

# Appendix A: Local Comprehensive Plan Reviews

LAPC staff conducted an analysis of the transportation and land use goals identified in the local comprehensive plans of LAPC planning area communities and compared them to the 10 planning factors that guide LAPC’s priorities and scope. The review identified local transportation and land uses goals based on the scope of the plan’s goals and how well they aligned with LAPC’s implementation of the 10 planning factors.

As the LAPC and its member communities update their plans in the future, this analysis can be used to help align local (community) and regional (LAPC) goals with consideration of urban and rural differences.

## Comparison of MTP Goals and Guiding Principles to Local Planning Goals

Table 1 evaluates the land use and transportation goals of each planning area community against the 10 planning factors. Un-filled circles indicate the community’s comprehensive plan does not explicitly support- through a related goal or objective- the planning factor, partially filled circles indicate some level of goal concurrence, and filled circles represent goal or goal concept agreement. Of the planning area communities, all but the townships of La Crescent and Dresbach in Minnesota have adopted comprehensive plans.

### General Findings

- The 10 planning factors are intended to be applied to and considered during the metropolitan planning process. Not all the planning factors can be reasonably or equally applied to rural areas as the capacity of smaller municipalities to carry out or self-determine the transportation network is often limited.
- Most of the local comprehensive plans reviewed included mention of or recommendations to participate in LAPC’s planning efforts. This is a direct result of LAPC’s conscious involvement in local comprehensive planning.
- Each planning area community, especially the rural communities, has a strong desire to maintain their established ‘character’ or identity.
- Wisconsin state planning laws make the planning process onerous, resulting in the inclusion of goals or recommendations that a municipality has no intention of implementing or prioritizing because they may be required to be included.
- The state of Minnesota does not have a requirement to adopt a comprehensive planning document outside of the Twin Cities Metropolitan area, though LAPC staff do encourage the adoption of one to its Minnesota communities.

## Goal-Specific Findings

- Most plans contained recommendations to encourage the development of dedicated bicycling facilities as a strategy to reduce single-occupancy trips, either for the benefit of the environment or as a transportation demand management strategy.
- Between all local plans, a focus on infill development and promoting mixed-use developments were common.
- Many plans identified the establishing boundary agreements to be beneficial to steering development. LAPC has assisted with the facilitation of boundary agreements between member municipalities in the past, though LAPC was never listed as a resource for facilitation of boundary agreements.
- Comprehensive plans belonging to regional or urban entities were more closely aligned with LAPC's long-range goals.

In recent years, LAPC has been much more involved in the comprehensive planning efforts of its member communities. Typically, this involvement is in the form of narrative or figure development and goal recommendations. In the case of LAPC's rural communities, capacity to implement many of LAPC's goals can be limited, and LAPC staff work with town officials to form realistic goals considering LAPC's goals and regional context.

## Recommendations

- For the 2030 Long Range Transportation Plan update, the plan process should include a review of the goals and objectives while distinctly addressing urban and rural area goals separately.
- LAPC will continue to participate in the local comprehensive planning process to ensure regional priorities and recommendations made in the Long-Range Transportation Plan are reflected in adopted plans.
- LAPC should position itself more favorably to facilitate the formation of boundary agreements involving member municipalities.
- LAPC will better consider how it can support its land use goals and recommendations within the more rural parts of the planning area.
- LAPC staff will proactively monitor comprehensive plan updates and provide technical support regarding LAPC planning factors early in the planning process.

	Support and Enable Economic Vitality	Increase Safety	Increase Security	Increase Accessibility and Mobility of People and Freight	Protect and Enhance the Environment	Enhance the Connectivity of the Transportation System	Promote Efficient System Management and Operation	Emphasize the Preservation of the Existing Transportation System	Improve resiliency and reliability of the Transportation System	Enhance Travel and Tourism
City of La Crosse	●	●	◐	●	●	●	○	◐	●	◐
City of Onalaska	●	●	○	●	◐	●	○	○	○	●
City of La Crescent	●	●	◐	◐	◐	●	◐	●	◐	●
Village of Holmen	●	◐	○	◐	◐	◐	○	◐	○	◐
Village of West Salem	●	●	○	◐	○	●	◐	◐	○	◐
Town of Barre	◐	◐	○	◐	○	○	◐	◐	○	◐
Town of Campbell	●	○	○	◐	◐	○	○	◐	○	○
Town of Hamilton	◐	○	○	●	○	◐	○	◐	○	◐
●	Goal or objective supports the planning factor									
◐	Some level of support for the planning factor.									
○	Lack of explicit goal or objective that supports or enables the planning factor.									

	Support and Enable Economic Vitality	Increase Safety	Increase Security	Increase Accessibility and Mobility of People and Freight	Protect and Enhance the Environment	Enhance the Connectivity of the Transportation System	Promote Efficient System Management and Operation	Emphasize the Preservation of the Existing Transportation System	Improve resiliency and reliability of the Transportation System	Enhance Travel and Tourism
Town of Holland										
Town of Medary										
Town of Onalaska										
Town of Shelby										
County of La Crosse										
County of Houston										
	Goal or objective supports the planning factor									
	Some level of support for the planning factor.									
	Lack of explicit goal or objective that supports or enables the planning factor.									

**Table A.1. Local comprehensive plan review based on the 10 planning factors.**

# La Crosse Area Planning Committee Metropolitan Transportation Plan Update

Engagement summary

2025





## Contents

Engagement summary .....	1
Summary overview .....	3
In-person engagement activities.....	4
Online public survey results .....	7
What we heard .....	9
Online comment map.....	10
Summary of survey results .....	16
Recommendations for future outreach .....	36

## Summary overview

The La Crosse Area Planning Committee (LAPC) is updating its Metropolitan Transportation Plan (MTP) to better serve the community. The MTP will plan transportation investments to make it easier for everyone to get where they need to go in the region.

In 2024 and 2025, LAPC staff, with the support of SRF Consulting Group, connected with the community about their issues and needs getting around. The project team conducted in-person and online engagement meetings, including:

- Four pop-up events
- Five stakeholder conversations
- One online comment map
- One online survey
- One project Open House

The primary themes we heard from these engagement activities included: investing in infrastructure, improving transportation connections, and the promotion of safety and sustainability. This summary document provides details on what we did, what we heard, and recommendations for future community outreach.



*Figure 1: Project staff connecting with Community Members at Centro Latino in La Crosse*



## In-person engagement activities

LAPC staff offered a variety of engagement opportunities and connected with community in the places where they live, work and play. The team conducted 10 events that connected with about 300 local residents. At events, the team shared information about the MTP update and gathered community feedback. Tools used to gather feedback included:

- Comment map
- Voting activity for identifying top transportation needs and concerns
- A family-friendly “Madlib” activity about transportation in the Driftless region

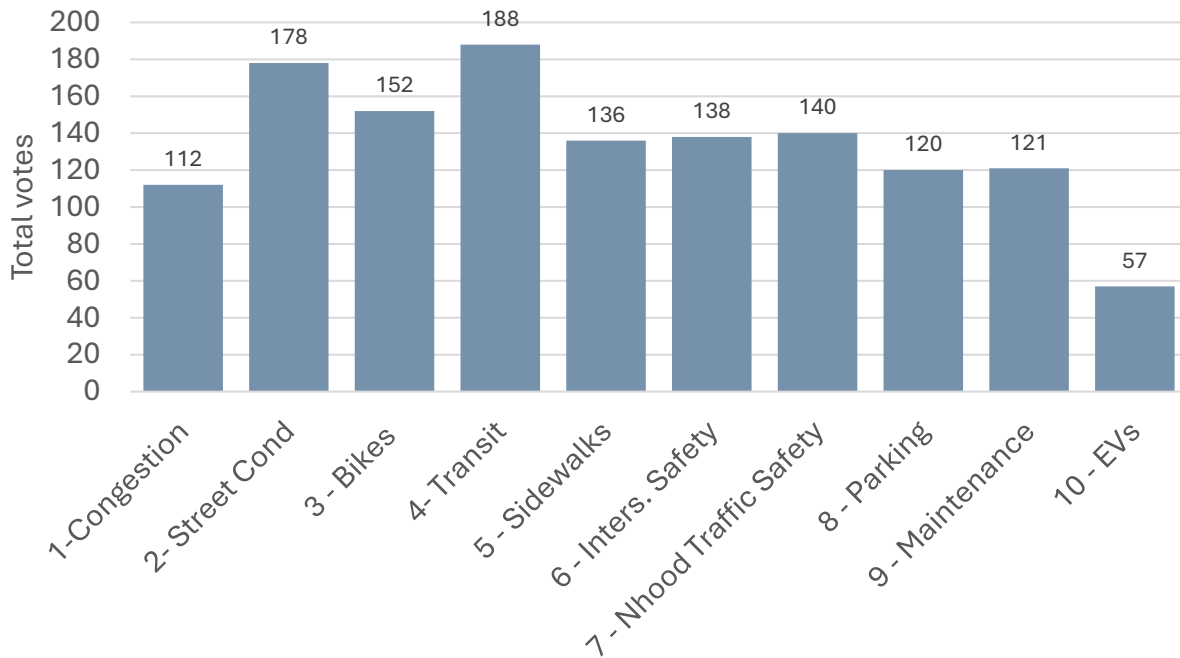
The events that were conducted by the project team were held at diverse locations to connect with a broad variety of community members.

Event / Location	Activity Type	Date	People Engaged
<b>UW – La Crosse Campus</b>	Pop-up	10/1/2024	35
<b>Holmen, Holland, Onalaska staff meeting</b>	Presentation & discussion	10/9/2024	14
<b>County Staff meeting</b>	Presentation & discussion	10/9/2024	11
<b>Bingo, Omni Center Onalaska</b>	Pop-up	10/9/2024	140
<b>Holmen Community Center</b>	Pop-up	10/10/2024	25
<b>Cia Siab</b>	Pop-up	11/13/2024	10
<b>Cia Siab</b>	Presentation & discussion	11/13/2024	8
<b>Public Open House at County Building</b>	Open House	11/13/2024	38
<b>Centro Latino</b>	Listening session	11/13/2024	13
<b>La Crosse Housing Authority</b>	Stakeholder meeting	4/15/2025	2

From this outreach, we were able to gather input and further promote the virtual engagement tools. In person feedback included participation in a fun “mad-libs” style activity and participation in a prioritization activity using marbles. The in-person engagement voting activity yielded the following results.



### What Transportation Issues Would You Like to Improve?



The activity particularly highlighted community desires to see transit, overall street conditions, and bike conditions improve. A variety of other issues also received high interest, including neighborhood traffic safety, sidewalks, and intersection safety.

#### Stakeholder meetings

The project team has worked on making inroads with key community groups to begin participation and longer-term connections with LAPC. The organizations we reached out to are listed below.

Organization name	Focus demographics	Participation?
<b>Cia Siab</b>	Hmong	Yes, as community connecting organization and stakeholder group. Meeting held.
<b>B.L.A.C.K.</b>	Black community	Unable to make contact.
<b>Ho-Chunk Nation</b>	Ho-Chunk Nation	Limited preliminary conversations. Interest in long term participation expressed.
<b>Hope Restores</b>	Black community	Organization on hiatus.
<b>Centro Latino</b>	Latine immigrants	Yes, as stakeholder group. Meeting held.
<b>Couleecap</b>	Low income/Homeless	Yes, as stakeholder group. Meeting pending.



<b>La Crosse Housing Authority (City)</b>	Low income	Yes, as stakeholder group. Meeting held.
<b>La Crosse Housing Authority (County)</b>	Low income	Some correspondence. Limited interest in participation.
<b>The Parenting Place</b>	Single parents	No interest in participating.

### **Stakeholder Meetings**

#### Cia Siab

Cia Siab, Inc. supported the LAPC MTP update by promoting community input opportunities, sharing more information about the MTP update with community members, and gathering feedback about the future of transportation in the LAPC planning area through a focus group discussion with participants recruited by Cia Siab, Inc.

Complete comments and feedback from this discussion are appended to this document.

#### Centro Latino

Centro Latino supported the LAPC MTP by recruiting Latine community members to a focus group conversation centered on questions and learning how they travel in La Crosse and the region, how their current travel needs are being met, and what ways can their movement be more effective, efficient and safer.

A complete summary of this conversation is appended to the end of this document.

#### La Crosse Housing Authority

The project team met with La Crosse Housing Authority staff members to learn more about the transportation needs of their residents. Questions covered Housing Authority considerations for transportation and any needs that staff have observed for residents.

A complete summary of this conversation is appended to the end of this document.

## Online public survey results

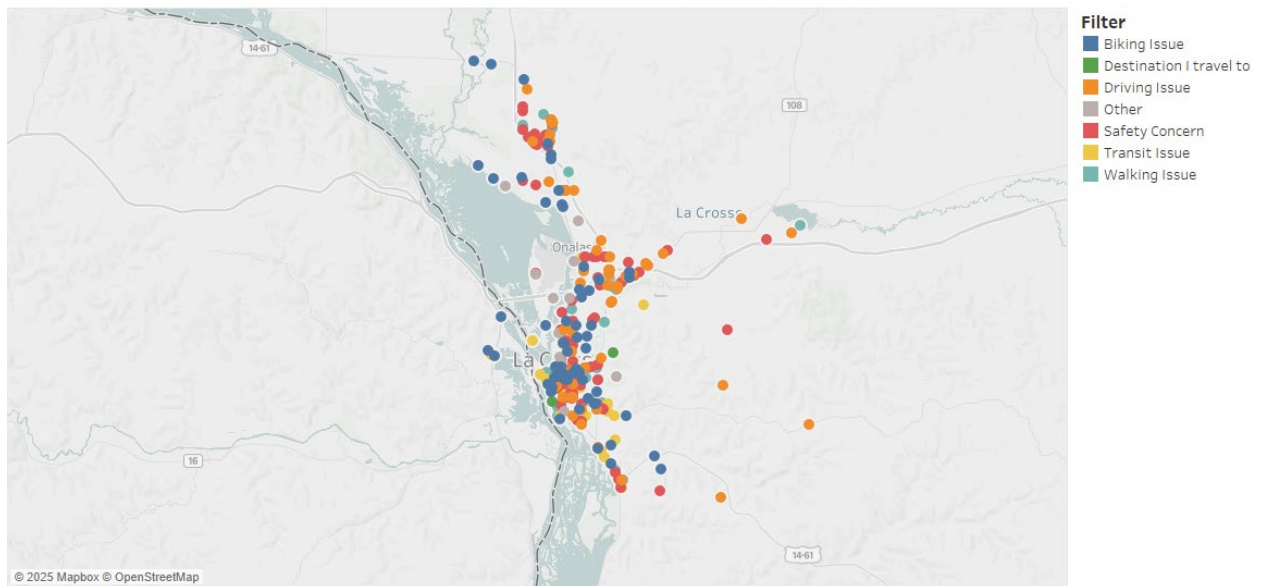
### *What we did*

A community survey was used to understand existing transportation needs and desires for residents within the La Crosse Area Planning Committee boundaries. The survey was open from the Fall of 2024 through January 2025 and received more than 475 responses. The first question received 543 responses, and the rest of the survey received between 450 - 490 responses.

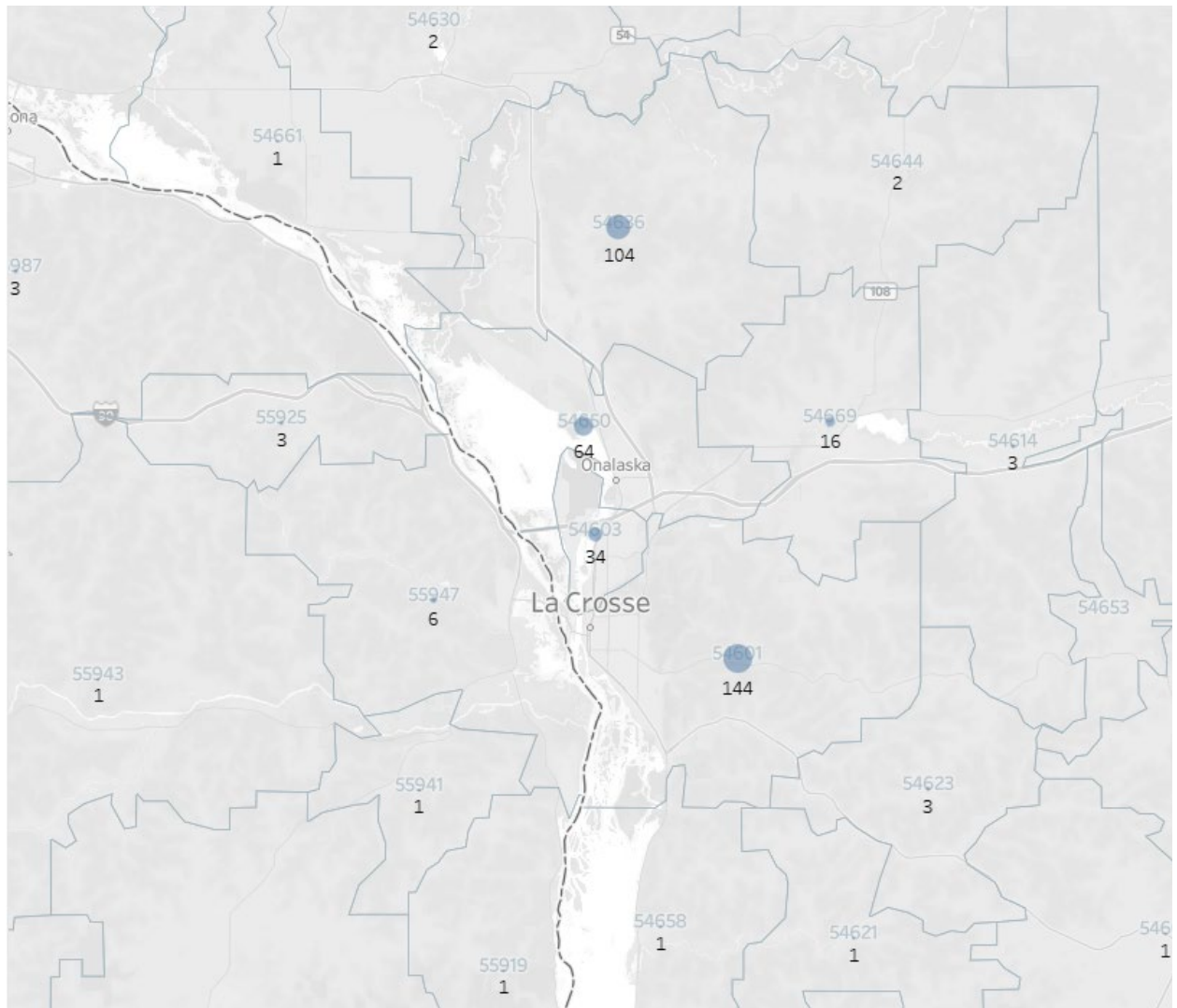
Nearly 60 percent of survey respondents were women, and about 5 percent indicated that they spoke a language other than English at home.

In addition, an online comment map supported the survey, providing a space for the public to provide location-specific comments regarding transportation experiences and needs. A total of 205 commenters left over 300 comments on the map.

### La Crosse Area Planning Committee: Community Feedback Map



Survey respondents came from all over the LAPC area. A map of zip code responses is included below.





## What we heard

Main themes from the survey emerged from comments made in the online survey and the comment map. The following transportation-related priorities arose:

### 1. Infrastructure.

1. **Maintain and repair existing roads and sidewalks.** Potholes and rough roads, signal timing issues, and poor sidewalk conditions are common concerns.
2. **Improve public transportation** with more frequent service, expanded routes, and better regional connections, with a focus on equity and accessibility.

### 2. Connectivity.

1. **Expand and improve options for biking and walking**, prioritizing safety and connectivity.
2. **Increase flight options and regional connectivity**, a desire for more flights and affordable options is even stronger, with specific mentions of Minneapolis as a desired destination.

### 3. Promoting safety & sustainability.

1. **Adopt a regional and long-term perspective**, considering the needs of the entire county and surrounding communities, and prioritizing sustainable transportation options.

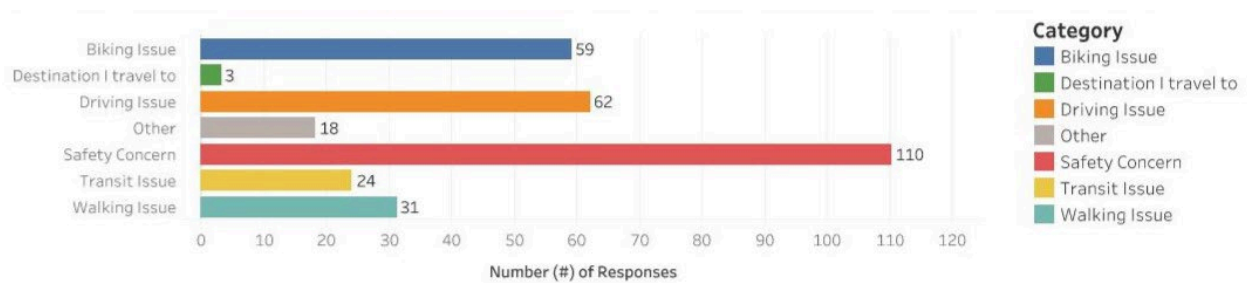
## Secondary themes.

- **Public Transportation:** People want better buses (more frequent, reliable, affordable, with expanded routes), and some suggest light rail or trams. The underlying need is for viable alternatives to driving.
- **Active Transportation (Bikes/Walking):** Strong support but often linked to safety and reducing car dependence. A desire for biking and walking to be practical choices.
- **Equity and Accessibility:** Comments about making the transit app available in Spanish, providing transportation for the elderly and disabled, and considering the needs of those without personal vehicles highlight the importance of equity in transportation planning.
- **Regional Perspective:** A strong theme is the need to consider the entire county and surrounding communities, not just the City of La Crosse. This includes public transport connections and addressing commuter traffic.

## Online comment map

Over the course of 5 months, a total of 205 commenters left over 300 comments on the map. As figure 1 shows, the comments fell across the LAPC area, but particular focus was given to the central corridor of metro: La crosse, Onalaska, Holmen, and immediately adjacent areas.

Commenters were able to select different kinds of points to leave on the map, including Transit Issue, Driving Issue, Biking Issue, Walking issue, Safety Concern, and Other. A total breakdown of number of comments by type is shown in the following chart.



## Themes of the comments

People who interacted with the comment map were able to leave comments across an array of theme areas: biking, walking, transit, driving, safety, destination, or “other.”

The following theme areas were selected by respondents who left comments on the online map.

