

**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> (years)	2022 TAM <sup>2</sup> 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 (DriftLink) are reported in Table 12.

The LAPC, having approved these targets at its March 20, 2024, 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, 2024**

Measure	La Crosse MTU		Onalaska Shared Ride (DriftLink)
	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	0.0
Rate of reportable injuries per 100K VRM	0.0	0.0	0.0
Total number of reportable safety events	2.0	1.0	1.0
Rate of reportable safety events per 100K VRM	0.23	0.80	0.1
Average distance between major mechanical failures	8,913.8	8,899.6	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 86 projects are programmed in this TIP. Twenty (20) of the projects are transit capital and/or operations projects; nine (9) are HSIP projects and five (5) are rail safety; seven (7) are TAP projects, which could be considered safety projects as they will provide safe options for bicycle and pedestrian