

Yog tias koj xav tau kev pab tshwj xeeb lossis txhais ua lwm hom lus kom pom LAPC cov phiaj xwm lossis phiaj xwm, thov hu rau Jackie Eastwood ntawm 608-785-6141.

Si necesita adaptaciones especiales o traducción a otro idioma para ver los planes o programas de LAPC, comuníquese con Jackie Eastwood al 608-785-6141.

## E-mail

Good morning, LAPC committee members and interested parties!

This notice announces a minimum 15-day public comment period ending Tuesday, November 8, 2022 for the [Draft 2023-2026 Transportation Improvement Program](#) (TIP).

This TIP is the annual program that includes not only the project lists but also discussions of performance, performance targets, community impacts, expenses and revenues, projects removed from the TIP, and projects desired to be completed. Appendix A is from the 2022-2025 TIP and will be updated at the end of the public comment period to reflect this public process. An interactive web map of projects can be viewed from our [web mapping](#) page.

The [Technical Advisory Committee](#) (TAC) will consider the TIP at its November 9 meeting, with the [Policy Board](#) taking final action at its November 16 meeting.

Comments may be directed to me at the contact information below.

If you need special accommodation or translation into another language to view LAPC plans or programs, please contact Jackie Eastwood at 608-785-6141.

Yog tias koj xav tau kev pab tshwj xeeb lossis txhais ua lwm hom lus kom pom LAPC cov phiaj xwm lossis phiaj xwm, thov hu rau Jackie Eastwood ntawm 608-785-6141.

Si necesita adaptaciones especiales o traducción a otro idioma para ver los planes o programas de LAPC, comuníquese con Jackie Eastwood al 608-785-6141.

## Jackie Eastwood

Transportation Planner

La Crosse Area Planning Committee, MPO

La Crosse County Administrative Center

212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601

PH: 608-785-6141

Cell: 608-792-0520

Website: [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo)

The public notice and draft document were published on the website on Sunday, October 23, 2022. The e-mail to LAPC committee members and interested parties announcing the public comment period and public notice was distributed on Monday, October 24, 2022.

## Resolution Approving the 2023-2026 TIP

The following resolution was approved by the LAPC Policy Board on November 16, 2022.

### RESOLUTION 14-2022

#### APPROVING THE

#### *2023-2026 La Crosse and La Crescent Metropolitan Area Transportation Improvement Program*

**WHEREAS**, the U. S. Department of Transportation regulations require the development and approval of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO); and

**WHEREAS**, the U. S. Department of Transportation regulations provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of federal law; and

**WHEREAS**, the La Crosse Area Planning Committee (LAPC) was created through an Inter-municipal Agreement approved by all local units of government located within the La Crosse urbanized area as the urban planning body responsible for performing urban transportation planning; and

**WHEREAS**, the LAPC is recognized by the Governors of Minnesota and Wisconsin as the MPO for the La Crosse/La Crescent area; and

**WHEREAS**, the LAPC adopted the *Beyond Coulee Vision 2040* Metropolitan Transportation Plan on September 16, 2020; and

**WHEREAS**, federal regulations dictate that projects included in the Transportation Improvement Program are also consistent with the Metropolitan Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED:** that

- 1) the LAPC, MnDOT and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT, Mn/DOT or the transit operator to proceed with federal fund commitment; and
- 2) if WisDOT, MnDOT or the transit operator(s) wish to proceed with a project(s) not in the first year of the TIP, the LAPC agrees that projects from the second, third, or fourth year of the TIP can be advanced to proceed with federal fund commitment without the LAPC being further involved in their project selection; and
- 3) even though an updated TIP has been developed and approved by the LAPC, WisDOT and MnDOT can continue to seek federal fund commitment for projects in the previous TIP until a new Statewide Transportation Improvement Program (STIP) has been jointly approved by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

- 4) highway and transit projects reflected in any of the first three years of the approved STIP may be advanced for federal fund commitment without requiring an amendment to the STIP; and
- 5) it is the intent of WisDOT, MnDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP; and
- 6) concerning the federal funding sources that the MPO has identified for individual projects in its TIP, it is agreed that WisDOT and MnDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement or Allocated STP funds and CMAQ funds for projects not identified for that source of funding in the TIP; and

**BE IT FURTHER RESOLVED:** that the LAPC approves the 2023-2026 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

**BE IT FURTHER RESOLVED:** that the LAPC policy board authorizes the staff of the LAPC to make minor changes in order to address the concerns of the FTA, FHWA, MnDOT, and WisDOT.