- Safety (110 Comments total)
  - For people walking (31 Comments)
  - For people biking (59 Comments)
  - For people taking the bus (24 Comments)
  - For people in vehicles (62 Comments)
- Vehicle speeds
- Facilities for walking and biking

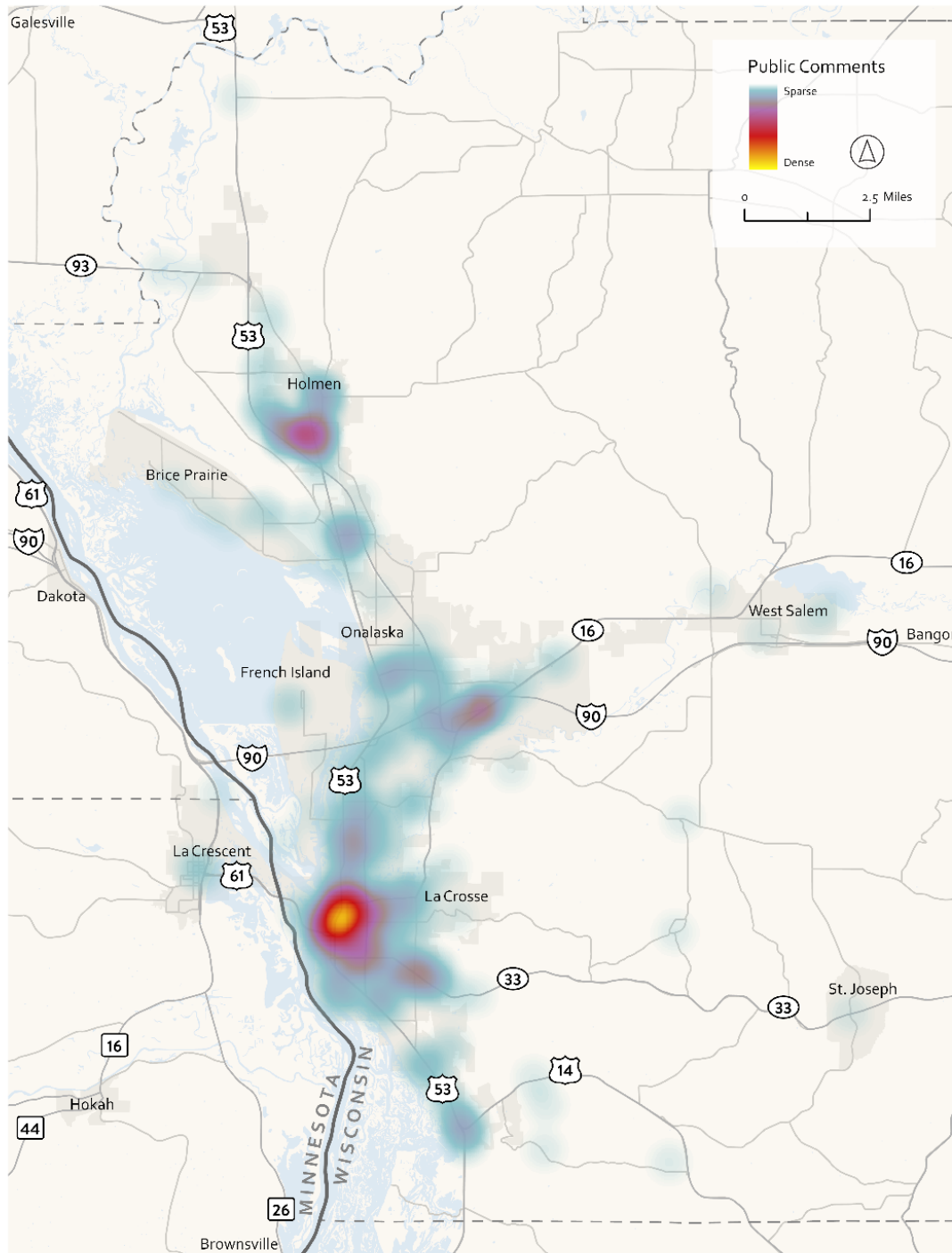


Figure 2: A heat map showing density of mapped comments

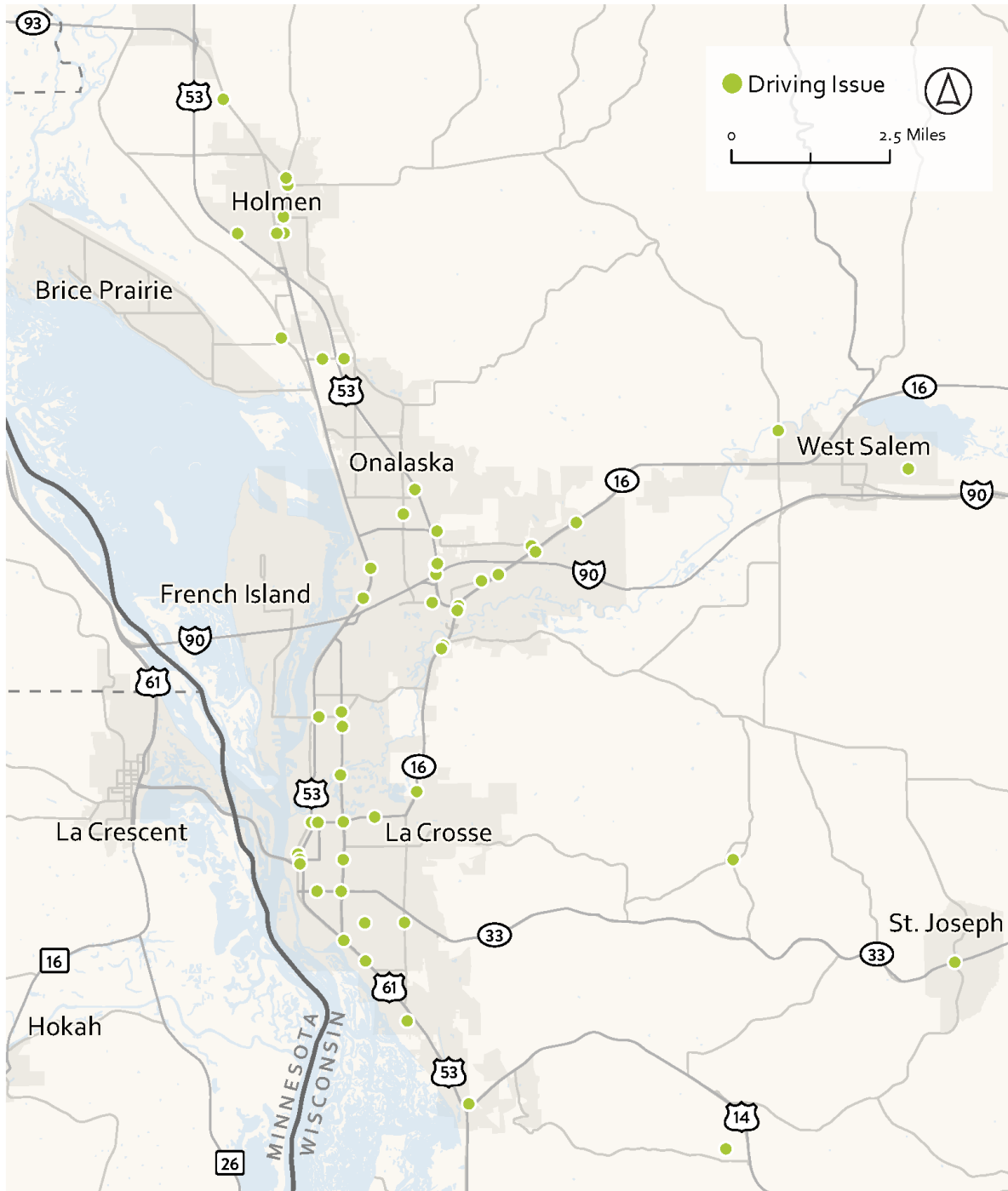


Figure 3: Driving issue locations identified by the community

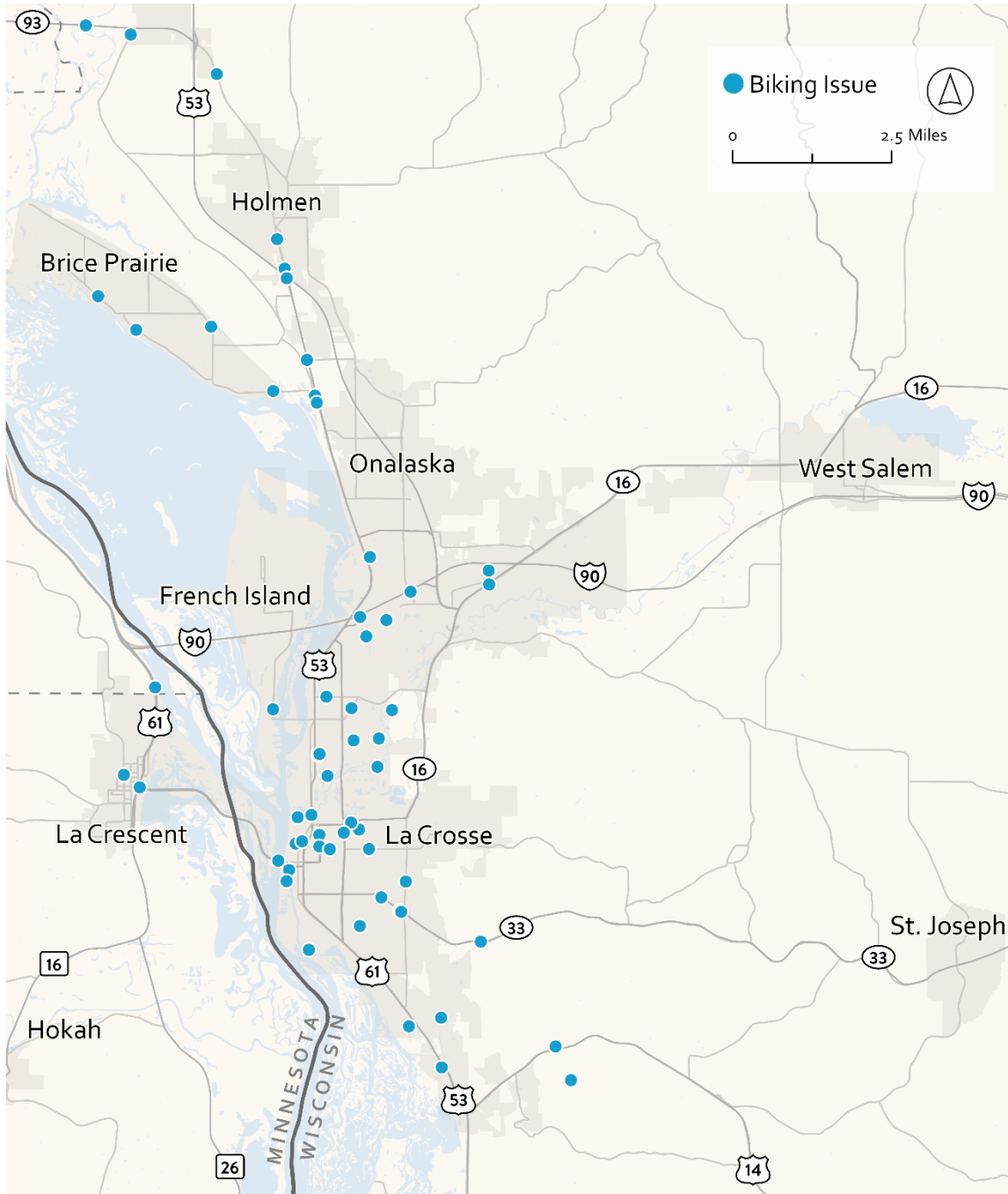


Figure 4: Biking issue locations identified by the community

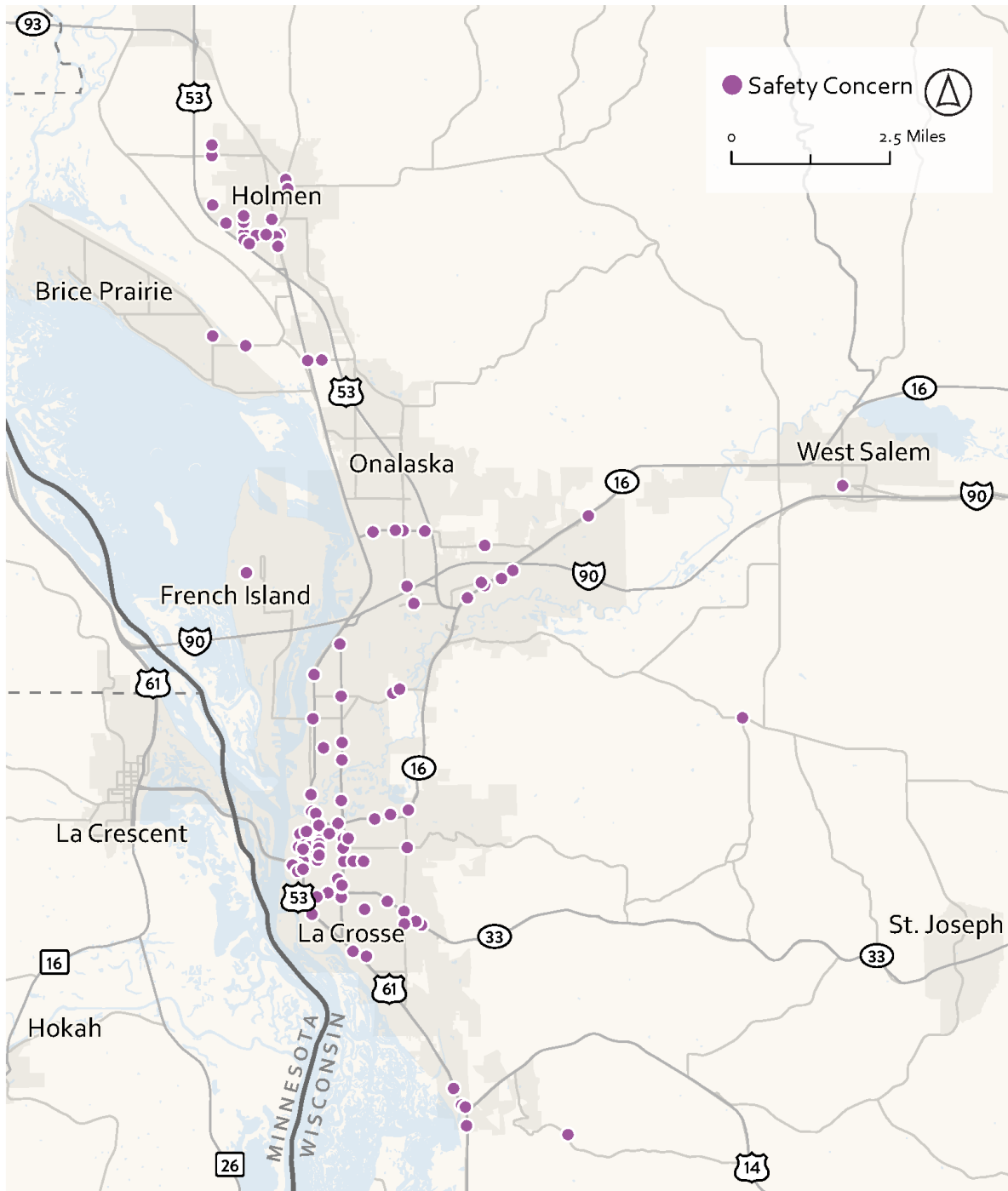


Figure 5: Safety issue locations identified by the community



## Summary of survey results

This section includes a summary of the results of the online survey. Of particular note, nearly 70 percent of participants indicated they mostly used a personal vehicle to travel, but more than 50 percent said they wished they could bike, and another 40 percent said they wished they could take public transportation.

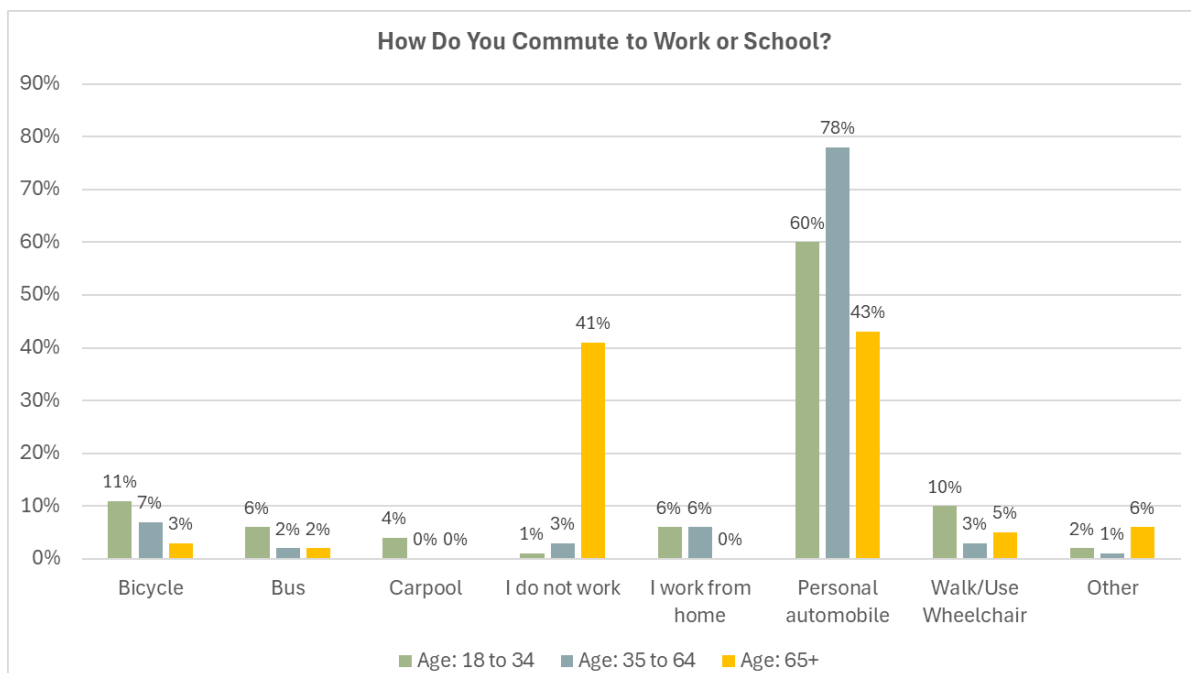
### (Q1) How do you usually get to school or work?

This section highlights how travel mode choices vary across different demographic groups. The three graphs below present the same response data, broken down separately by age group, ZIP code, and gender, to illustrate key differences in commuting behavior.

*WHILE nearly 70 percent of participants indicated they mostly used a personal vehicle to travel, more than 50 percent said they wished they could bike, and another 40 percent said they wished they could take public transportation.*

### Breakdown by Age

The figure below presents a breakdown of travel mode responses by age group. It illustrates how commuting preferences vary across different age groups, highlighting notable differences in transportation choices such as biking, public transit, carpooling, and walking.



**Key Takeaways:**

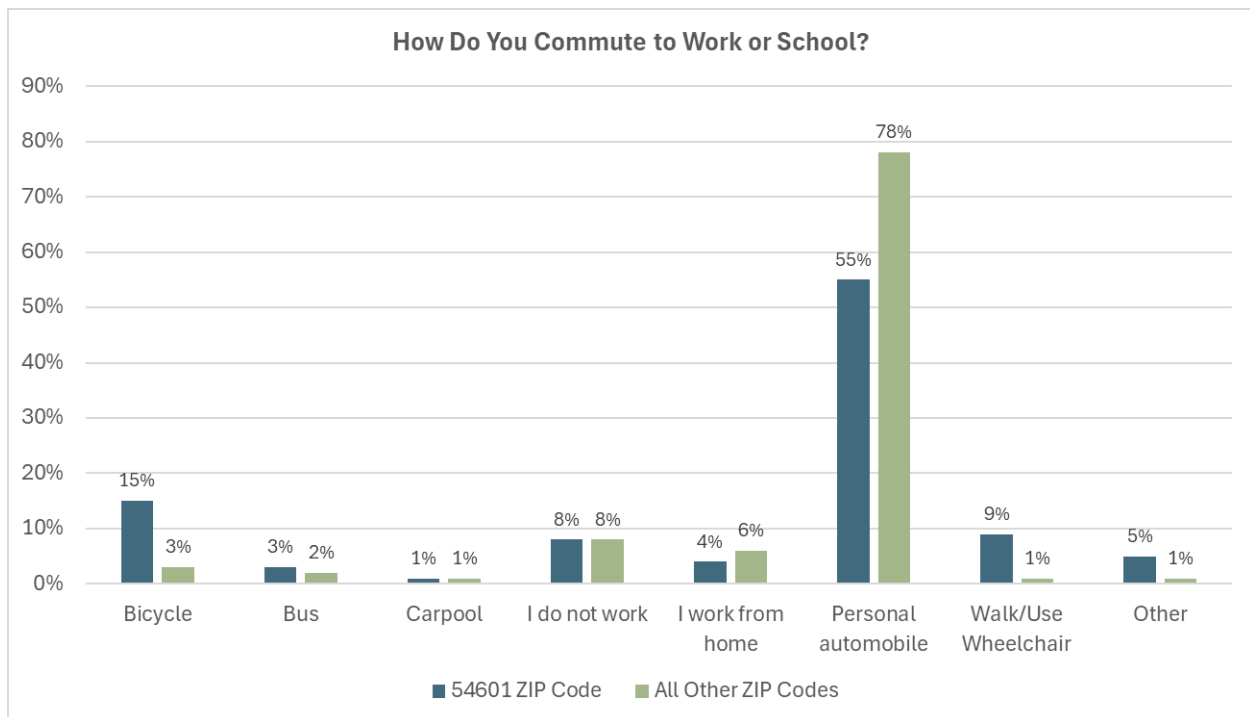
Younger respondents (ages 18–34) are 19% less likely to use a personal automobile to get to work or school compared to those ages 35–64. This suggests a generational shift in transportation preferences, with younger individuals relying more on alternative modes.

**Additional Observations:**

1. As age increases, the percentage of respondents who bicycle to work or school decreases.
2. Respondents aged 18–34 are more likely than other age groups to use the bus and carpool.
3. 41% of respondents aged 65 and older report not working.
4. Respondents aged 18–34 are more likely than other age groups to walk or use a mobility device to reach work or school.

**Breakdown by ZIP Code**

The figure below presents a breakdown of travel mode responses by ZIP code. It highlights how commuting patterns differ between residents of the 54601 ZIP code and those living in other areas, with notable differences in the use of bicycles and personal automobiles.

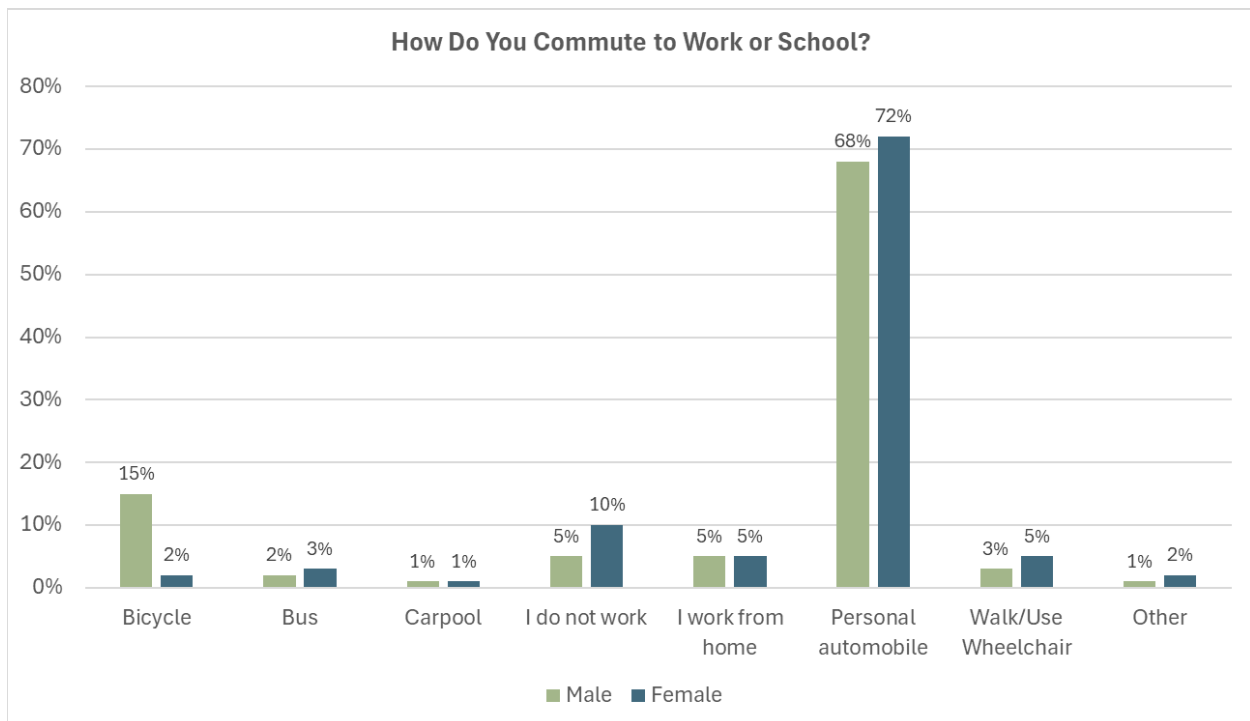


**Key Takeaways:**

People in the 54601 ZIP code are five times more likely to use a bicycle to get to work or school compared to those in all other ZIP codes. Additionally, they are 21 percent less likely to use a personal automobile for commuting than respondents from other ZIP codes.

**Breakdown by Gender Identity**

The figure below presents a breakdown of travel mode responses by gender identity. It highlights differences in commuting behavior among respondents, including variations in the use of bicycles, personal automobiles, public transit, and other travel modes based on gender identity.



**Key Takeaways:**

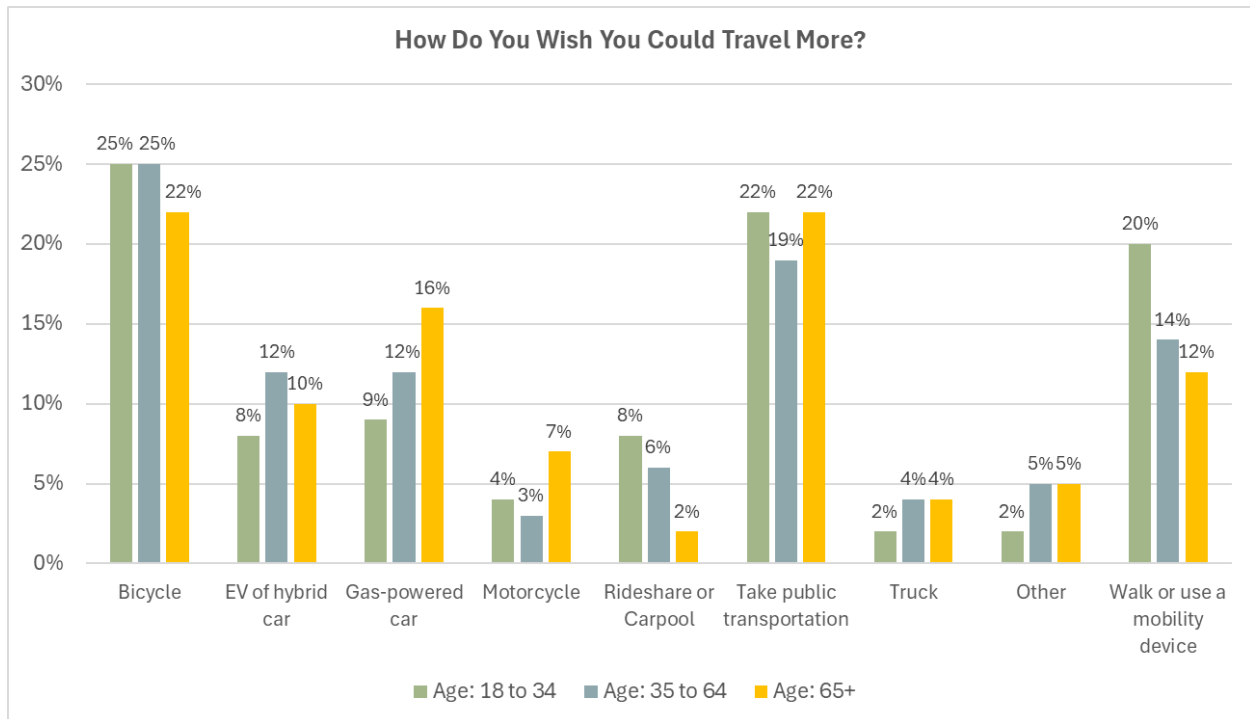
Two percent of female respondents reported using a bicycle to get to work or school, compared to 15 percent of male respondents. Additionally, 10 percent of female respondents indicated that they do not work, while this figure was 5 percent among male respondents. There were not enough responses from individuals who identified as non-binary to determine meaningful trends.

**(Q2) – How do you wish you could travel more frequently (select up to 3)?**

This section summarizes how respondents would prefer to travel more frequently if given the opportunity, based on their responses to Question 2 of the survey: "How do you wish you could travel more frequently (select up to 3)?"

**Breakdown by Age**

The figure below shows a breakdown by age and illustrates how responses vary across age groups.



**Key Takeaways:**

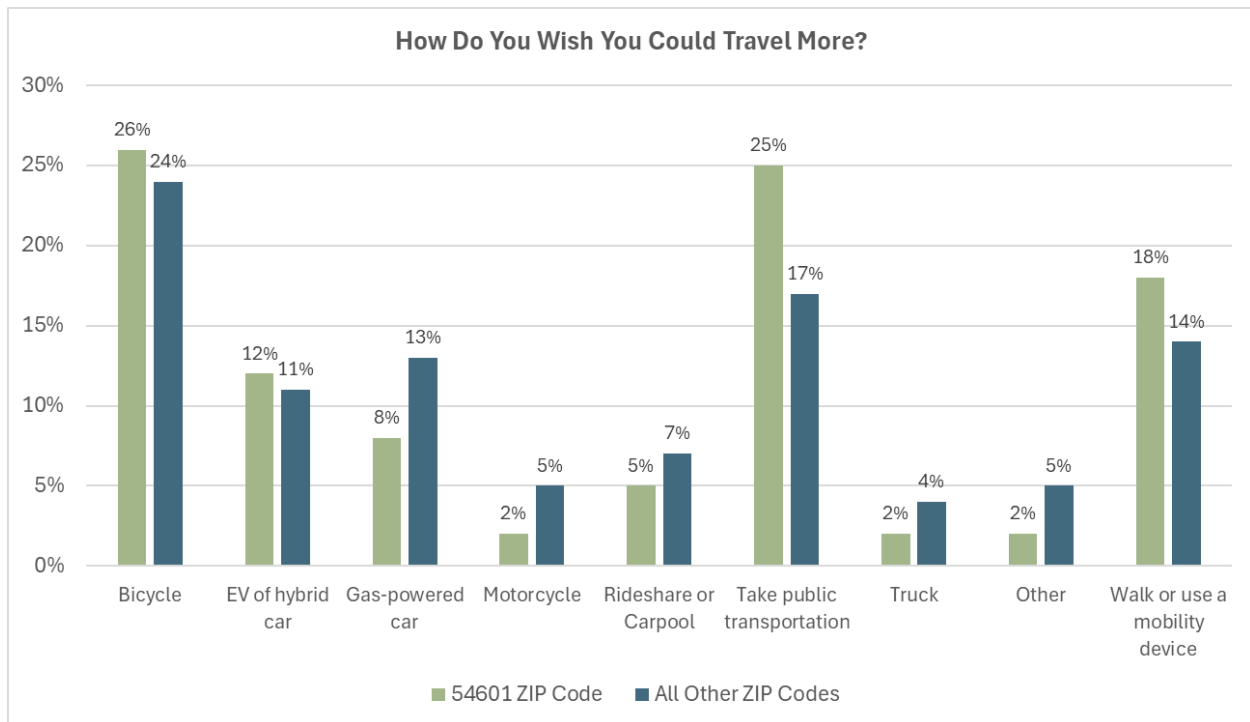
The use of a gas-powered car increases with age. Additionally, younger respondents are more likely to desire walking, carpooling, or using alternative travel modes.

**Additional Observations:**

1. Interest in ridesharing or carpooling declines with age.
2. Walking or using a mobility device is more commonly identified by younger respondents.
3. Younger individuals appear to be more interested in alternative travel modes than older age groups.

## Breakdown by ZIP Code

The figure below shows how responses vary by ZIP code and compares how responses differ across the region.

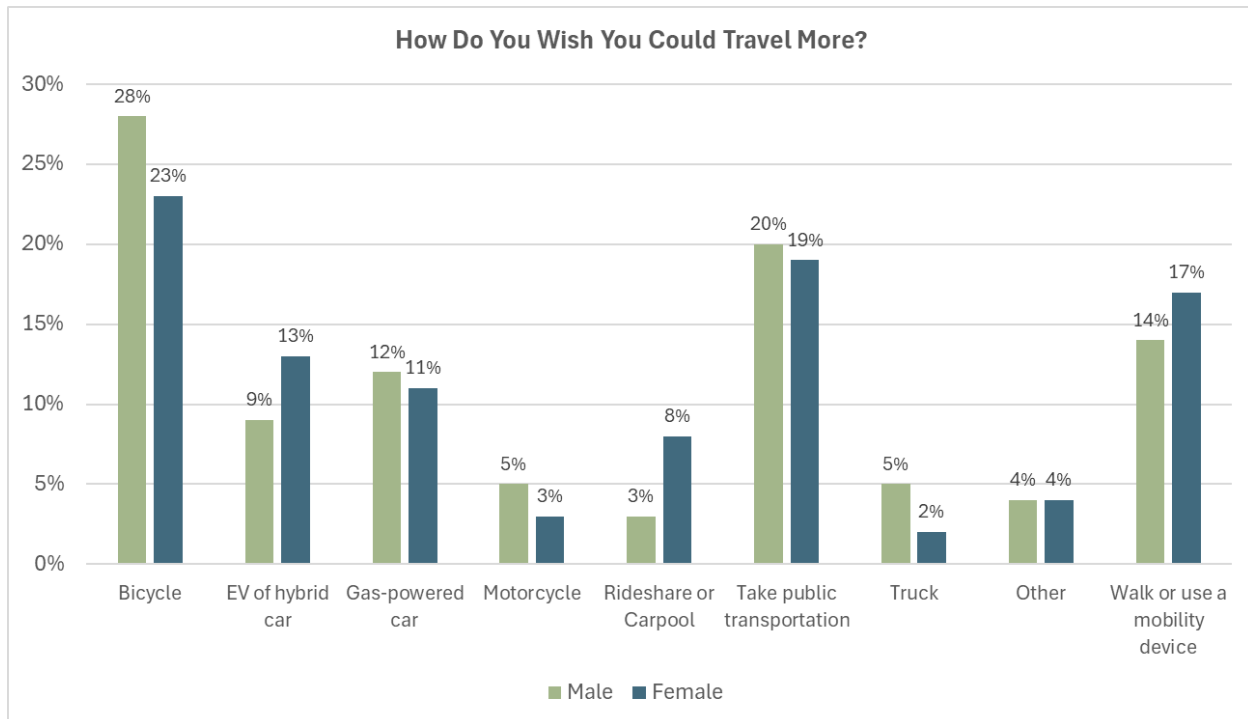


### Key Takeaways:

Respondents in the 54601 ZIP code tend to prefer public transportation, walking, or using mobility devices more than those in other ZIP codes. They also show a lower degree of preference for gas-powered cars. When considered together, this may indicate a greater interest in alternative and active transportation modes.

## Breakdown by Gender Identity

The figure below depicts how preferences vary based on gender identity.



**Key Takeaways:**

The responses indicate that travel preferences differ by gender, with male respondents more likely to prefer bicycling, while female respondents showed greater interest in using EVs or hybrid cars and ridesharing or carpooling.

**(Q3) - What transportation issues affect your daily life? (Top 5)**

Respondents were asked to select their top three issues. The percentages do not add up to 100% and show those who selected “occasionally” or “daily” to the following issues that affect their daily lives. The list below provides an overview of the top responses.

1. Condition of major streets and highways (71%)
2. Traffic safety and controls and major intersections (69%)
3. Traffic congestion (56%)
4. Parking availability (55%)
5. Availability of sidewalks and pedestrian facilities (53%)

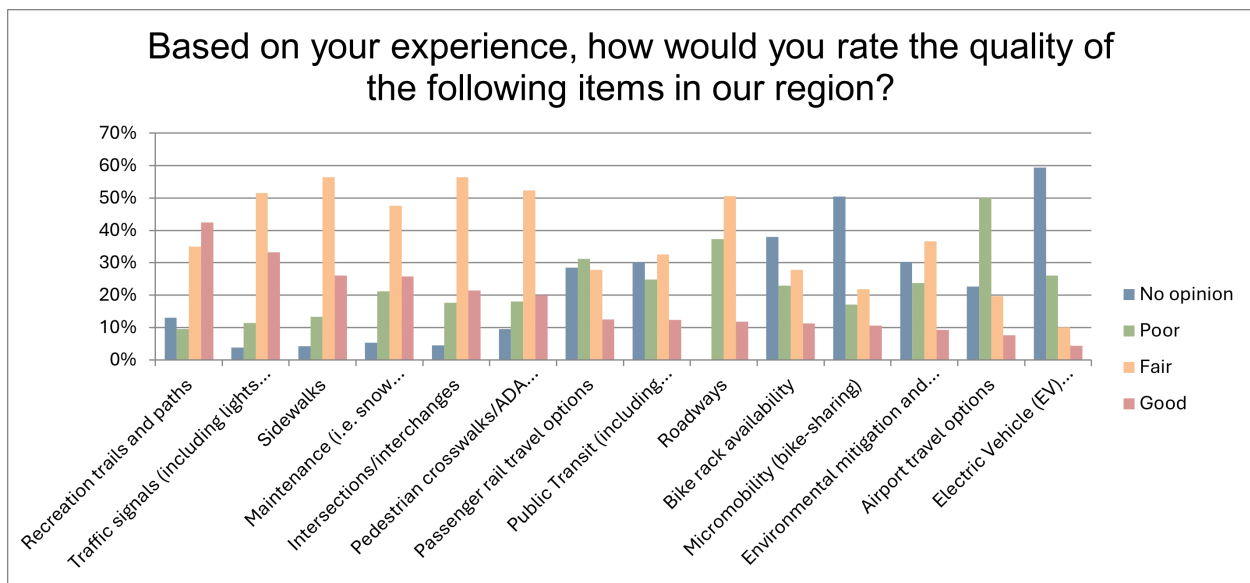
**(Q4) - Ranking the quality of transportation infrastructure items.**

This section presents results from Question 4, which asked respondents to rank the quality of various transportation infrastructure elements in the LAPC region. Respondents were

asked to select the items they felt were of the highest quality. The list below highlights the top three infrastructure types most frequently rated as high quality:

1. Recreational trails and paths (42%)
2. Traffic signals (33%)
3. Sidewalks (26%)

These results suggest that active transportation infrastructure and traffic control systems are generally viewed favorably by the community. Further detail is provided in the figure below.



It is notable in this chart that about 60 percent of respondents indicated “no opinion” regarding Electric Vehicle infrastructure, and half indicated “no opinion” regarding micromobility options. These high rates of no opinion may indicate an opportunity for additional education on the value of these transportation tools.

**(Q5) What transportation facilities would you like our region to invest more heavily in? (Top 5)**

This section summarizes responses to Question 5, which asked participants what types of transportation facilities they would like the region to invest in more heavily. Respondents were instructed to select multiple options, and the results presented below reflect the top five most frequently chosen priorities for future investment:

1. Roadways (62%)
2. Airport travel options (48%)



3. Passenger rail travel options (45%)
4. Recreational trails and paths (44%)
5. Electric Vehicle (EV) charging (40%)

These responses highlight a broad interest in enhancing both traditional and emerging transportation infrastructure options.

**(Q6) What do you think is the most important transportation need in our region today?**

**(The survey received 409 open-ended responses, and the following priorities were identified)**

1.) Road Conditions and Maintenance:

- Repair potholes and roads in poor condition
- Address traffic light programming causing congestion
- Repair and expand sidewalks and ADA facilities

2.) Public Transportation:

- Improve accessibility for people who do not drive
- Provide transportation options to healthcare
- Enhance regional connectivity

3.) Bike Infrastructure:

- Additional bike paths
- Provide additional wayfinding signage
- Prioritize safe transportation options for youth and college students

4.) Attract and Retain Residents:

- Enhance regional transportation options (e.g. rail, airport, managed lanes)
- Improved connectivity within LAPC boundaries

**(Q7) What do you think is the most important transportation need in our region in the next 20 years?**

**(The survey received 383 responses, and the following themes were identified)**

1. **Public Transportation:** People want better buses (more frequent, reliable, affordable, with expanded routes) to provide a convenient and affordable alternative to driving.

2. **Roads:** A close second, but with a focus on *maintenance* (fixing potholes, etc.) and improving traffic flow, especially on the north-south corridor. This highlights existing infrastructure concerns.
3. **Active Transportation (Bikes/Walking):** Strong support but often linked to safety and reducing car dependence. This is about making biking and walking practical choices.

**Secondary Themes:**

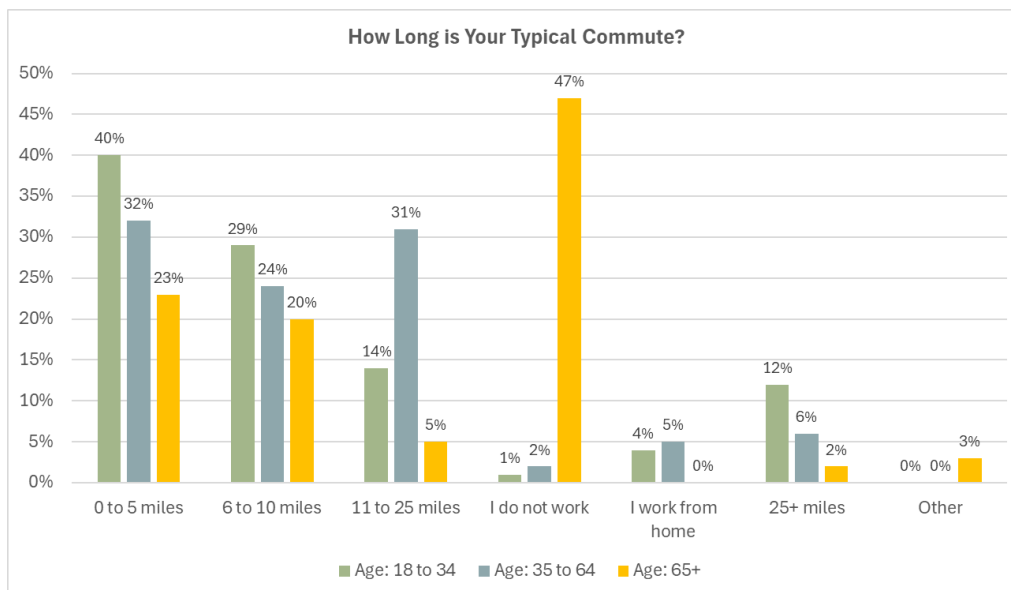
1. **EV Infrastructure:** Important, but less urgent than the top themes. Shows awareness of the future, but maybe not the immediate need.
2. **Rail:** Some desire high-speed rail and better passenger rail, but it's not as widespread of a concern.

**(Q8) - How long is your typical commute?**

This section highlights how commute length varies across different demographic groups. Similar to previous sections, the three graphs below present responses broken down by age group, ZIP code, and gender identity to illustrate key differences in commuting behavior.

**Breakdown by Age**

This section explores how commute distances vary by age group. The figure below highlights key trends in how far respondents travel to work and illustrates these differences across age ranges.



Key Takeaways:  
 Commute distance patterns vary noticeably by age group. Younger respondents are more likely to live closer

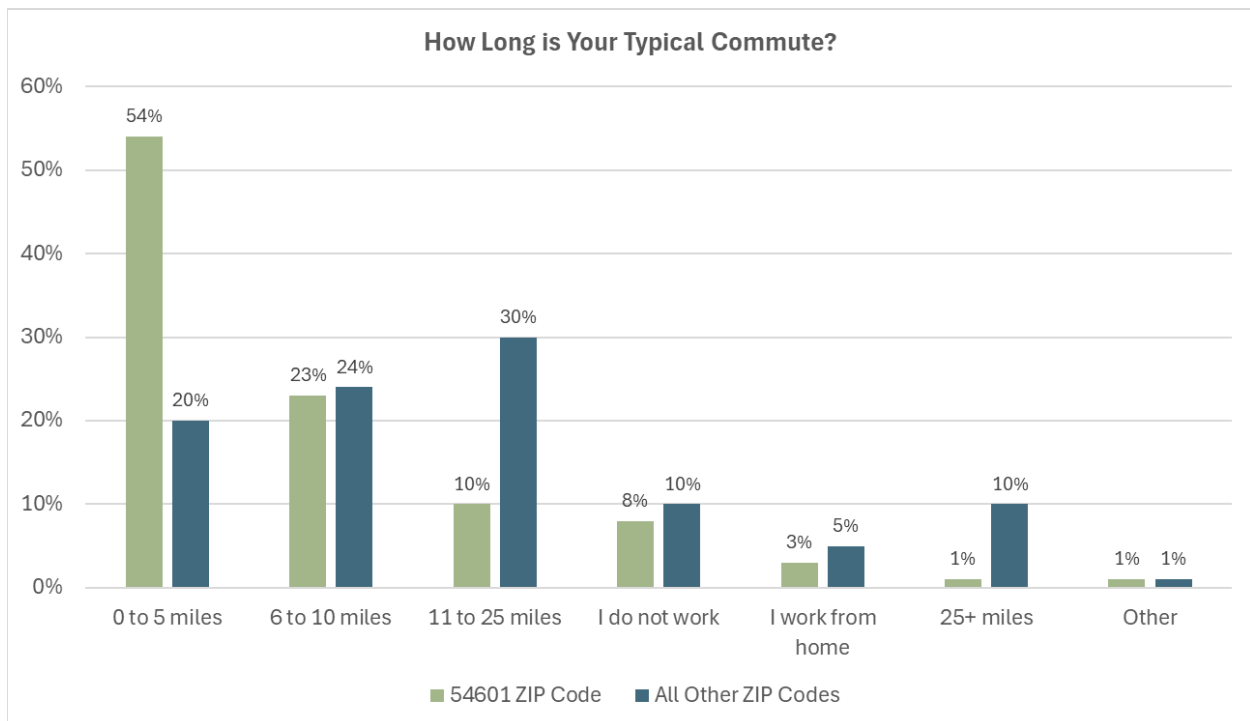
to their workplaces, while older age groups tend to have longer, though not extreme, commute distances. Specifically, the likelihood of commuting more than 25 miles decreases with age, while those aged 35 to 64 are significantly more likely to commute between 11 and 25 miles compared to younger individuals. Finally, 47 percent of respondents aged 65+ do not work.