LA CROSSE AREA PLANNING COMMITTEE

  
Linda Seidel, Chair

  
Peter Fletcher, Executive Director  
Dated: November 16, 2022



# Appendix B: Minnesota MPO TIP Check List

**MPO:** La Crosse Area Planning Committee

**Contact name:** Jackie Eastwood

**TIP time period:** 2020-2023

Table 21 identifies information that should be covered in TIP as required by 23 CFR 450.

**TABLE 21: 23 CFR 450 REQUIRED ELEMENTS FOR TIP**

| Regulatory Citation (23 CFR) | Key Content of Rule   | Review Guidance  | Included in TIP? | If yes, which page(s)?   |
|------------------------------|-----------------------|--|------------------|--------------------------|
| 450.316(a)                   | Public Involvement    | MPO followed its public participation plan for the TIP process which includes, but is not limited to adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input. | Yes / No         | 6-7, 39-40 in Appendix A |
| 450.316(b)                   | Consultation          | TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.   | Yes / No         | 1                        |
| 459.322(b)                   | Congestion Management | TMA's TIP reflects multimodal measures / strategies from congestion management process   | Yes / No / NA    |                          |

TABLE 22: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

| Regulatory Citation (23 CFR) | Key Content of Rule                                 | Review Guidance   | Included in TIP? | If yes, which page(s)? |
|------------------------------|---|---|------------------|------------------------|
| 450.326(a)                   | Cooperation with State and public transit operators | TIP developed in cooperation with the State (DOT) and (any) public transit operators.   | Yes / No         | 1                      |
| 450.326(a)                   | TIP time period                                     | TIP covers at least 4 years.  | Yes / No         | 13-17 Tables 3 and 4   |
| 450.326(a)                   | MPO approval of TIP                                 | Signed copy of the resolution is included.  | Yes / No         | 41-42 Appendix A       |
| 450.326(a)                   | MPO Conformity Determination                        | If a nonattainment /maintenance area, a conformity determination was made and included in the TIP.  | Yes / No / NA    |                        |
| 450.326(b)                   | Reasonable opportunity for public comment           | TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc. | Yes / No         | 39-40 Appendix A       |
| 450.326(b)                   | TIP public meeting                                  | TMA's process provided at least one formal public meeting.  | Yes / No / NA    |                        |
| 450.326(c)                   | Performance targets                                 | TIP designed to make progress toward achieving established performance targets.   | Yes / No         | 23-29                  |
| 450.326(d)                   | Performance targets                                 | TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets.       | Yes / No         | 29                     |
| 450.326(e)                   | Types of projects included in TIP                   | TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.        | Yes / No         | 13-17 Tables 3 and 4   |
| 450.326(f)                   | Regionally significant projects                     | TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.   | Yes / No         | 13-16 Table 3          |

TABLE 22: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

| Regulatory Citation (23 CFR) | Key Content                     | Review Guidance   | Included in TIP? | If yes, which page(s)?           |
|------------------------------|---------------------------------|---|------------------|----------------------------------|
| 450.326(g)(1)                | Individual project information  | TIP includes sufficient scope description (type, termini, length, etc.).  | Yes / No         | 13-16 Table 3                    |
| 450.326(g)(2)                | Individual project information  | TIP includes estimated <b>total</b> cost (including costs that extend beyond the 4 years of the TIP).                                   | Yes / No         | 13-16 Table 3                    |
| 450.326(g)(3)                | Individual project information  | TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.         | Yes / No         | 13-17 Tables 3 and 4             |
| 450.326(g)(4)                | Individual project information  | TIP identifies recipient / responsible agency(s).   | Yes / No         | 13-17 Tables 3 and 4             |
| 450.326(g)(5)                | Individual project information  | If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.   | Yes / No / NA    |                                  |
| 450.326(g)(6)                | Individual project information  | If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.                         | Yes / No / NA    |                                  |
| 450.326(g)(7)                | Individual project information  | TIP identifies projects that will implement ADA paratransit or key station plans.   | Yes / No / NA    | No such projects in this TIP     |
| 450.326(h)                   | Small projects                  | TIP identifies small projects by function or geographic area or work type.  | Yes / No         | 17 Table 4 grouped projects list |
| 450.326(h)                   | Small projects                  | If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements. | Yes / No / NA    |                                  |
| 450.326(i)                   | Consistency with approved plans | Each project is consistent with the MPO's approved transportation plan.   | Yes / No         | 41-42 resolution 14-2022         |