**Additional Observations:**

1. The youngest age group (18 - 34) is the most likely to live within 0–5 miles of their workplace.
2. There is a gradual shift toward mid-range commutes (11 - 25 miles) among middle-aged respondents.
3. Very long commutes (over 25 miles) are more common among younger respondents, possibly due to transitional living situations or early-career job placements.

**Breakdown by ZIP Code**

The figure below presents a breakdown of commute length responses by ZIP code. It highlights how commute length differs between residents of the 54601 ZIP code and those living in other areas.



**Key Takeaways:**

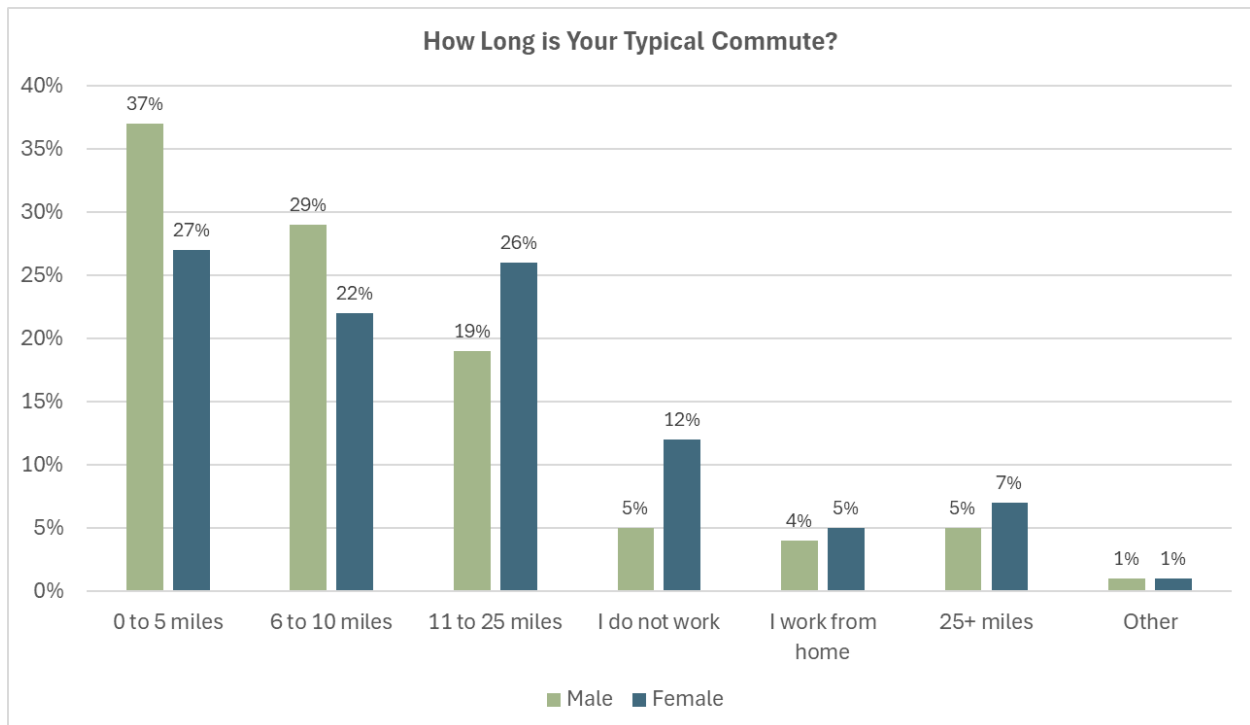
Commute distance patterns differ notably between respondents living in the 54601 ZIP code and those in surrounding areas. People in the 54601 ZIP code tend to live closer to their workplaces and are less likely to commute longer distances as compared to those in other ZIP codes.

Additional Observations:

1. Respondents in the 54601 ZIP code are more than twice as likely to live within 0–5 miles of their workplace compared to respondents from other ZIP codes.
2. People in 54601 are only one-third as likely to work 11–25 miles away compared to those in other areas.
3. Those living outside of the 54601 ZIP code are significantly less likely to work more than 25 miles away, which is in line with expectations given the dense population and proximity to employment centers.

**Breakdown by Gender Identity**

The figure below presents a breakdown of commute length responses by gender identity. It highlights how commute length differs between various gender identities.



Key Takeaways:

Male respondents are more likely to have shorter commutes (0 to 10 miles), while female respondents are more likely to commute longer distances (11 to 25 miles) or report that they do not work.

Additional Observations:

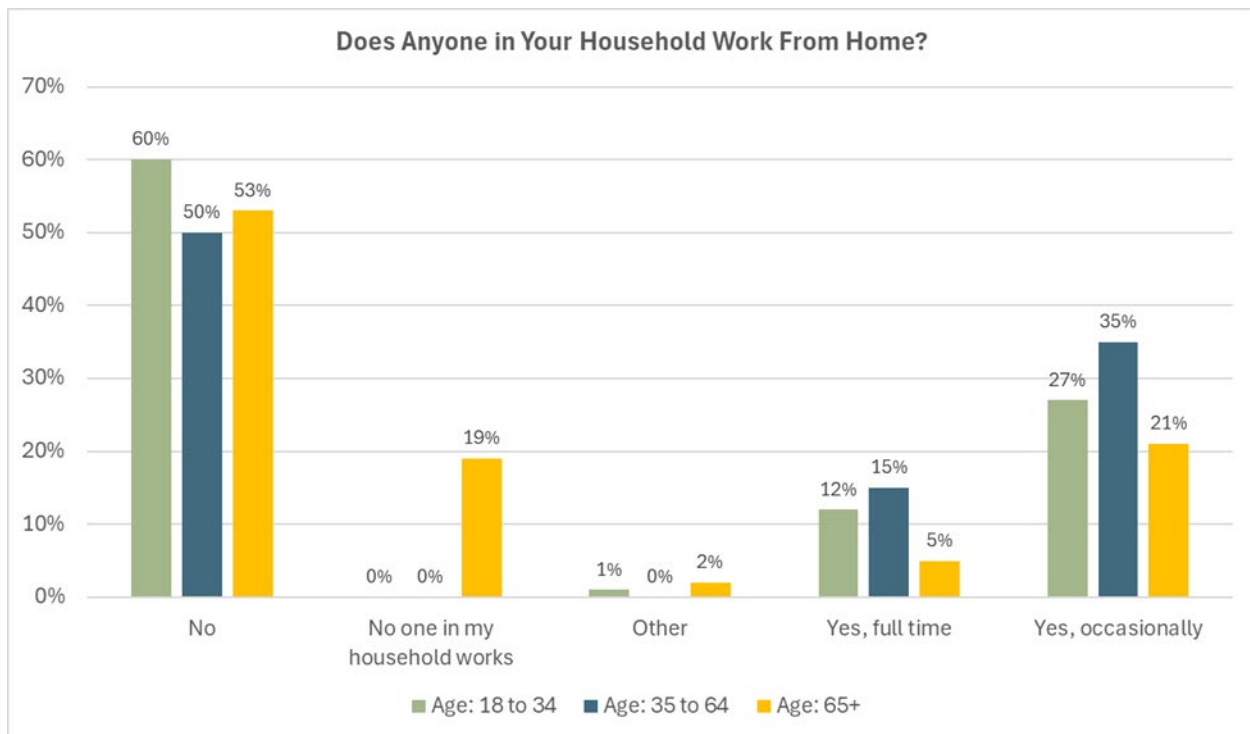
1. 37% of male respondents travel 0–5 miles to work, compared to 27% of females.
2. A higher share of females (26%) reported commuting 11–25 miles, compared to 19% of males.
3. 12% of female respondents indicated they do not work, more than double the 5% of males.

**(Q9) - Does anyone in your household work from home?**

This section highlights how working from home varies across different demographic groups. Similar to previous sections, the three graphs below present responses broken down by age group, ZIP code, and gender identity to illustrate key differences in the likelihood of people working from home.

**Breakdown by Age**

The figure below depicts how working from home varies across age groups.

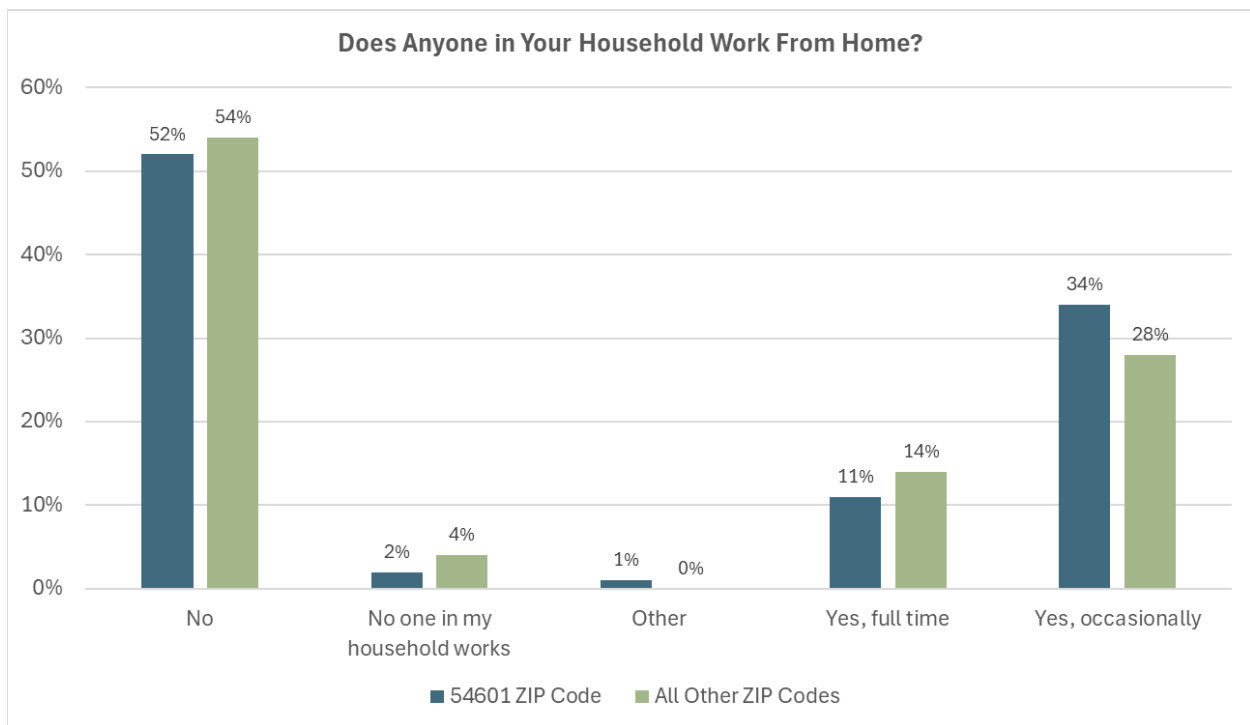


**Key Takeaways:**

Adults aged 35 to 64 were the most likely to report occasional remote work (35%) or full-time remote work (15%), while those aged 65 and older were the most likely to say that no one in their household works (19%).

**Breakdown by ZIP**

The figure below depicts how working from home varies across different ZIP Codes.

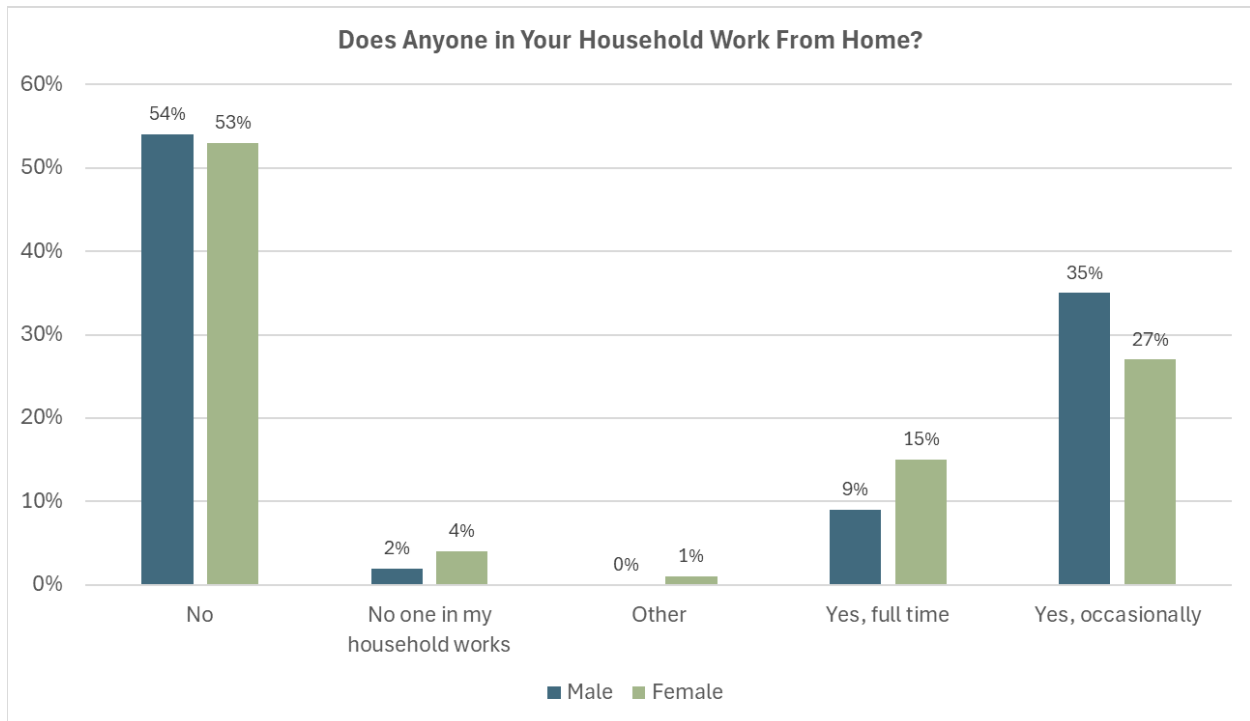


**Key Takeaway:**

Response data does not indicate any notable differences between whether or not people work from home based on where they live. The responses of “Yes, full time” and “Yes, occasionally” show slight differences but when considered in total, the likelihood of whether or not people work from home is similar across the different ZIP Codes.

**Breakdown by Gender Identity**

The figure below depicts differences in whether or not people work from home based on their gender identity.



**Key Takeaway:**

Response data does not indicate any notable differences between whether or not people work from home based on gender identity. The responses of “Yes, full time” and “Yes, occasionally” show slight differences but when considered in total, the likelihood of whether or not people work from home is similar across gender identities.

**(Q10) How high would the price of gasoline need to be before you began to explore alternative commute options?**

This question identifies how likely people are to use alternative modes of transportation based on a given price of gasoline per gallon. Additional details are provided in the table below.

COST/OPTION	PERCENT
I HAVE NO INTENTION OF USING ALTERNATIVE OPTIONS	28%
I ALREADY USE ALTERNATIVE OPTIONS	23%
MORE THAN \$5 PER GALLON	22%
MORE THAN \$4 PER GALLON	15%
MORE THAN \$6 PER GALLON	8%
MORE THAN \$3.50 PER GALLON	4%



**(Q11) How does your household travel most often?**

This question addresses the primary ways that households get around in their daily lives. Respondents could select multiple options (three total), so percentages do not add up to 100%.

The majority of households reported using gasoline-powered cars (84%) as their primary mode of travel. Bicycling (29%) and walking or using a wheelchair (27%) were the next most common options, while all other modes were selected by smaller portions of respondents.

The table below provides further details.

TRAVEL MODE	PERCENT
GASOLINE CAR	84%
BICYCLE	29%
WALK/USE A WHEELCHAIR	27%
TRUCK	16%
EV OR HYBRID CAR	11%
PUBLIC TRANSPORTATION	11%
RIDESHARE/CARPOOL	9%
MOTORCYCLE	6%
OTHER (PLEASE SPECIFY)	2%

**(Q12) How many times a year does your household use the following?**

This question explores how often households use different long-distance travel options. Respondents could select a usage frequency for each option, so the percentages shown for each mode do not add up to 100%. Additional details are provided in the table below.

TRAVEL TYPE	SELECTED “SOMETIMES”, “FREQUENTLY”, OR “VERY FREQUENTLY”
AIR TRAVEL (OTHER MIDWEST AIRPORTS)	50%
AIR TRAVEL (LA CROSSE REGIONAL AIRPORT)	22%
PASSENGER RAIL	14%
LONG DISTANCE BUS	6%

**(Q13) If I were in charge of transportation, the first thing I would do would be:**

**(The survey received 356 responses, and the following themes were identified)**

1. **Fix existing roads and sidewalks.** This is the immediate need.



2. **Improve public transportation** with more frequent service, expanded routes, and better regional connections.
3. **Expand and improve options for biking and walking**, with a focus on safety and connectivity.
4. **Increase flight options and affordability at the La Crosse airport.**
5. **Address traffic flow and congestion**, potentially through traffic studies, optimized signal timing, and new routes.

**(Q14) Do you have any other comments about transportation you would like to share?**  
**(157 responses)**

**Additional Insights and Key Takeaways from open-ended comments:**

- **Air Travel:** The desire for more flights and affordable options is even stronger, with specific mentions of Minneapolis as a desired destination.
- **Traffic Flow and Congestion:** Concerns about congestion, especially on Highway 16 and in downtown/Losey areas, are more pronounced. Traffic light timing and a north/south bypass are frequently suggested.
- **Focus on Existing Infrastructure:** Several comments emphasize *maintaining* what we have (roads, trails) before adding new projects. This suggests a concern that existing infrastructure is being neglected.
- **Regional Perspective:** A strong theme is the need to consider the *entire county* and surrounding communities, not just the City of La Crosse. This includes public transport connections and addressing commuter traffic.
- **Equity and Accessibility:** Comments about making the transit app available in Spanish, providing transportation for the elderly and disabled, and considering the needs of those without personal vehicles highlight the importance of equity in transportation planning.
- **Sustainability and Car Dependence:** More comments explicitly address the need to move away from car-centric planning and prioritize sustainable transportation options. This includes reducing vehicle miles traveled and considering the environmental impact of transportation choices.
- **Specific Issues with Existing Infrastructure:** Several comments point out very specific problems: dangerous intersections, potholes, poorly designed bike lanes (e.g., Cass Street), sidewalk bump-outs, and the condition of particular roads (e.g., County Road M).



**65 respondents noted that they own a business, and the following transportation related needs or concerns were identified.**

**Road Conditions:** This is the most frequent concern, with businesses mentioning potholes, road quality, and the impact of poor roads on vehicle maintenance costs.

**Parking:** Businesses mention the need for more parking, especially for large trucks, and concerns about parking policies like meters and ramp fees.

**Other Concerns:**

- **Public Transportation:** One business mentions the need for better public transportation options for employees and customers, especially those with low English proficiency.
- **Bike Infrastructure:** Businesses see the value in a walkable, bikeable city and the need for more bike parking.
- **Attracting Employees and Customers:** Businesses recognize that good transportation infrastructure is important for attracting and retaining employees and for making it easier for customers to access their businesses.

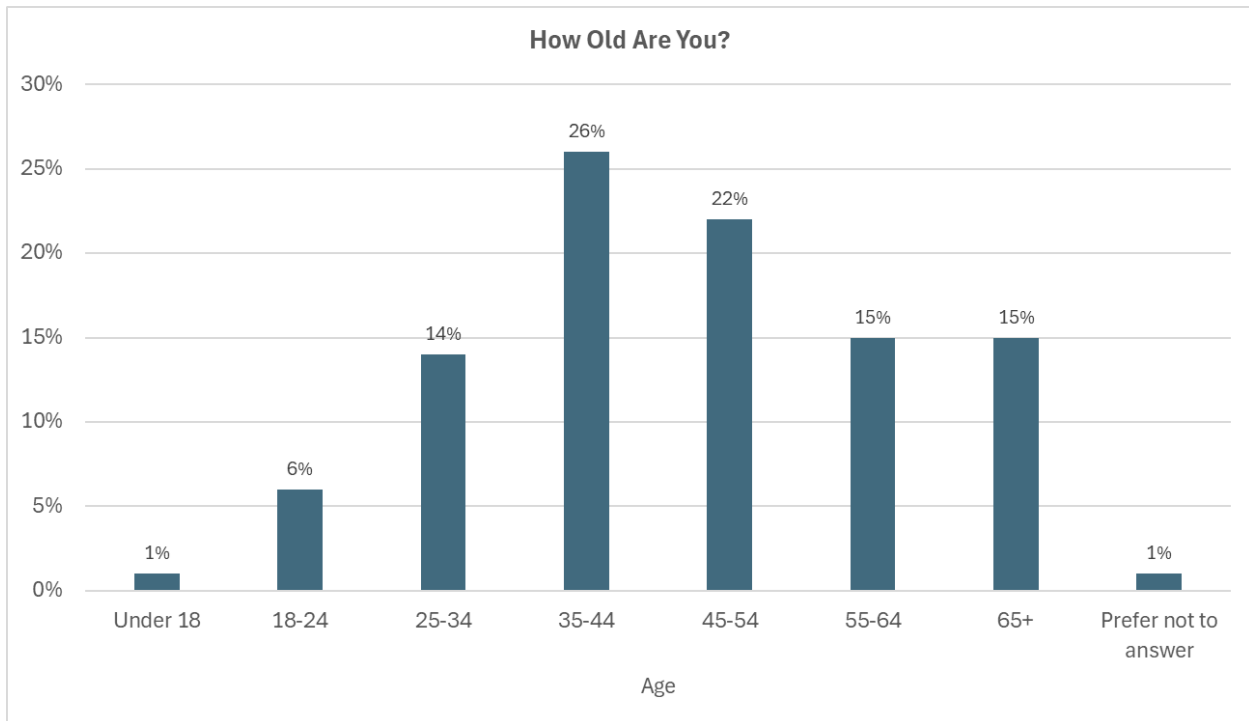
**Security:** One business mentions security concerns in downtown parking ramps.

**Demographics**

Questions 17 through 19 were focused on collecting demographic data. This data was used to identify trends described in the sections above.

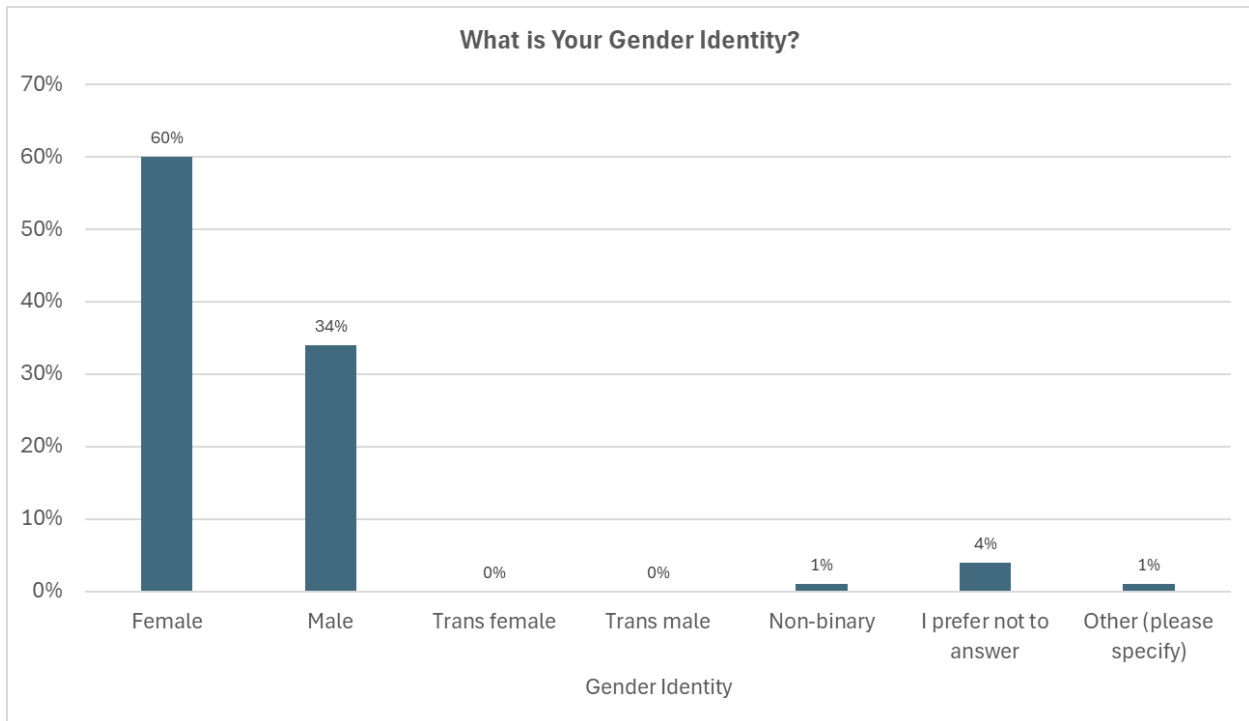
**(Q17) How Old Are You?**

This question asked respondents to report their age to better understand the demographics of survey participants. The table below summarizes the age distribution.



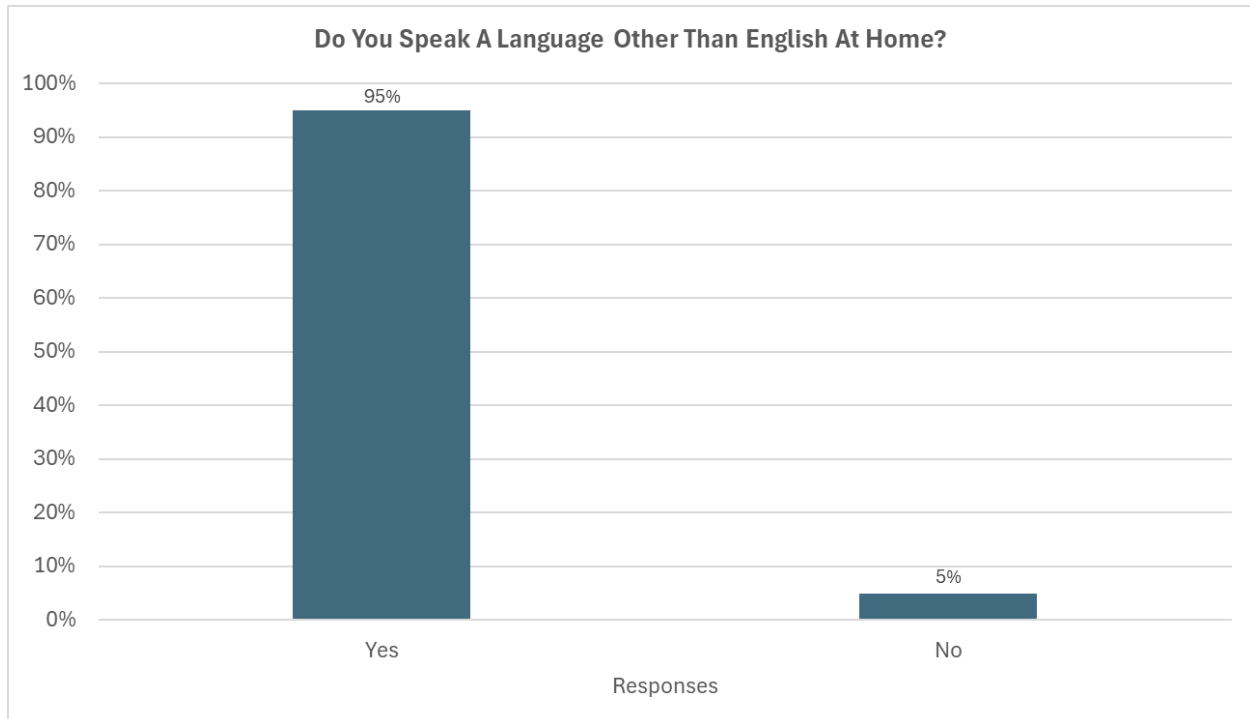
**(Q18) What is your gender identity?**

This question asked respondents to report their gender identity to better understand the demographics of survey participants. The table below summarizes responses.



**(Q19) Do You Speak Another Language At Home?**

This question asked respondents to report what language they speak at home to better understand the demographics of survey participants. The figure below summarizes responses.



Respondents who selected "No" were asked to specify another language they speak. Their open-ended responses have been aggregated and are summarized in the list below.

1. Spanish: 12
2. Hmong: 5
3. German: 2
4. Thai: 1
5. Tamil: 1
6. Tagalog: 1
7. Chinese/Korean/Spanish/German (sometimes): 1

### **(Q20) What is your zip code (427 responses) (Top 5)**

Respondents were asked to provide their ZIP Code to help identify general geographic patterns. The most common responses are summarized in the bullet list below.

1. 54601: 153
2. 54636: 110
3. 54650: 64
4. 54603: 52
5. 54669: 24



*Figure 7: Open House event attendees*

## Recommendations for future outreach

The outreach conducted as part of the LAPC MTP update can serve as a helpful backbone for any future community engagement that the LAPC might conduct. Here are key recommendations for future outreach, whether for the MTP update or other LAPC-related planning and project engagement.

### *Evaluating existing engagement*

- Engagement for the MTP update has included in-person and online methods to gather broad feedback. We were successful in gathering more than 500 survey responses and engaging in-person with nearly 300 people. While we had hoped to engage with at least two more Stakeholder organizations, we built solid connections with 3 organizations.

### *Successful methods and tools*

- **Incentives work.** Providing incentives for participation, either to organizations or individuals, was a key component of success on this project. We were able to gain more vested interest and collaboration with organizations who may have not otherwise so readily worked with us, and also received deeper insights and considerations from community members when we provided them a small gift card incentive for their time and expertise.
- **Combining in-person and online methods lead to more useful data.** At the Bingo Night event we combined the in-person activity with online survey interaction using an iPad or personal smartphone. We incorporated an incentive, allowing people who completed the survey to get an extra bingo card. This led to substantially increased engagement across the Bingo night participants.
- **In-person conversations work best when follow-up is built in.** We found that follow up from in-person events has been a helpful way to ensure the conversation continues and a relationship is established.

### *Future opportunities*

- **Refining the message to better connect the transportation planning process to its impact on community.** The consulting team had some issues convincing certain community organizations to participate in the project process. While there is often a need for persistence in setting up meetings, we found that some organizations did not see how the MTP fit with their work. Thinking through future messaging about transportation infrastructure and planning could benefit relationships with and participation from community organizations.



- **Continuing to build rapport and trust.** Outreach has been conducted with a variety of organizations and people over this project process. Organizations like Cia Siab, Centro Latino, Couleecap, and the Ho Chunk tribe have learned a bit more about what the LAPC does and why transportation planning matters. People who live across the LAPC MPO area have learned about transportation planning and the LAPC.

It will benefit the LAPC to continue to use the contacts and sign-up lists from engagement efforts to keep people informed about this and other efforts, with a particular focus on explaining how engagement input has guided the planning effort.



# LAPC MTP Update

## Community Conversation: Cia Siab, Inc.

**November 13, 2024, 1:00 – 2:00 P.M.**

**In-Person Meeting at Cia Siab, Inc.**

**Location:** Cia Siab Inc. (1825 Sunset Ln, La Crosse, WI 54601)  
**Client:** La Crosse Area Planning Committee  
**Date:** November 13, 2024  
**Subject:** Community Conversation  
**Attendees:** 8 meeting participants  
**From:** Dan McNiel (SRF)

### Conversation Purpose

The La Crosse Area Planning Committee (LAPC) is updating the Metropolitan Transportation Plan (MTP) and engaging with trusted organizations to better connect with a broad cross-section of the La Crosse area community, particularly those who have not traditionally been invited to participate in the transportation planning process.

Cia Siab, Inc. is supporting the LAPC MTP update by promoting community input opportunities, sharing more information about the MTP update with community members, and gathering feedback about the future of transportation in the LAPC planning area through a focus group discussion with participants recruited by Cia Siab, Inc.

### Conversation Notes

The discussion primarily focused on transportation issues, particularly related to walking, biking, and public transit in the La Crosse area. Participants were from several communities across the LAPC planning area, including La Crosse, Onalaska, Holmen, and French Island. During the discussion, focus group participants expressed concerns about safety, accessibility, and the overall quality of transportation infrastructure.

### **Focus Group Discussion Questions:**

- How can we improve the safety of walking, biking, and driving?
- What can be done to improve the frequency and reliability of bus service?
- How can we make public transportation more accessible and inclusive for people of all ages and abilities?
- What can be done to improve the language accessibility of public transportation services?
- How can we encourage more people to use public transportation, especially youth and elderly populations?
- How can we improve the infrastructure for walking and biking, such as sidewalks, bike lanes, and trails?

### **Key Themes from the Focus Group Discussion:**

- **Safety:**
  - Inadequate lighting in many areas, especially on roads and trails.
  - Lack of sidewalks and bike lanes, forcing pedestrians and cyclists to share roads with vehicles.
  - Perception of increased crime and hate crimes in certain areas has direct impacts on safety and hinders access for community members.
- **Accessibility:**
  - Limited public transportation options, especially in terms of frequency, routes, and accessibility for people with disabilities or limited English proficiency.
  - Language barriers and lack of cultural competency in transportation services.
  - Limited information and signage regarding public transit routes and schedules.  
Opportunity to improve wayfinding and provide translations services to improve access.
- **Infrastructure:**
  - Poor road conditions and maintenance, particularly in terms of potholes and uneven surfaces.
  - Inefficient traffic flow and poorly timed traffic lights.
  - Lack of bus shelters and designated bike parking.
- **Community Needs:**
  - Increased investment in bike-sharing and scooter-sharing programs.
  - Improved pedestrian and cyclist infrastructure, including sidewalks, bike lanes, and trails.
  - More frequent and reliable public transportation, especially in underserved areas.
  - Better integration of public transportation with other modes of transportation, such as biking and walking.
  - Increased education and outreach about public transportation options, especially for youth and elderly populations.
  - Improved accessibility for people with disabilities.
  - Culturally competent transportation services, including language support and outreach to diverse communities.

### **Specific Questions Received from Focus Group Participants:**

- What can be done to improve safety and accessibility on the bridge connecting Onalaska and La Crosse?
- How can we improve walking and biking infrastructure in Onalaska, especially around the mall area?
- What can be done to improve safety and accessibility on French Island?
- How can we improve wayfinding and signage for trails in the area?
- These questions highlight the various challenges and opportunities related to transportation and community development in the La Crosse area.

By addressing these key themes, local governments and transportation agencies can improve the quality of life for residents and visitors alike, making the La Crosse area a more walkable, bikeable, and transit-friendly community.



# LAPC MTP Update

## Community Conversation: Centro Latino

**November 13, 2024, 6:00 – 8:00 P.M.**

**In-Person Meeting at Centro Latino**

**Location:** Centro Latino (1209 Main St, La Crosse, WI 54601)  
**Client:** La Crosse Area Planning Committee  
**Date:** November 13, 2024  
**Subject:** Community Conversation  
**Attendees:** 11 meeting participants  
**From:** Marc Valencia (SRF)

### Conversation Purpose

The La Crosse Area Planning Committee (LAPC) is updating the Metropolitan Transportation Plan (MTP). The LAPC would like to collaborate with trusted organizations to better reach all sectors of the La Crosse area community, particularly those who have not traditionally been invited to participate in the transportation planning process.

Centro Latino supported the LAPC MTP by recruiting Latine community members to a focus group conversation centered on questions and learning how they travel in La Crosse and the region, how their current travel needs are being met, and what ways can their movement be more effective, efficient and safer.

### Conversation Notes

The discussion primarily focused on transportation issues, particularly related to walking, biking, and public transit in the La Crosse area. The following discussion questions helped to guide the focus group conversation. The focus group conversation was facilitated in Spanish, with occasional English interpretation, and a summary of key discussion themes is provided below.

### **How do you move and travel in La Crosse and the area?**

- The majority travel by bus and via vehicle in friends/family carpools, all walk, a few travel by bicycle, one person occasionally uses a scooter
- Their modes of travel vary widely based on locations, distance, timing and access.

### **What are your travel needs and what would be the biggest improvement in your daily life?**

- Overall, better winter maintenance of sidewalks will increase their mixed walking, transit use for safer and improved travel times to work, school, errands, etc.
- Can sidewalks be built in areas where they don't exist, and repair existing ones? A parent that uses a stroller has difficulty with broken, very uneven sidewalks. A given example is on George St. in direction to North School.
- Several attendees shared that good lighting is needed in the city and urban areas. A few pointed to downtown spots with better lighting and recommend this illumination in other locales, including the north side.

### **What are your public transit needs and what would help you use the buses more?**

- For most, who take Municipal Transit buses, they'd like more bus stops closer to their homes. A north side resident walked 18 minutes to the nearest bus stop from her apartment complex to come to this meeting; several agreed.
- Folks suggest more cleanliness inside the bus and multilingual signage for members of communities who are reluctant to ride. Can the MTU website/app and other communications also be in Spanish?
- Lighting is also helpful on routes and especially at bus stop areas. It could help also with safety concerns.
- Suggestion to offer free rides to people going to other schools in addition to the 2 university attendees.

### **Where do you walk and bike and what would help you feel safer walking and biking?**

- Lighting, especially given reduced fall-to-spring natural light, would make walking and biking more doable and safer.
- For many, their time walking is long daily/weekly so more connectivity and repaired sidewalks would help significantly.
- Good signage for vehicle drivers to be aware and mindful of bicyclists will reduce concern for safe travel. Participants who sometimes bike tend to ride more on weekends and where they can find trails. More bikeways are needed.

### **Are there other ideas or concerns and what else could help you travel safely in the community?**

- Can Wisconsin have drivers license for all like Minnesota does?

Overall, participants rely on a combination of walking, biking, carpooling, and public transit for transportation. They identified key needs such as improved sidewalk maintenance, increased lighting, more frequent and accessible bus service, and safer infrastructure for pedestrians and cyclists.

Additionally, they suggested implementing multilingual signage and information, as well as considering policies to expand access to driver's licenses.

**Location:** Zoom Meeting

**Date:** April 15, 2024

**Subject:** La Crosse Area Planning Committee Metropolitan Transportation Plan Meeting with the City of La Crosse Public Housing Authority

**Attendees:** La Crosse Area Planning Committee: Erin Duffer, Travis Key  
City of Lacrosse Public Housing Authority: Fawn King – Resident Services Coordinator, Stephanie Moran – Assistant Resident Services Coordinator  
SRF: Jono Cowgill, Mikaela Ziegler

## Meeting Notes

- Project background and engagement to-date overview by Jono, Erin
- Question, Fawn: Where was the community survey done?
  - Done through various channels
    - Project website
    - Engagement events
    - Non-profit organizations
    - Shops, libraries, government building
    - Through Tim who left some at housing locations
  - We would be happy to work with the LCHA in the future on promotions
- The themes and what was heard from the public make sense to Fawn and Stephanie
- Questions for Stephanie and Fawn
  - What are some barriers to transportation for your residents?
    - Only about half of residents have vehicles
    - They use buses and cabs if they don't have cars
    - Cabs will take people wherever they need to go, but it is expensive for the residents who are already low income

- The busses hours are not always helpful, no late night or mid-workday service
  - Some people are disabled or uncomfortable using public transportation
- Do LCHA residents use paratransit?
  - Only if people are part of inclusive
  - LCHA does not provide transit membership or discounts to residents on local transit
- Travis: You should look into avivans via ADRC
  - This is discounted for people who are eligible, about \$5 a ride
  - Housing authority is not familiar with avivans
  - Users have unlimited medical appointment rides on avivans, but a limited number of rides for other uses
- Schuh Homes and Mullen Homes are in a more residential type neighborhood, they are not high rises and there is no bus route near them, so they do not have access to public transit
- Typical destinations include Walmart, doctors appointments, pharmacies, not so much out to the mall
- Seniors can get rides through social services, but younger adults cannot
- Erin: Do your residents bike?
  - There is an interest in biking, but people lack a secure place to store bikes
    - We do not allow people to bring bikes into their units
    - Many bikes get stolen when they are stored outside
- Travis: For jobs, other needs, do people stay in La Crosse or are they going to other cities or to Minnesota?
  - If people have medical appointments, they are usually provided with transit by the medical facility
  - Wouldn't say that a significant number of people are leaving La Crosse for services, jobs etc.

# Appendix C: Population and Housing Characteristics

Included in this appendix are the summary tables representing the Census data used for our analysis of population, economic, and housing characteristics in Chapter 3 of *Moving Ahead to 2055*.

**TABLE C.1. 2010 to 2020 Municipality Population Changes, US Decennial Census**

Geography	Population		Change 2010 to 2020	
	2010	2020	Total	Percent
Wisconsin	5,686,986	5,893,718	206,732	3.5%
La Crosse County	114,638	120,784	6,146	5.1%
Barre (T)	1,234	1,267	33	2.6%
Campbell (T)	4,314	4,284	-30	-0.7%
Greenfield (T)	2,060	2,187	127	5.8%
Hamilton (T)	2,436	2,428	-8	-0.3%
Holland (T)	3,701	4,530	829	18.3%
Holmen (V)	9,005	10,661	1,656	15.5%
La Crosse (C)	51,320	52,680	1,360	2.6%
Medary (T)	1,461	1,604	143	8.9%
Onalaska (C)	17,736	18,803	1,067	5.7%
Onalaska (T)	5,623	5,835	212	3.6%
Shelby (T)	4,715	4,804	89	1.9%
West Salem (V)	4,799	5,277	478	9.1%
Minnesota	5,303,925	5,706,494	402,569	7.1%
Winona County	51,461	49,671	-1,790	-3.6%
Dresbach (T)	456	410	-46	-11.2%
La Crescent (C)	0	51	51	100%
Houston County	19,027	18,843	-184	-1%
La Crescent (C)	4,830	5,225	395	7.6%
La Crescent (T)	1,446	1,118	-328	-29.3%
Planning Area <sup>1</sup>	115,136	121,164	6,028	5%

<sup>1</sup>The planning area is comprised of the communities listed in the table. In 2013 the planning area expanded with the expansion of the urbanized area to include a small portion of the Town of Bergen in Vernon County. The Bergen population is not included in the values for the planning area reported above.

Sources: U.S. Census Bureau, 2010 Decennial Census Summary File 1 Total Population and 2020 Decennial Census P1 Demographic and Housing Characteristics.

**TABLE C.2. Wisconsin & Minnesota Department of Administration Population Projections for Municipalities Within the Planning Area.**

Municipality Name	2020 Census Population	WI DOA PROJECTIONS:					
		2030 Projection	2040 Projection	2050 Projection	% change 2020-2030	% change 2020-2040	% change 2020-2050
Barre (T)	1,267	1,307	1,324	1,329	3.16%	4.50%	4.89%
Campbell (T)	4,284	4,028	3,732	3,432	-5.98%	-12.89%	-19.89%
Greenfield (T)	2,187	2,150	2,084	2,007	-1.69%	-4.71%	-8.23%
Hamilton (T)	2,428	2,326	2,197	2,062	-4.20%	-9.51%	-15.07%
Holland (T)	4,530	4,872	5,115	5,294	7.55%	12.91%	16.87%
Holmen (V)	10,661	13,386	15,711	17,690	25.56%	47.37%	65.93%
La Crosse (C)	52,680	50,062	46,891	43,627	-4.97%	-10.99%	-17.18%
Medary (T)	1,604	1,617	1,605	1,581	0.81%	0.06%	-1.43%
Onalaska (C)	18,803	20,285	21,356	22,151	7.88%	13.58%	17.81%
Onalaska (T)	5,835	5,820	5,720	5,582	-0.26%	-1.97%	-4.34%
Shelby (T)	4,804	4,635	4,410	4,170	-3.52%	-8.20%	-13.20%
West Salem (V)	5,277	5,552	5,724	5,833	5.21%	8.47%	10.54%
<b><sup>1</sup>MN DOA COUNTY PROJECTIONS POPULATION CHANGE APPLIED TO THE MUNICIPALITIES</b>							
Dresbach (T)	272	270	263	250	-0.66%	-3.43%	-8.02%
La Crescent (C)	5,276	5,222	5,043	4,768	-1.02%	-4.41%	-9.63%
La Crescent (T)	1,118	1,107	1,069	1,010	-1.02%	-4.41%	-9.63%
<b><sup>2</sup>Planning Area</b>	<b>121,026</b>	<b>122,639</b>	<b>122,244</b>	<b>120,786</b>	<b>1.33%</b>	<b>1.01%</b>	<b>-0.20%</b>

<sup>1</sup>The Minnesota State Demographic Center does not produce population or household projections for cities or townships, only counties. Population percentage of the city and townships in the planning area extrapolated from Houston County and Winona County, Minnesota.

<sup>2</sup>Town of Bergen (Vernon County) was excluded from these estimates due to a small percentage of the town in the MPA.

Sources: Wisconsin Department of Administration and Minnesota Department of Administration; based on the geographic boundaries as of 2023.