TABLE 22: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

| Regulatory Citation (23 CFR) | Key Content          | Review Guidance   | Included in TIP? | If yes, which page(s)? |
|------------------------------|----------------------|---|------------------|------------------------|
| 450.326(j)                   | Financial plan       | TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs. | Yes / No         | 35-36 Tables 16 and 17 |
| 450.326(j)                   | Financial plan       | Total costs are consistent with DOT estimate of available federal and state funds.  | Yes / No         | 35-36 Tables 16 and 17 |
| 450.326(j)                   | Financial plan       | Construction or operating funds are reasonably expected to be available for all listed projects.  | Yes / No         | 35-36 Tables 16 and 17 |
| 450.326(j)                   | Financial plan       | For new funding sources, strategies are identified to ensure fund availability.   | Yes / No / NA    | No new funding sources |
| 450.326(j)                   | Financial plan       | TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.   | Yes / No         | 36 Table 17            |
| 450.326(j)                   | Financial plan       | TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.                              | Yes / No         | 37-39 Tables 18-20     |
| 450.326(j)                   | Financial plan       | Revenue and cost estimates are inflated to reflect year of expenditure.   | Yes / No         | 35-39 Tables 16-20     |
| 450.326(k)                   | Financial constraint | Full funding for each project is reasonably anticipated to be available within the identified time frame.   | Yes / No         | 36 Table 17            |
| 450.326(k)                   | Financial Constraint | If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.   | Yes / No / NA    |                        |

TABLE 22: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

| Regulatory Citation (23 CFR) | Key Content                          | Review Guidance   | Included in TIP? | If yes, which page(s)?        |
|------------------------------|--------------------------------------|---|------------------|-------------------------------|
| 450.326(k)                   | Financial Constraint                 | TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.                     | Yes / No         | 35-39 Tables 16-20            |
| 450.326(k)                   | Financial Constraint                 | If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.  | Yes / No / NA    |                               |
| 450.326(m)                   | Sub-allocated funds                  | Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.           | Yes / No / NA    |                               |
| 450.326(n)(1)                | Monitoring progress                  | TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years. | Yes / No         | 8 Link to website             |
| 450.326(n)(2)                | Monitoring progress                  | TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.   | Yes / No         | 20 Table 6                    |
| 450.326(n)(3)                | Monitoring progress                  | If a nonattainment / maintenance area, progress implementing TCS is described.  | Yes / No / NA    |                               |
| 450.328                      | TIP / STIP relationship              | Approved TIP included in STIP without change.   | Yes / No         |                               |
| 450.334                      | Annual Listing of Obligated Projects | TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.  | Yes / No         | Linked to website             |
| 450.336                      | Certification                        | TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of 23 CFR 450.336.          | Yes / No         | 5-6; 41-42 Resolution 14-2022 |

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# Appendix C: Contact Information

## LAPC Contact Information

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La Crosse Area Planning Committee  
La Crosse County Administrative Center  
212 6<sup>th</sup> Street N, Room 2300  
La Crosse, Wisconsin 54601

### LAPC Website

[www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo)

### Executive Director

Peter Fletcher  
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### Transportation Planner

Jackie Eastwood  
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### LAPC Subcommittees

Technical Advisory Committee (TAC)  
Committee on Transit and Active Transportation (CTAT)

## Department of Transportation Local Contacts

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### Wisconsin

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- Barbara Schreiber, District Transit Project Manager  
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## Department of Transportation State Contacts

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### Wisconsin

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## Minnesota

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## Federal Contacts

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### Federal Highway Administration (FHWA)

#### Wisconsin Federal Highway Administration

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