**TABLE C.3. Age, Sex, and Housing Characteristics for Municipalities within the Planning Area, 2020 US Decennial Census**

Municipality Name	Total Population	Age and Sex									Housing Occupancy				
		Female Population	Male Population	Aged 0-14	Aged 15-29	Aged 30-44	Aged 45-64	Aged 65-85	Aged 85+	Median Age	Total housing units	Occupied housing units	Owner-occupied housing	Renter-occupied housing	Vacant housing units
<b>Barre (T)</b>	1,267 100.0%	629 49.6%	638 50.4%	247 19.4%	200 15.8%	204 16.1%	400 31.5%	186 14.7%	30 2.4%	44.5	522 100.0%	506 96.9%	439 86.8%	67 13.2%	16 3.1%
<b>Campbell (T)</b>	4,284 100.0%	2,087 48.7%	2,197 51.3%	562 13.1%	685 16.0%	711 16.6%	1,254 29.3%	981 22.9%	91 2.1%	49.7	2,039 100.0%	1,948 95.5%	1,357 69.7%	591 30.3%	91 4.5%
<b>Greenfield (T)</b>	2,187 100.0%	1,098 50.2%	1,089 49.8%	435 20.0%	291 13.3%	402 18.4%	669 30.6%	341 15.6%	49 2.2%	43.3	848 100.0%	832 98.1%	766 92.1%	66 7.9%	16 1.9%
<b>Hamilton (T)</b>	2,428 100.0%	1,202 49.5%	1,226 50.5%	472 19.4%	342 14.1%	424 17.4%	785 32.4%	370 15.3%	35 1.4%	44.4	1,079 100.0%	864 80.1%	792 91.7%	72 8.3%	215 19.9%
<b>Holland (T)</b>	4,530 100.0%	2,201 48.6%	2,329 51.4%	1,022 22.6%	640 14.1%	920 20.3%	1,355 29.9%	572 12.6%	21 0.5%	40.4	1,612 100.0%	1,562 96.9%	1,498 95.9%	64 4.1%	50 3.1%
<b>Holmen (V)</b>	10,661 100.0%	5,474 51.3%	5,187 48.7%	2,305 21.6%	1,835 17.2%	2,254 21.2%	2,519 23.7%	1,574 14.8%	174 1.6%	37.6	4,382 100.0%	4,287 97.8%	2,901 67.7%	1,386 32.3%	95 2.2%
<b>La Crosse (C)</b>	52,680 100.0%	27,195 51.6%	25,485 48.4%	6,847 13.1%	18,923 35.9%	8,863 16.8%	10,037 19.1%	6,630 12.5%	1,380 2.6%	30.7	24,221 100.0%	22,779 94.0%	10,372 45.5%	12,407 54.5%	1,442 6.0%
<b>Medary (T)</b>	1,604 100.0%	784 48.9%	820 51.1%	268 16.7%	219 13.6%	264 16.5%	490 30.5%	349 21.8%	14 0.9%	48.1	667 100.0%	641 96.1%	593 92.5%	48 7.5%	26 3.9%
<b>Onalaska (C)</b>	18,803 100.0%	9,756 51.9%	9,047 48.1%	3,441 18.2%	3,350 17.8%	3,551 18.9%	4,501 24.0%	3,345 17.8%	615 3.3%	40.7	8,241 100.0%	7,900 95.9%	4,989 63.2%	2,911 36.8%	341 4.1%
<b>Onalaska (T)</b>	5,835 100.0%	2,875 49.3%	2,960 50.7%	1,122 19.2%	899 15.4%	1,026 17.6%	1,773 30.5%	971 16.6%	44 0.8%	43.1	2,236 100.0%	2,140 95.7%	1,980 92.5%	160 7.5%	96 4.3%
<b>Shelby (T)</b>	4,804 100.0%	2,419 50.4%	2,385 49.6%	594 17.5%	612 12.7%	776 16.2%	1,403 29.2%	1,085 22.6%	90 1.9%	48.2	2,059 100.0%	1,997 97.0%	1,828 91.5%	169 8.5%	62 3.0%
<b>West Salem (V)</b>	5,277 100.0%	2,741 51.9%	2,536 48.1%	1,112 21.1%	830 15.7%	1,011 19.2%	1,288 24.4%	857 16.3%	179 3.4%	40.5	2,165 100.0%	2,104 97.2%	1,468 69.8%	636 30.2%	61 2.8%
<b>Dresbach (T)</b>	410 100.0%	198 48.3%	212 51.7%	43 10.5%	59 14.3%	63 15.4%	139 34.0%	95 23.2%	11 2.7%	53.8	192 100.0%	173 90.1%	145 83.8%	28 16.2%	19 9.9%
<b>La Crescent (C) Winona County</b>	51 100.0%	23 45.1%	28 54.9%	13 25.5%	6 11.7%	13 25.4%	16 31.3%	2 3.9%	1 2.0%	38.7	26 100.0%	21 80.8%	21 100.0%	0 0.0%	5 19.2%
<b>La Crescent (C) Houston County</b>	5,225 100.0%	2,675 51.2%	2,550 48.8%	937 18.0%	827 15.8%	930 17.8%	1,394 26.6%	961 18.4%	176 3.4%	43.7	2,433 100.0%	2,282 93.8%	1,728 75.7%	554 24.3%	151 6.2%
<b>La Crescent (T)</b>	1,118 100.0%	535 47.9%	583 52.1%	196 17.6%	149 13.3%	182 16.3%	345 30.8%	233 20.9%	13 1.2%	49.3	446 100.0%	435 97.5%	402 92.4%	33 7.6%	11 2.5%
<b><sup>1</sup>Planning Area</b>	121,164 100.0%	61,892 51.1%	59,272 48.9%	19,616 16.2%	29,867 24.7%	21,594 17.8%	28,368 23.4%	18,552 15.3%	2,923 2.4%	43.5	53,168 100.0%	50,471 94.9%	31,279 58.8%	19,192 36.1%	2,697 5.1%

<sup>1</sup>Town of Bergen (Vernon County) was excluded from these estimates due to a small percentage of the town in the MPA. Source: Decennial Census U.S. Census Bureau. "PROFILE OF GENERAL POPULATION AND HOUSING CHARACTERISTICS." Decennial Census, DEC Demographic Profile, Table DP1, 2020

**Table C.4. Median Household Income per Municipality in the Planning Area, 2023 Inflation-Adjusted Dollars**

ALL OCCUPIED UNITS' HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2023 INFLATION-ADJUSTED DOLLARS)													
Municipality Name	Occupied housing units	Less than \$5,000	\$5,000 to \$9,999	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Median household income (dollars)
Barre (T)	445	9 2.0%	0 0%	2 0.4%	16 3.6%	9 2.0%	15 3.4%	36 8.1%	68 15.3%	58 13.0%	136 30.6%	96 21.6%	\$ 101,696
Campbell (T)	1,940	102 5.3%	51 2.6%	30 1.5%	29 1.5%	79 4.1%	190 9.8%	325 16.8%	458 23.6%	244 12.6%	210 10.8%	222 11.4%	\$ 59,462
Greenfield (T)	814	4 0.5%	6 0.7%	15 1.8%	8 1.0%	26 3.2%	30 3.7%	78 9.6%	125 15.4%	111 13.6%	215 26.4%	196 24.1%	\$ 104,500
Hamilton (T)	942	0 0%	4 0.4%	6 0.6%	5 0.5%	6 0.6%	5 0.5%	45 4.8%	102 10.8%	194 20.6%	308 32.7%	267 28.3%	\$ 111,685
Holland (T)	1,407	0 0%	0 0%	15 1.1%	25 1.8%	0 0%	16 1.1%	83 5.9%	160 11.4%	305 21.7%	348 24.7%	455 32.3%	\$ 114,107
Holmen (V)	4,632	45 1.0%	0 0%	147 3.2%	121 2.6%	213 4.6%	311 6.7%	607 13.1%	807 17.4%	663 14.3%	997 21.5%	721 15.6%	\$ 77,083
La Crosse (C)	22,735	850 3.7%	429 1.9%	1,312 5.8%	1,186 5.2%	1,331 5.9%	2,284 10.0%	3,381 14.9%	4,348 19.1%	2,831 12.5%	2,615 11.5%	2,168 9.5%	\$ 53,803
Medary (T)	610	6 1.0%	0 0%	0 0%	6 1.0%	9 1.5%	9 1.5%	36 5.9%	87 14.3%	150 24.6%	150 24.6%	157 25.7%	\$ 100,625
Onalaska (C)	8,509	102 1.2%	122 1.4%	125 1.5%	168 2.0%	268 3.1%	393 4.6%	980 11.5%	1,614 19.0%	1,152 13.5%	1,747 20.5%	1,838 21.6%	\$ 84,898
Onalaska (T)	2,132	12 0.6%	0 0%	43 2.0%	38 1.8%	23 1.1%	57 2.7%	179 8.4%	332 15.6%	309 14.5%	562 26.4%	577 27.1%	\$ 105,238
Shelby (T)	2,019	43 2.1%	59 2.9%	41 2.0%	8 0.4%	18 0.9%	94 4.7%	126 6.2%	285 14.1%	360 17.8%	371 18.4%	614 30.4%	\$ 94,659
West Salem (V)	1,982	12 0.6%	49 2.5%	34 1.7%	7 0.4%	67 3.4%	80 4.0%	287 14.5%	282 14.2%	264 13.3%	604 30.5%	296 14.9%	\$ 90,991
La Crescent (C) Houston County	2,292	31 1.4%	64 2.8%	59 2.6%	75 3.3%	40 1.7%	102 4.5%	194 8.5%	554 24.2%	335 14.6%	426 18.6%	412 18.0%	\$ 82,109
La Crescent (T)	424	2 0.5%	10 2.4%	3 0.7%	3 0.7%	2 0.5%	20 4.7%	23 5.4%	45 10.6%	78 18.4%	109 25.7%	129 30.4%	\$ 110,500

NOTE: Estimates for La Crescent (C) in Winona County, MN and Dresbach, MN not available.

Source: U.S. Census Bureau, U.S. Department of Commerce. "Financial Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables

**Table C.5. Median Household Income of Owner-Occupied Housing Units per Municipality in the Planning Area**

OWNER-OCCUPIED ONLY HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2023 INFLATION-ADJUSTED DOLLARS)													
Municipality Name	Owner-Occupied housing units	Less than \$5,000	\$5,000 to \$9,999	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Median household income (dollars)
Barre (T)	384	2 0.5%	0 0%	2 0.5%	16 4.2%	9 2.3%	12 3.1%	26 6.8%	48 12.5%	51 13.3%	125 32.6%	93 24.2%	\$104,500
Campbell (T)	1,487	102 6.9%	13 0.9%	30 2.0%	12 0.8%	79 5.3%	94 6.3%	217 14.6%	326 21.9%	212 14.3%	180 12.1%	222 14.9%	\$63,927
Greenfield (T)	711	0 0%	6 0.8%	15 2.1%	8 1.1%	26 3.7%	30 4.2%	54 7.6%	76 10.7%	111 15.6%	189 26.6%	196 27.6%	\$111,118
Hamilton (T)	865	0 0%	4 0.5%	6 0.7%	5 0.6%	6 0.7%	5 0.6%	29 3.4%	102 11.8%	165 19.1%	276 31.9%	267 30.9%	\$117,361
Holland (T)	1,233	0 0%	0 0%	15 1.2%	25 2.0%	0 0.0%	16 1.3%	83 6.7%	160 13.0%	178 14.4%	348 28.2%	408 33.1%	\$119,732
Holmen (V)	3,026	15 0.5%	0 0%	94 3.1%	59 1.9%	34 1.1%	160 5.3%	310 10.2%	425 14.0%	520 17.2%	719 23.8%	690 22.8%	\$91,157
La Crosse (C)	10,476	79 0.8%	71 0.7%	241 2.3%	208 2.0%	484 4.6%	846 8.1%	1,319 12.6%	1,798 17.2%	1,776 17.0%	1,922 18.3%	1,732 16.5%	\$76,655
Medary (T)	573	6 1.0%	0 0%	0 0%	6 1.0%	6 1.0%	9 1.6%	28 4.9%	74 12.9%	137 23.9%	150 26.2%	157 27.4%	\$106,827
Onalaska (C)	5,361	66 1.2%	13 0.2%	47 0.9%	82 1.5%	80 1.5%	63 1.2%	392 7.3%	957 17.9%	675 12.6%	1,206 22.5%	1,780 33.2%	\$110,093
Onalaska (T)	1,953	6 0.3%	0 0%	31 1.6%	38 1.9%	23 1.2%	49 2.5%	169 8.7%	236 12.1%	277 14.2%	547 28.0%	577 29.5%	\$114,402
Shelby (T)	1,919	43 2.2%	59 3.1%	10 0.5%	8 0.4%	18 0.9%	85 4.4%	126 6.6%	275 14.3%	350 18.2%	371 19.3%	574 29.9%	\$96,181
West Salem (V)	1,562	0 0%	34 2.2%	34 2.2%	7 0.4%	33 2.1%	42 2.7%	243 15.6%	194 12.4%	125 8.0%	572 36.6%	278 17.8%	\$103,986
La Crescent (C) Houston County	2,020	16 0.8%	64 3.2%	44 2.2%	35 1.7%	28 1.4%	90 4.5%	161 8.0%	457 22.6%	323 16.0%	390 19.3%	412 20.4%	\$84,858
La Crescent (T)	400	2 0.5%	7 1.8%	3 0.8%	3 0.8%	2 0.5%	17 4.3%	23 5.8%	45 11.3%	73 18.3%	96 24.0%	129 32.3%	\$112,500

NOTE: Estimates for La Crescent (C) in Winona County, MN and Dresbach, MN not available.

Source: U.S. Census Bureau, U.S. Department of Commerce. "Financial Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables

**Table C.6. Median Household Income of Renter-Occupied Housing Units per Municipality in the Planning Area**

RENTER-OCCUPIED ONLY HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2023 INFLATION-ADJUSTED DOLLARS)													
Municipality Name	Renter-Occupied housing units	Less than \$5,000	\$5,000 to \$9,999	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Median household income (dollars)
Barre (T)	61	7 11.5%	0 0%	0 0%	0 0%	0 0%	3 4.9%	10 16.4%	20 32.8%	7 11.5%	11 18.0%	3 4.9%	\$61,023
Campbell (T)	453	0 0%	38 8.4%	0 0%	17 3.8%	0 0%	96 21.2%	108 23.8%	132 29.1%	32 7.1%	30 6.6%	0 0%	\$49,066
Greenfield (T)	103	4 3.9%	0 0%	0 0%	0 0%	0 0%	0 0%	24 23.3%	49 47.6%	0 0%	26 25.2%	0 0%	\$54,226
Hamilton (T)	77	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	16 20.8%	0 0%	29 37.7%	32 41.6%	0 0%	\$80,694
Holland (T)	174	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	127 73.0%	0 0%	47 27.0%	\$94,123
Holmen (V)	1,606	30 1.9%	0 0%	53 3.3%	62 3.9%	179 11.1%	151 9.4%	297 18.5%	382 23.8%	143 8.9%	278 17.3%	31 1.9%	\$51,174
La Crosse (C)	12,259	771 6.3%	358 2.9%	1,071 8.7%	978 8.0%	847 6.9%	1,438 11.7%	2,062 16.8%	2,550 20.8%	1,055 8.6%	693 5.7%	436 3.6%	\$39,229
Medary (T)	37	0 0%	0 0%	0 0%	0 0%	3 8.1%	0 0%	8 21.6%	13 35.1%	13 35.1%	0 0%	0 0%	\$58,942
Onalaska (C)	3,148	36 1.1%	109 3.5%	78 2.5%	86 2.7%	188 6.0%	330 10.5%	588 18.7%	657 20.9%	477 15.2%	541 17.2%	58 1.8%	\$54,143
Onalaska (T)	179	6 3.4%	0 0%	12 6.7%	0 0%	0 0%	8 4.5%	10 5.6%	96 53.6%	32 17.9%	15 8.4%	0 0%	\$65,239
Shelby (T)	100	0 0%	0 0%	31 31.0%	0 0%	0 0%	9 9.0%	0 0%	10 10.0%	10 10.0%	0 0%	40 40.0%	-
West Salem (V)	420	12 2.9%	15 3.6%	0 0%	0 0%	34 8.1%	38 9.0%	44 10.5%	88 21.0%	139 33.1%	32 7.6%	18 4.3%	\$58,500
La Crescent (C) Houston County	272	15 5.5%	0 0%	15 5.5%	40 14.7%	12 4.4%	12 4.4%	33 12.1%	97 35.7%	12 4.4%	36 13.2%	0 0%	\$53,400
La Crescent (T)	24	0 0%	3 12.5%	0 0%	0 0%	0 0%	3 12.5%	0 0%	0 0%	5 20.8%	13 54.2%	0 0%	\$102,778

NOTE: Estimates for La Crescent (C) in Winona County, MN and Dresbach, MN not available.

Source: U.S. Census Bureau, U.S. Department of Commerce. "Financial Characteristics." American Community Survey, 2023 ACS 5-Year Estimates Subject Tables

**Table C.7. Comparison of Median Incomes of Households Spending Over 30% of Their Household Income on Housing**

HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2023 INFLATION-ADJUSTED DOLLARS)						
Municipality Name	Median Monthly Housing Costs			Households Spending 30% or More of Income on Housing Costs		
	All Occupied Units	Owner-Occupied	Renter-Occupied	All Occupied Units	Owner-Occupied	Renter-Occupied
Barre (T)	\$ 1,309	\$ 1,317	\$ 1,295	84 18.9%	63 16.4%	21 34.4%
Campbell (T)	\$ 1,061	\$ 1,105	\$ 983	555 28.6%	460 31.0%	95 20.9%
Greenfield (T)	\$ 1,149	\$ 1,229	\$ 979	65 8.0%	65 9.1%	0 0%
Hamilton (T)	\$ 1,469	\$ 1,580	\$ 1,173	114 12.1%	109 12.7%	5 6.5%
Holland (T)	\$ 1,435	\$ 1,548	-	178 12.6%	178 14.4%	0 0%
Holmen (V)	\$ 1,274	\$ 1,396	\$ 1,164	1348 29.2%	609 20.1%	739 46.0%
La Crosse (C)	\$ 1,014	\$ 1,098	\$ 977	8099 35.7%	2233 21.3%	5866 47.9%
Medary (T)	\$ 1,512	\$ 1,567	\$ 997	88 14.4%	81 14.2%	7 18.9%
Onalaska (C)	\$ 1,153	\$ 1,216	\$ 1,096	1738 20.4%	628 11.8%	1110 35.4%
Onalaska (T)	\$ 1,531	\$ 1,544	\$ 1,245	412 19.4%	342 17.5%	70 39.1%
Shelby (T)	\$ 1,135	\$ 1,184	\$ 823	374 18.5%	334 17.3%	40 40.0%
West Salem (V)	\$ 1,231	\$ 1,375	\$ 1,142	344 17.3%	254 16.2%	90 21.4%
La Crescent (C) Houston County	\$ 895	\$ 862	\$ 1,059	485 21.2%	387 19.2%	98 36.0%
La Crescent (T)	\$ 1,429	\$ 1,486	-	90 21.4%	87 21.9%	3 12.5%

NOTE: Estimates for La Crescent (C) in Winona County, MN and Dresbach, MN not available. Source: U.S. Census Bureau, U.S. Department of Commerce. "Financial Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables

# Appendix D: Environmental, Cultural, and Hazard Risk Inventory

## Introduction

Provided here are inventories of natural resources, cultural resources, hazard risks within the planning area. The purpose of these inventories is to provide a baseline of existing conditions for use during project scoping and environmental assessment as required by the National Environmental Policy Act (NEPA) of 1969 and its state equivalents. The MTP planning process considers the protection of agricultural, water, recreational, and cultural resources by:

- Providing an inventory of the resources considered under the NEPA process for use during the environmental consultation process.
- Considering local, State, and Federal plans in the development of future land use scenarios and projections.
- Considering all options to avoid and minimize resource impacts in traffic/land use modeling scenarios.
- Identifying mitigation measures for alternatives used in traffic/land use modeling scenarios that cannot reasonably avoid or minimize impacts.
- Ensuring mitigation measures identified for alternatives are consistent with the preferred means of mitigation identified by resource agencies.
- Ensuring Plan recommendations look to preserve such key resources as our Legacy places and State Natural Areas.
- Involving resource agencies at key times during the planning process.

The following sections on agricultural, water, natural and recreational, cultural resources, and hazard risks include inventories meant to 1) ensure resource plans are considered in the transportation planning process, and 2) provide spatial aids in the environmental consultation process. Each section also includes a general discussion of mitigation options that may be considered for proposed actions.

# Agricultural Resources

Agricultural resources are protected by the Farmland Protection Policy Act of 1981, by local agricultural preservation plans, and by local zoning regulations. The purpose of the Act is to “minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland.” The Act is enforced by the Natural Resources Conservation Service (NRCS)—a department of the United States Department of Agriculture (USDA).

If a federally funded project has the potential to convert important farmland to nonfarm use, the NRCS must assess the level of impact proposed. The NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level.

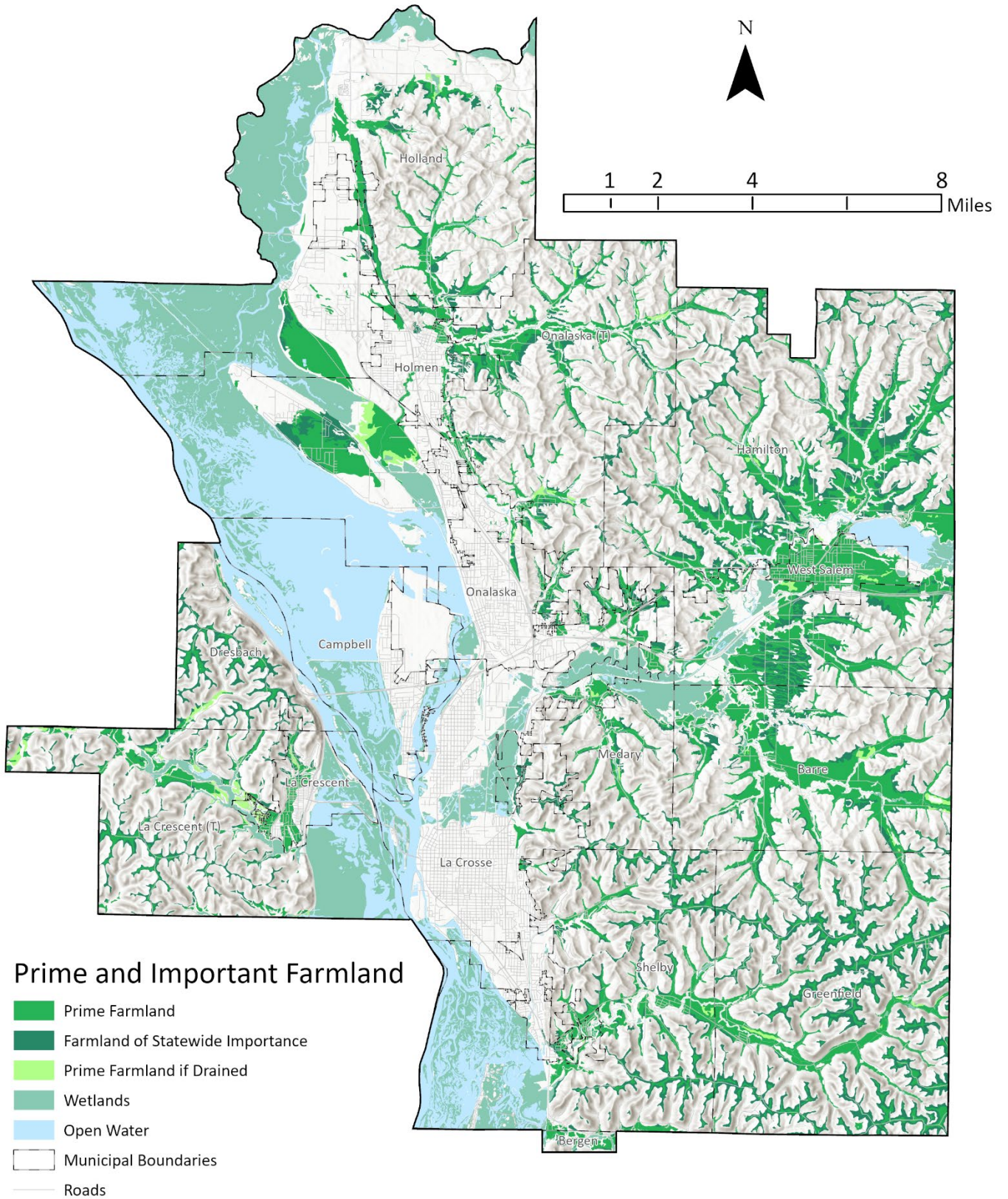
## Agricultural Resource Plans

- [\*Farmland Preservation Plan\*](#) – This plan was amended and adopted by ordinance in 2022 as part of the *La Crosse County Comprehensive Plan 2021, Envision 2050*. The purpose of the plan is to encourage the use of planning and farmland preservation tools to limit non-agricultural development in areas with favorable conditions for agricultural enterprises.
- [\*La Crosse County Land & Water Resource Management Plan 2020-2029\*](#) – The purpose of this plan is to:
  - o Identify and prioritize natural resources issues and concerns for La Crosse County
  - o Develop a coordinated effort to resolve those issues and concerns
  - o Provide guidance for cooperating agencies to assist in implementing the plan
  - o Develop activities, goals and objectives that give clear direction for implementation of the plan
  - o Obtain financial assistance to implement the Land and Water Resource Management Plan
- *Local Comprehensive Plans*

## Data Inventory

The NRCS maintains a database of soil conditions for the United States. This data includes an attribute describing the soil by its value as prime or important farmland: “all areas are prime farmland,” “prime farmland if drained,” etc. Prime farmland is defined by the U.S. Department of Agriculture as farmland that has the *best combination* of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. Farmland of statewide importance is land other than prime farmland that is of statewide or local importance for the production of food, feed, fiber, forage, or oilseed crops as determined by the appropriate State or local unit of government agency or agencies.

Of the 204,134 acres within the planning area, about 18.7 percent of the soils have conditions conducive for prime and important farmland.



**Figure D.1.** NRCS Soils and Wetlands within the planning area. Sources: United States Department of Agriculture, Wisconsin Department of Agriculture, United States Fish Geological Survey, ESRI.

## Protection and Mitigation

As a means of protecting farmland, La Crosse County prepared a Farmland Preservation Plan that recommends a number of “farmland protection tools”:

- Educational Tools:
  - o Options Review for Developers. With this tool, the County could request that property owners wishing to urbanize their property would be required to meet with government institutions or conservation organizations to discuss farmland and open space preservation alternatives.
  - o Workshops.
  - o Increased Funding for Conservation Education.
- Financing Tools:
  - o Use Value Assessment. This tool allows agricultural land to be assessed at a lower rate, thus lowering property taxes, by assessing for use rather than market value.
  - o Managed Forest Law. The goal of this program is to encourage long-term sound forest management. Landowners with parcels of at least 10 acres of forestland and who manage their land for forest products, water quality, wildlife habitat, and public recreation are eligible for a lower tax rate.
- Planning Tools:
  - o Comprehensive Plans.
  - o Sewer Service Plans.
- Regulatory Tools:
  - o Transfer of Development Rights.
  - o Conservation Easement.
  - o Urban Growth Boundary.
  - o Conservation Subdivision Design.
  - o Infill Development and Increase Densities in Urban Areas.
  - o Traditional Agricultural Zoning.
  - o State-certified Farmland Zoning.
- Right-to-Farm Laws. These laws support the economic vitality of farming by discouraging neighbors from filing lawsuits against agricultural operations and prohibiting local governments from enacting ordinances that would impose unreasonable restrictions on agriculture.
- Voluntary Tools:
  - o Purchase of Agricultural Conservation Easement (PACE) Program. This program was established as part of the 2009 Working Lands Initiative to help fund the acquisition of farmland in Wisconsin to permanently protect it from development.
  - o Agricultural Enterprise Areas (AEA). An AEA is a contiguous land area devoted primarily to agricultural use and locally targeted for agricultural preservation and agribusiness development.
  - o The Farm and Ranchland Protection Program (FRPP). This program provides matching funds to help purchase development rights to keep productive farm and ranchland in agricultural uses.
- Bargain Sales and Property Donations. This tool has been used more in La Crosse County for preserving natural land than farmland. Property owners have deeded their land to the Mississippi Valley Conservancy for preservation and recreation.

The Minnesota Agricultural Land Preservation Program, Chapter 40A of the Minnesota Statutes, helps counties in Minnesota preserve agricultural land. Under this program, farmers may receive property tax credits for preserving their farms for long-term agricultural use. Eligible farmers must place a restrictive covenant on their land, limiting

its use to agriculture or forestry. Additionally, any state or state-funded project or rule that negatively impacts ten or more acres of agricultural land must be reviewed by the Minnesota Department of Agriculture (MDA) to determine if alternatives that would avoid impacting agricultural lands exist.

## Water Resources

Water resources are sources of water that are useful or potentially useful. They include surface waters, groundwater, wetlands, stormwater, and wastewater.

### Water Resource Plans

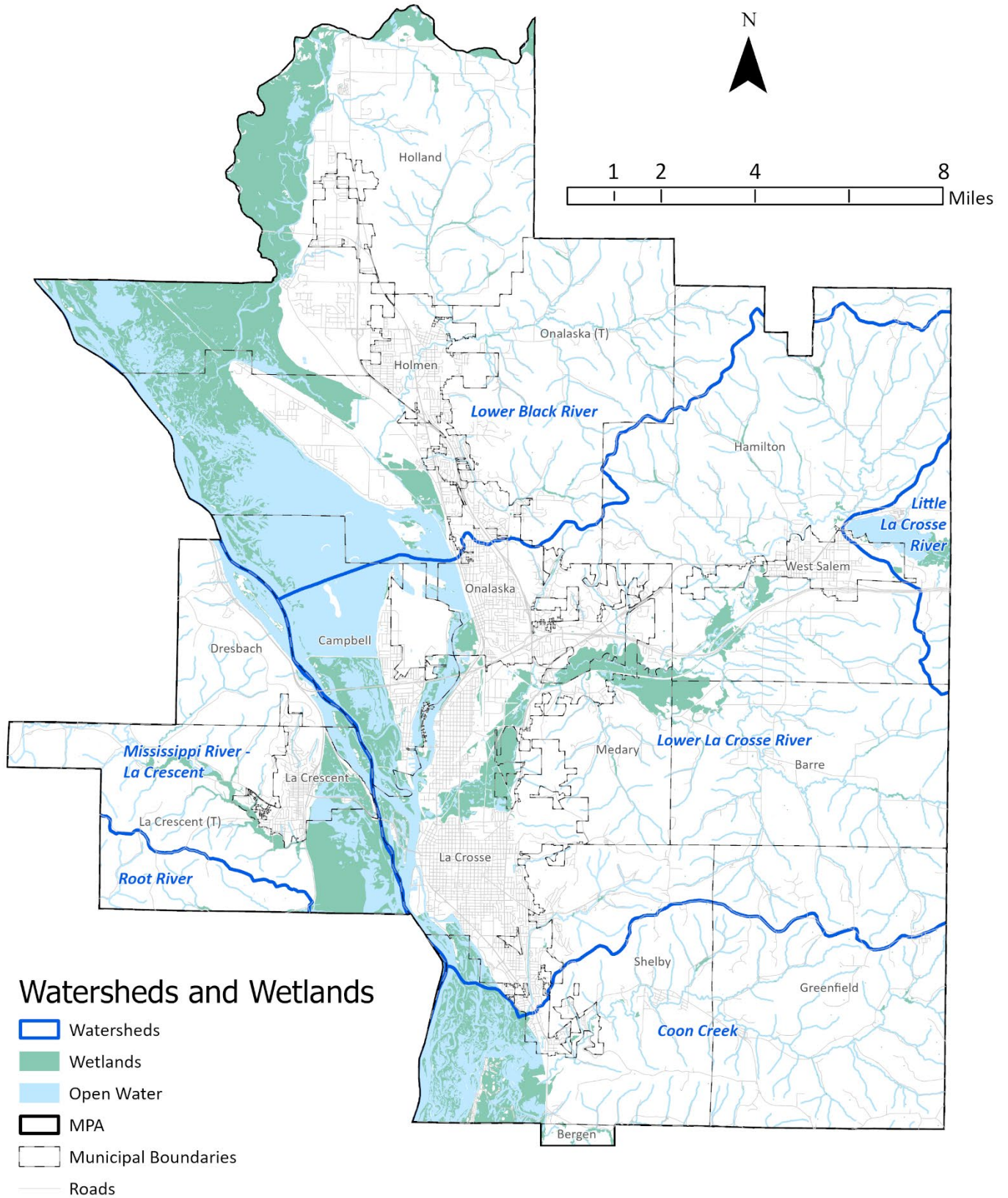
- [\*La Crosse County Land & Water Resource Management Plan 2020-2029\*](#)
- [\*Houston County Comprehensive Water Plan 2007-2022\*](#) – The purpose of this plan is to identify the primary water resource concerns of local citizens and outline strategies to address those concerns through sound public policy, coordinating implementation with cooperating agencies and partners.
- [\*Mississippi River Winona/La Crescent \(WinLaC\) Comprehensive Watershed Management Plan 2023-2033\*](#) – The purpose of this plan is to align water planning along watershed boundaries rather than jurisdictional ones. Additionally, this plan sets out to identify priority issues impacting natural resources and to assign implementing actions and measurable goals.

### Data Inventory

#### *Watersheds*

Watersheds (or drainage basins) are land areas that catch rain or snow and drain to marshes, streams, rivers, lakes, or ground water. They are important because they provide us with drinking water, water to irrigate crops, and recreational opportunities, such as swimming and boating, to name a few.

The United States Geological Survey (USGS) organizes watersheds of the United States into a hydrologic system that divides and subdivides the U.S. into successively smaller watersheds all called “hydrologic units.” Hydrologic units are used for collecting and organizing hydrologic data.



**Figure D.2.** Watershed boundaries and wetlands within the planning area. Sources: Wisconsin and Minnesota Departments of Natural Resources, United States Geological Survey.

## *Outstanding and Exceptional Resource Waters*

Waters designated as Outstanding Resources Waters (ORWs) or Exceptional Resource Waters (ERWs) are surface waters that provide outstanding recreational opportunities, support valuable fisheries and wildlife habitat, have good water quality, and are not significantly impacted by human activities. ORWs, specifically, have excellent water quality and high-quality fisheries. They do not receive wastewater discharges, nor will any be allowed unless the quality of the discharges meets or exceeds the quality of the receiving water. ORWs include national and state wild and scenic rivers and Class I (highest quality) trout streams. The LAPC planning area has no outstanding resource waters.

ERWs have excellent water quality and valued fisheries but may already receive wastewater discharges or may receive future discharges necessary to correct environmental or public health problems. The planning area has three exceptional resource waters: Bostwick Creek in the Town of Barre; and Larson Coulee Creek and Hoger Creek in the Town of Hamilton (see **Figure D.3**).

## *Impaired Waters*

The Clean Water Act requires states to adopt water quality standards to protect lakes, streams, and wetlands from pollution. The standards define how much of a pollutant (bacteria, nutrients, turbidity, mercury, etc.) can be in the water and still meet designated uses, such as drinking water, fishing, and swimming. A water body is “impaired” if it fails to meet one or more water quality standards.

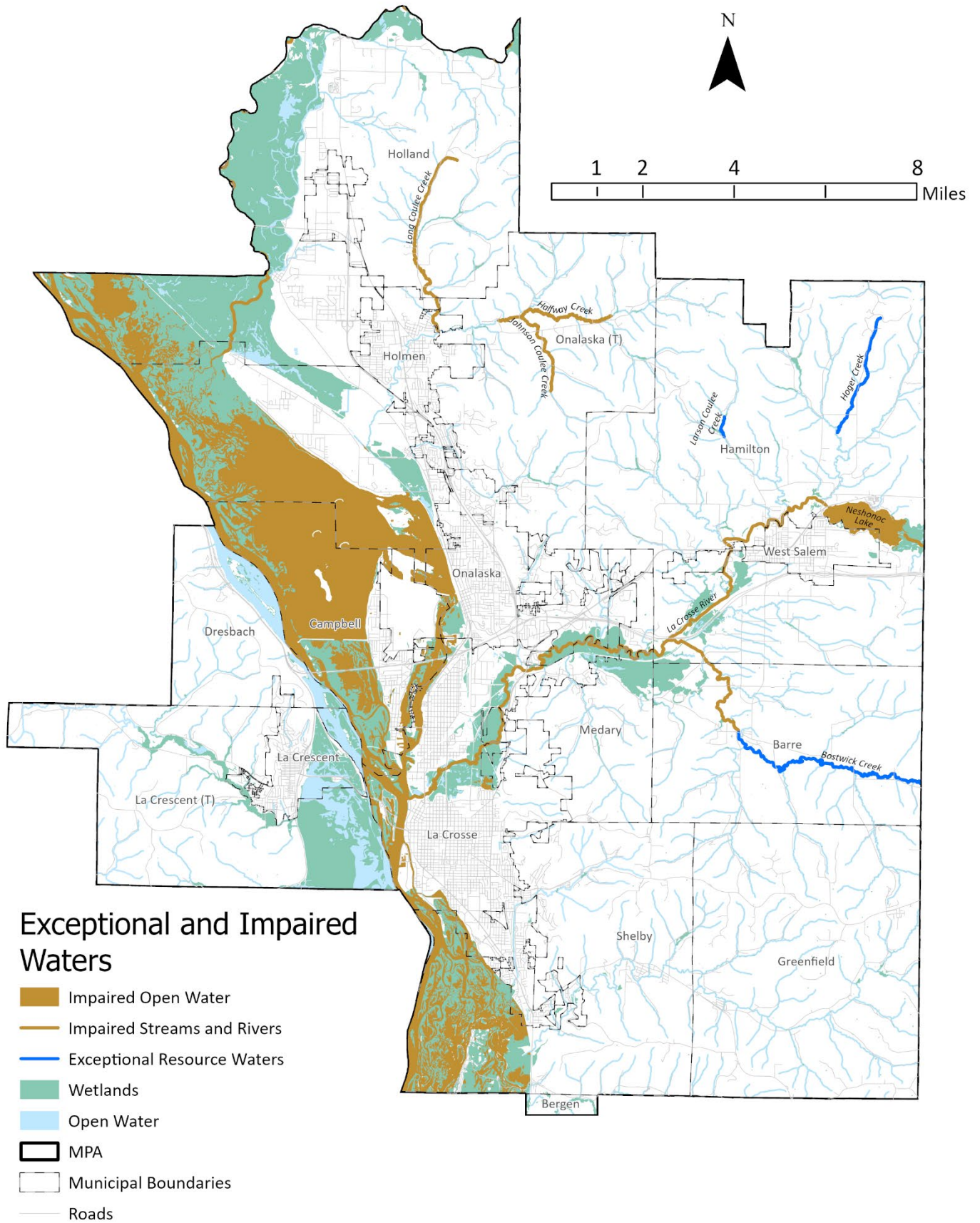
Water quality standards regulate how clean a water body should be. The standards consist of the water body’s designated uses, water quality criteria to protect those uses and determine if they are being attained, and antidegradation policies to help protect high quality water bodies. States designate uses based on their goals and expectations for their waters.

**Figure D.3** illustrates the region’s exceptional resource waters and impaired waters. The top water pollutants found in the planning area include mercury, phosphorous, lead, sediment, and PCBs.

## *Wetlands*

Wetlands are part of the foundation of our nation’s water resources and are vital to the health of waterways and communities that are downstream. Wetlands—which include swamps, marshes, bogs, and fens—feed downstream waters, trap floodwaters, recharge groundwater supplies, remove pollution, and provide fish and wildlife habitat. Wetlands are also economic drivers because of their key role in fishing, hunting, agriculture, and recreation.

Wetlands in La Crosse County have been mapped and are included on topographic maps; however, they are not digitally mapped. The WisDNR recommends using the soils dataset compiled and managed by the Natural Resources Conservation Service (NRCS) of the United States Department of Agriculture (USDA) and mapping “hydric” soils. Wetlands have been digitally mapped by the U.S. Fish and Wildlife Service (FWS) for surrounding counties. **Figure D.3** illustrates the outstanding and exceptional resource waters, impaired waters, and wetlands in the planning area.



**Figure D.3.** Impaired, exceptional/outstanding water resources within the planning area. Sources: Wisconsin and Minnesota Departments of Natural Resources, United States Geological Survey.

## Protection and Mitigation

The process of avoiding and minimizing impacts to regulated aquatic resources occurs through the regulatory programs established by federal and state resource agencies authorized to implement the Clean Water Act and other federal Acts designed to protect the quality of our water and wetlands. The Wisconsin Department of Natural Resources (WDNR) and the Minnesota Pollution Control Agency (MPCA) are the authorized agencies in their respective states, and they engage in a number of activities to protect our waters and wetlands. The U.S. Army Corps of Engineers (USACE) is charged with implementing Section 404 of the Clean Water Act. The St. Paul District of the USACE oversees the program in Minnesota and Wisconsin.

### *Watershed Planning*

Agencies take a watershed approach to protecting our waters. This includes a circular process of monitoring, assessment and integrated reporting, and management. Specific tasks involve:

- Water Quality Standards development to set the appropriate level of protection by:
  - o Determining the types of activities the water should support;
  - o Developing water quality criteria to protect these uses from excess pollution;
  - o Establishing an antidegradation policy to maintain and protect existing uses and high-quality waters; and,
  - o Identifying general policies to implement these protection levels in point source discharge permits.
- **Water quality management planning** to implement plans to protect, maintain, or restore water quality. High quality waters are identified in the states' outstanding and exceptional resources waters lists. Waters that do not meet water quality standards are identified in the states' impaired waters lists, which state why the water is not meeting standards and what pollutants or indicators need to be addressed to restore aquatic health.
- **Water Quality Monitoring** to provide supporting information in developing Total Daily Maximum Loads (TMDLs) for waters listed on the states' 303(d) impaired waters lists.

To identify and restore impaired waters, Section 303(d) of the Clean Water Act requires states to:

1. Assess all waters of the state to determine if they meet water quality standards.
2. List waters that do not meet standards (also known as the 303d list) and update every even-numbered year.
3. Conduct total maximum daily load (TMDL) studies to set pollutant reduction goals needed to restore waters. Alternatives to TMDLs (the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards) include Environmental Accountability Projects (EAPs), where management actions are underway, and the anticipated outcome is full restoration of water quality standards.

The level of monitoring is greatly dependent on the types and sources of impairments as well as the size and complexity of the watershed to be monitored. WDNR, for example, has developed technical guidance for monitoring and model selection for TMDL development (WDNR 2001).

### *Section 404 of the Clean Water Act*

The mission of the Corps of Engineers' Regulatory Program is to protect the nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the nation's waters, including wetlands.

Under Section 404, a Corps permit is required for the discharge of dredged or fill material into waters of the U.S. Many waterbodies and wetlands in the nation are waters of the U.S. and are subject to the Corps' Section 404 regulatory authority.

## Project Mitigation

The U.S. Environmental Protection Agency (EPA) and the USACE encourage that everything possible be done to avoid and minimize impacting aquatic resources. In cases where unavoidable impacts are expected to occur, the agencies recommend searching for compensatory mitigation—the restoration, establishment, enhancement, and/or preservation of aquatic resources for the purpose of offsetting those impacts. Sources of compensatory mitigation include:

**Mitigation banks.** One or more sites where aquatic resources such as wetlands or streams are restored, established, enhanced and / or preserved for the purpose of providing compensatory mitigation in advance of authorized impacts to similar resources. Currently, La Crosse County has no wetland banks; however, WisDOT does have one wetland bank in Juneau County and one in Crawford County. MnDOT has one large wetland bank in Houston County for Minnesota projects.

**In-lieu fee program.** A program that involves the compensatory mitigation of aquatic and related terrestrial resources through funds paid to a government or non-governmental natural resource management organization.

**Permittee-responsible mitigation.** Individual projects constructed by permittees to provide compensatory mitigation for activities authorized by Corps of Engineers' permits.

Ideally, mitigation should be located within the same watershed as the impact site and should be located where it is most likely to successfully replace lost functions and services. The Corps considers the type and location options for mitigation in the following order although flexibility in approach can be exercised on a project-specific basis: mitigation bank credits, in-lieu fee program credits, permittee-responsible mitigation under a watershed approach, permittee-responsible mitigation through on-site and in-kind mitigation, and permittee-responsible mitigation through off-site and/or out-of-kind mitigation. More information can be found in the document, *2013 Guidelines for Wetland Compensatory Mitigation in Wisconsin*, prepared by the USACE and the WDNR.

Because wetlands in La Crosse County are not digitally mapped, hydric soils were mapped as a close approximation. While this is acceptable as an initial environmental scan, the USACE recommends that as projects progress, more precise wetland boundaries be delineated to more fully assess the potential impacts to these resources.

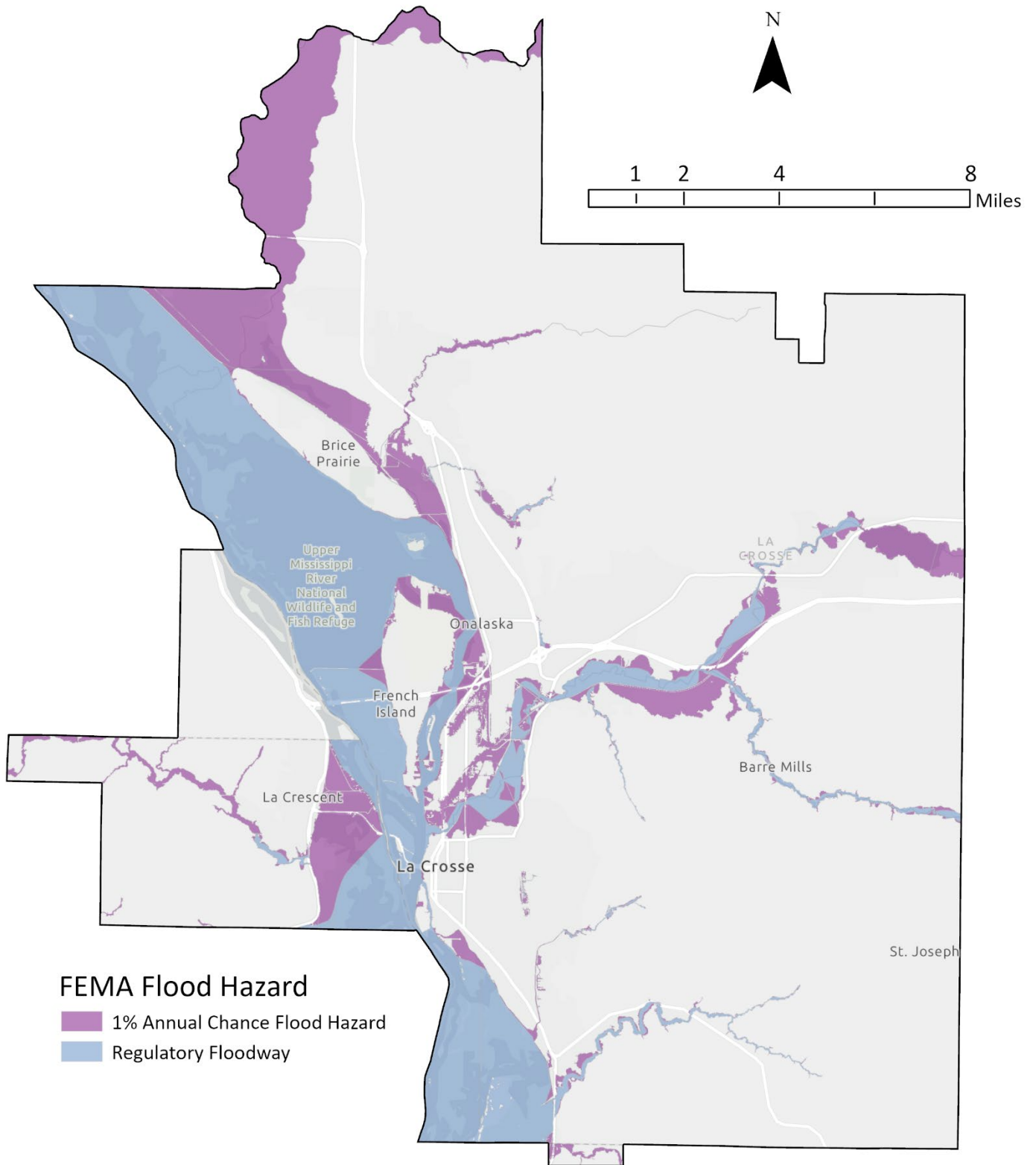


Figure D.4. FEMA 100-year Flood Hazard and Regulatory Floodway extents within the planning area. Source: FEMA

# Natural & Recreational Resources

The use of parks, recreation areas, and wildlife and waterfowl refuges for a transportation purpose is subject to Section 4(f) of 49 U.S.C. 303 and 23 U.S.C. 138 and possibly Section 6(f) of 16 U.S.C. 2509. The intent of Section 4(f) is to protect parkland and other included land from use by transportation agencies. Transportation agencies using Federal funds are prohibited from using such lands unless 1) no feasible or prudent alternative to the use is available and 2) the project includes all possible planning to minimize harm to the protected resource.

The intent of Section 6(f) is to protect land used for outdoor recreational purposes. The Land and Water Conservation Fund Act of 1965 (LAWCON) stipulates that any land planned, developed, or improved with LAWCON funds cannot be converted to a use other than an outdoor recreational use unless replacement land of at least equal fair market value and reasonably equivalent usefulness is provided. Anytime a transportation project will cause such a conversion, regardless of funding source, replacement land must be provided.

The inventories provided include areas that are locally important, which may not be covered under Sections 4(f) or 6(f).

## Natural & Recreational Resource Plans

- *Local comprehensive plans.*
- [\*Wisconsin Statewide Comprehensive Outdoor Recreation Plan \(SCORP\) 2025-2030\*](#)
- [\*Minnesota Statewide Comprehensive Outdoor Recreation Plan \(SCORP\) 2020-2024\*](#)
- [\*La Crosse County Outdoor Recreation Plan 2019-2024\*](#)
- [\*La Crosse County Land & Water Resource Management Plan 2020-2029\*](#)
- [\*Fish, Wildlife and Habitat Management Plan 2015-2025\*](#)

## Data Inventory

The resources of interest inventoried below are based on the resources outlined in the Facilities Development Manual (FDM) that are required to be considered during the environmental review process. Some of those resources—wild rivers, scenic urban waterways, national and state parks, and national forests—are not present in the planning area.

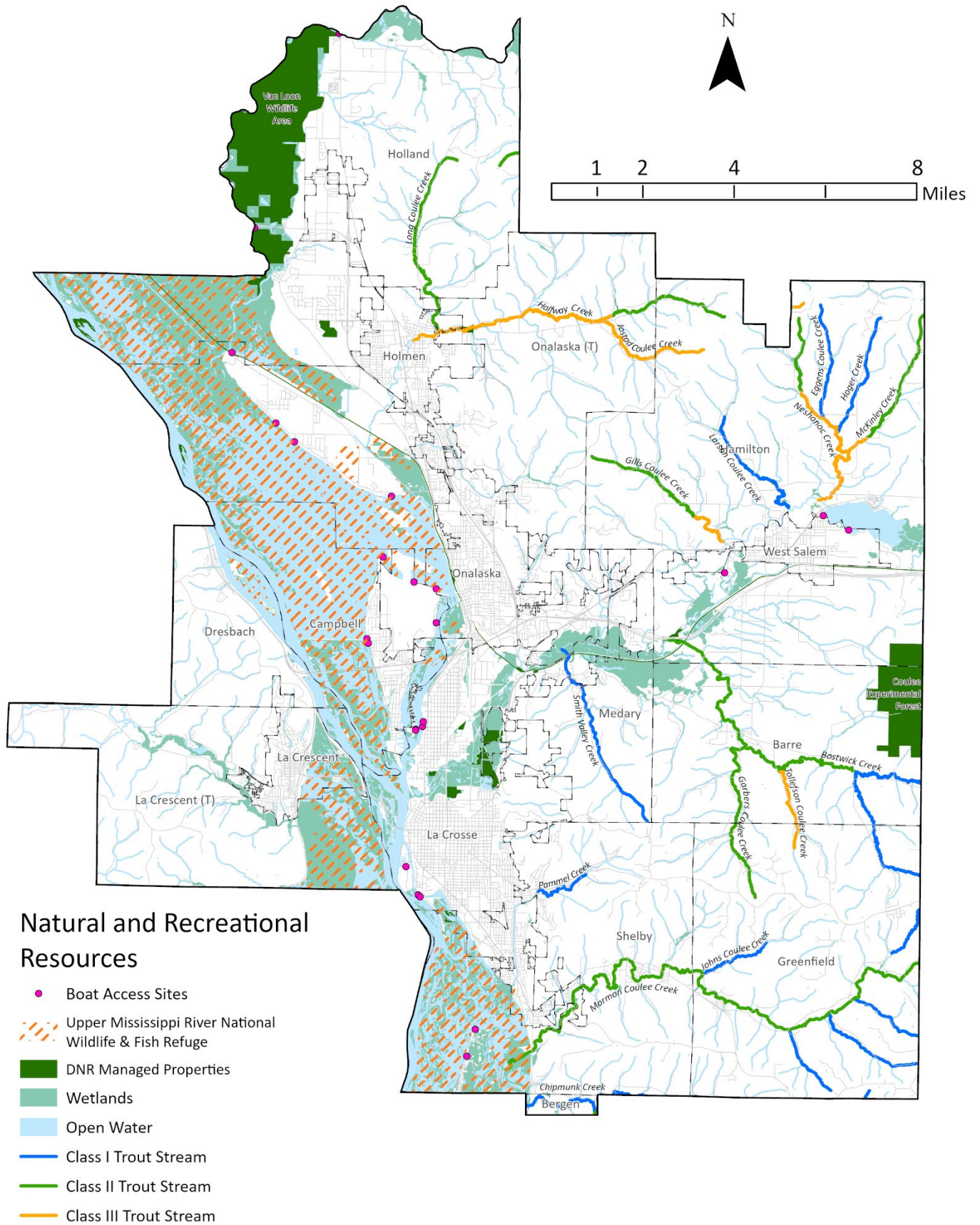
## Natural & Recreational Resources

Areas of natural interest are often areas of recreational interest. Outstanding and exceptional resource waters and fish refuges provide opportunities for fishing; parks, trails, and forests provide opportunities for hiking, biking, and birdwatching; and wildlife management areas and natural areas provide opportunities for recreation and education.

- **National Refuges:**
  - o Upper Mississippi River National Wildlife and Fish Refuge
- **State Trails:**
  - o Great River State Trail
  - o La Crosse River State Trail
- **State Forests:**
  - o Coulee Experimental Forest
- **State Wildlife Management Areas:**
  - o Van Loon Wildlife Area

- Mississippi Islands Wildlife Area
- **State Natural Areas:**
  - Great River Trail Prairies State Natural Area
  - Midway Railroad Prairie State Natural Area
- **Legacy Places (Western Coulee and Ridges Ecological Landscape):**
  - La Crosse River
  - Black River
  - Upper Mississippi River National Wildlife and Fish Refuge
  - Coulee Coldwater Riparian Resources
  - Coulee Experimental Forest
- **Other Ecologically Significant Places**
  - Holland Sand Prairie
  - Van Loon Bottoms
  - Van Loon Floodplain Savannah
  - Half Moon Bottoms
  - Black River Savannah
  - Coulee Forests

**Figure D.5** illustrates the natural and recreational resources in the planning area. These include boat access sites, state-classified trout streams, wildlife and natural areas, and state-managed recreation lands (state trails and forests). Trout streams are classified by quality where Class I streams are of the highest quality, allowing for sufficient natural reproduction to sustain populations of wild trout at or near carry capacity. Class II trout streams have some natural reproduction, but not enough to utilize available food and space. Stocking is required to maintain a desirable sport fishery. Class III trout streams have marginal trout habitat with no natural reproduction occurring. These streams require annual stocking of trout to provide for trout fishing. The planning area has about 19 miles of Class I, 40 miles of Class II, and 20 miles of Class III trout streams.



**Figure D.5.** DNR managed recreational areas, wetlands, classified trout streams, public boat access sites, and U.S. Fish and Wildlife Service managed lands. Sources: Wisconsin and Minnesota Departments of Natural Resources U.S. Fish and Wildlife Service, USGS.

## Endangered and Threatened Species

An important aspect of the human use of our natural resources is how native species are impacted. Congress passed the Endangered Species Act (ESA) in 1973, recognizing the “esthetic, ecological, educational, recreational, and scientific value to our Nation and its people.” The Act further expresses concern that many of our native plants and animals are in danger of becoming extinct. The purpose of the ESA is to protect and recover imperiled species and the ecosystems upon which they depend.

Endangered, threatened, and special concern species are not illustrated because of the sensitivity of the resource. The lists of endangered, threatened, and special concern species are maintained by state natural resource agencies and can be found:

- Wisconsin Natural Heritage Inventory Working List - [WiDNR](#)
- Minnesota’s List of Endangered, Threatened, and Special Concern Species - [MnDNR](#)

## Protection and Mitigation

Protection of our natural and recreational resources is accomplished through federal and state regulations, and local ordinances. The U.S. Fish and Wildlife Service (FWS) and the Minnesota and Wisconsin DNRs are the agencies authorized to enforce these regulations. Local plans and programs reinforce state goals and establish local goals and objectives.

### *Plans and Programs*

#### **Federal**

- **Department of Transportation Act of 1966:** Section 4(f) stipulates that the FHWA and other DOT agencies cannot approve the use of publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless:
  - o There is no feasible and prudent alternative to the use of land; and
  - o The action includes all possible planning to minimize harm to the property resulting from use.
- **Land and Water Conservation Fund Act (LWCFA):** Section 6(f) protects federal grant-assisted recreation sites from conversion to some other use.
- **Endangered Species Act:** The FWS is responsible for administering the Endangered Species Act. To fulfill its responsibilities, the FWS:
  - o Identifies and assesses declining species that may need Act protection and takes steps to conserve those species.
  - o Lists candidate species as endangered or threatened and designating critical habitat. The FWS also delists species determined to no longer need Act protection.
  - o Protects, conserves, and restores listed species.
  - o Consults with other Federal agencies to help them fulfill their obligations.
  - o Issues permits to “take” listed species under certain conditions.
  - o Helps permit applicants prepare Habitat Conservation Plans (HCPs) that minimize and mitigate the effects of their take.
  - o Provides grants to States under Section 6 of the Act.

## States

- **Natural Heritage Inventory programs:** The Wisconsin and Minnesota DNRs are responsible for maintaining data on the locations and status of rare species, natural communities, and natural features. Dynamic Working Lists are updated as new information becomes available.
- **Endangered and Threatened Species List:** The states' lists serve to restrict the taking, possession, or marketing of species threatened with extinction. The annual process of updating the Natural Heritage Working List provides the primary triggers that initiate a comprehensive assessment of a species and can result in revisions to the Endangered and Threatened Species List (official list).
- **Natural Heritage Conservation Program:** The Program's policy recommends that the official list be reviewed at least every five years or as needed. "As needed" triggers include recovery goals met, immediate need for protection, or significant new data on a single species or group of species. Wisconsin law (Chapter NR 27.04) also allows any three persons to petition the DNR to review the status of any listed or unlisted wild animal or plant.
- **Endangered Resources Review Program:** This program helps customers and partners comply with Wisconsin's endangered species laws and helps conserve rare plants, animals, and habitats. The Wisconsin DNR works with landowners, businesses, communities, and others to consider the potential impacts of land development, planning, and management projects on rare and sensitive species and habitats very early in the project planning process.
- **State Natural Areas programs:** These programs protect outstanding natural communities, significant geological formations, and archaeological sites.
- **Wildlife Action Plans:** These plans identify Species of Greatest Conservation Need (SGCN) and outline priority conservation actions to protect species and their habitats. SGCN have low and/or declining populations that are in need of conservation action. They include species that are:
  - o Already listed as threatened or endangered;
  - o At risk because of threats to their life history needs or habitats;
  - o Stable in number in-state, but declining in adjacent states or nationally; or,
  - o Of unknown status in-state and suspected to be vulnerable.
- **Prairie and Wetland Restoration Plans**
- **Native Prairie Bank Program:** This program allows Minnesota landowners to protect native prairie on their property through a conservation easement with Minnesota DNR.
- **Landowner Incentive Program:** This program helps Wisconsin private landowners create and manage habitat for species that are rare or declining.
- **Statewide Comprehensive Outdoor Recreation Plans:** These plans are required by the LWCF to help allocate federal conservation funds equitably among communities.

## Local

- **County Outdoor Recreation Plans:** These plans qualify the Counties and their local units of government to apply for grants under the LWCF and State Stewardship Funds.

## Conservation and Mitigation Banking

Conservation banks are parcels of land containing natural resources that are conserved and managed for life for specified listed species and used to offset impacts occurring elsewhere to the same resources on non-bank lands. These banks are established for long-term protection of a specific species that is impacted on a project site.

Because the planning area contains no conservation banks, natural areas lost from major transportation projects are compensated outside the region through restoration, compensation, and mitigation banking.

## Cultural Resources

“Cultural” resources here refer to historic, archaeological, and tribal resources. The Federal government has enacted several acts to protect these resources from transportation agencies using Federal funds:

- The National Historic Preservation Act (NHPA), Section 106 protects cultural resources that are on or eligible for the National Register of Historic Places (NRHP).
- The Archaeological Resources Protection Act protects archaeological resources on tribal lands and non-tribal lands under Federal jurisdiction.
- The Department of Transportation Act of 1966, Section 4(f) protects all historic areas as well as all publicly owned public parks and waterfowl and wildlife refuges.
- The Surface Transportation and Uniform Relocation Assistance Act of 1987, Section 123(f), created a fund for the preservation or mitigation of historic bridges.

The NRHP is the official list of the Nation’s historic places deemed worthy of preservation. The NRHP is part of a national program administered by the National Park Service (NPS) to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archaeological resources. The NPS relies significantly on State Historic Preservation Officers (SHPO) to carry out such activities as surveying, evaluating, and nominating significant historic buildings, sites, structures, districts, and objects to the National Register.

## Cultural Resource Plans

- [\*Wisconsin Historic Preservation Plan 2016-2025\*](#)
- [\*Minnesota Statewide Historic Preservation Plan 2022-2032\*](#)

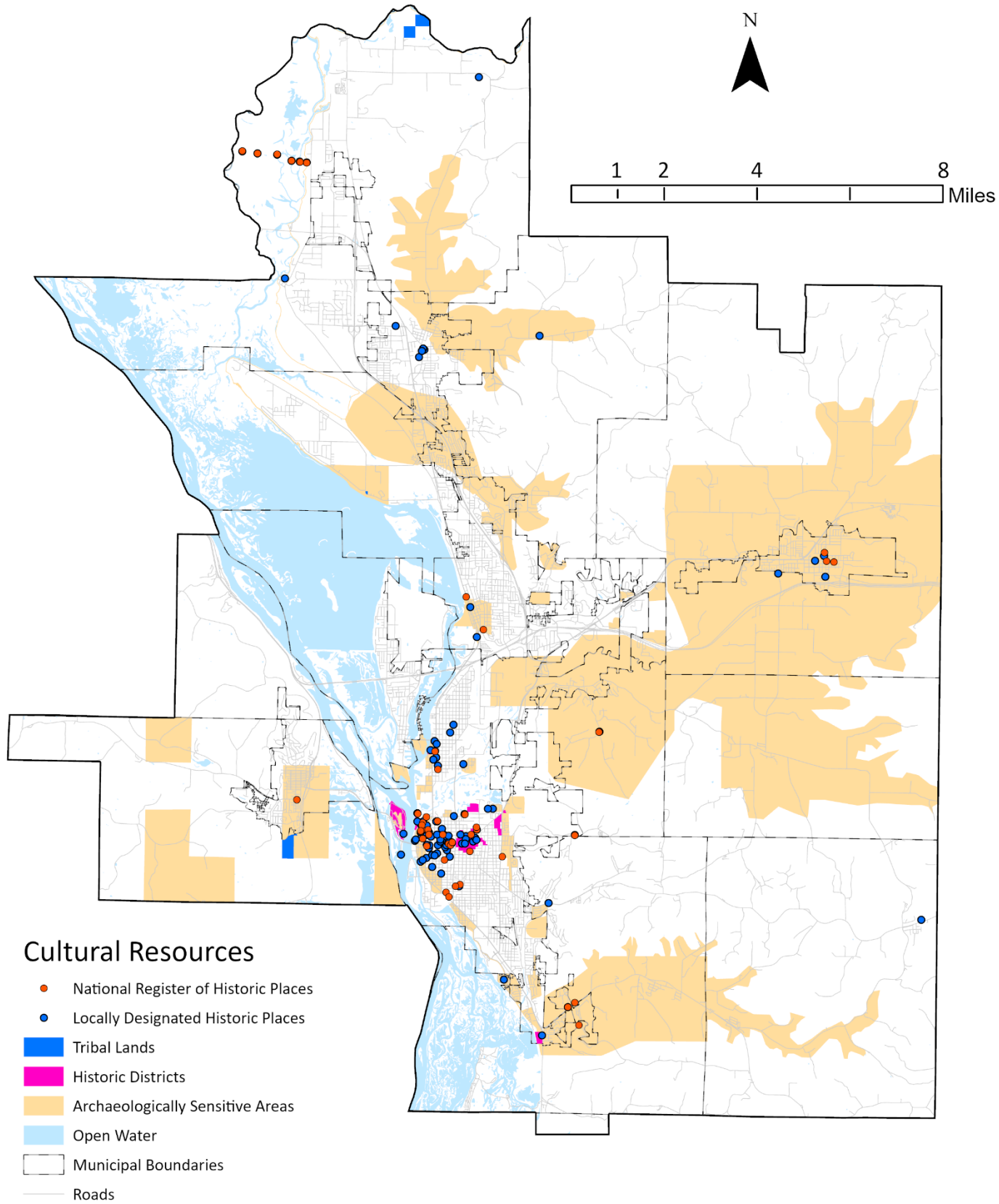
## Tribal Lands

Section 106 of the National Historic Preservation Act requires all federal agencies to consult with Indian Tribes for undertakings that may affect properties of traditional religious and cultural significance on or off Tribal lands. Tribal lands are lands held by the United States in trust for an Indian tribe or lands owned by an Indian tribe subject to federal restrictions against alienation (a transfer of the title to property by one person to another) and over which an Indian tribe exercises governmental power.

Only the Ho-Chunk Nation is represented in the planning area. The Tribe holds legal interest in several parcels of Tribal land in the Town of Holland at the La Crosse County / Trempealeau County border and on Brice Prairie in the Town of Onalaska (see **Figure D.6**).

## Archeological Sites

The State Historic Preservation Offices (SHPO) run ongoing statewide survey programs that inventory prehistoric and historic archaeological sites that are described by type, function, time period, artifacts, general location, and setting. The locations of the sites are restricted from public viewing to protect these sites from being disturbed. The SHPOs either map these sites in generalized “sensitive” areas (Wisconsin) or identify them by Town and Range (Minnesota). **Figure D.6** illustrates the region’s cultural resources. The shaded areas represent archaeologically sensitive areas and city properties, historic districts, and tribal lands.



**Figure D.6.** Local and nationally registered historical places or properties, tribal lands, and archaeologically sensitive areas within the planning area. Sources: National Park Service, local municipalities.

## Preservation and Mitigation

### *National Historic Preservation Act*

Preservation and mitigation of historic sites occurs through the National Historic Preservation Act Section 106 process. Because the State Historic Preservation Officers (SHPOs) for Minnesota and Wisconsin have memorandums of understanding (MOUs) with the DOTs and FHWA, mitigation is dealt with on a case-by-case basis, with the final mitigation decision made by the SHPO. Government-to-government consultation with the Tribal Historic Preservation Officer (THPO) is required when Tribal land or Native American historic and/or archaeological sites could be impacted. The determination process involves:

1. Determining if Section 106 applies:
  - Is the Federal action an undertaking under 36 CFR Part 800?
2. Determining the area of potential effects and identifying and evaluating resources:
  - Is there a potential for historic properties to exist in areas affected by the undertaking?
  - If properties do exist, are they eligible or potentially eligible for the National Register?
3. Determining how historic properties will be affected.
4. Resolving adverse effects through avoidance, minimization, or mitigation.

## Tribal Consultation

### *Government-to-Government Relationships*

Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments* (Nov. 6, 2000), sets forth the criteria agencies should follow when formulating and implementing policies that have tribal implications. It requires Federal agencies to establish a consultation process for interactions with Indian tribes in the development of regulatory policies that have tribal implications. The Memorandum of Tribal Consultation issued on November 5, 2009, reaffirms the legal and political relationship between the Federal government and Tribal governments and tasked executive departments and agencies with creating detailed plans of actions that they will take to implement Executive Order 13175.

To comply with Federal law, Wisconsin issued Executive Order 39 and Minnesota issued Executive Order 13-10 to affirm the government-to-government relationship at the State level. The outcome of these executive orders was the development of partnership agreements between the States and their respective Tribal governments. WisDOT, for example, has entered into a Tribal Partnership Agreement with all 11 of Wisconsin's Tribal governments. The agreement established a WisDOT Tribal Task Force comprised of WisDOT and Tribal officials to serve as a forum to discuss transportation issues and policies impacting Tribes.

### *Native American Graves Protection and Repatriation Act (NAGPRA)*

The main purpose of NAGPRA is to protect Native American burial sites and associated items. Implemented by the Secretary of the Interior, the Act addresses the rights of lineal descendants, Indian tribes, and Native Hawaiian organizations in certain Native American human remains, funerary objects, sacred objects, and objects of historical, traditional, or cultural importance central to the Native American group or culture itself. All Federal agencies are subject to NAGPRA.

## Other State and Local Laws

Applicable laws in Wisconsin include the Historic Preservation Program, the Burial Sites Preservation Program, the Long-Range Public Building Program, Uniform Conservation Easement Act, and local ordinances. Applicable laws in Minnesota include the Minnesota Field Archaeology Act and the Minnesota Historic Sites Act.

## Risk, Security, and Resiliency

In 2015, Fixing America’s Surface Transportation (FAST) Act requires consideration of resiliency and in transportation planning process. Ensuring safety, security, and resiliency of the region’s transportation system is not only a requirement for this plan, but a core priority. This section evaluates the potential risk to critical infrastructure posed by natural hazards and extreme climate events, and reviews state and local hazard mitigation planning efforts aiming to strengthen the systems response, resiliency, and reliability.

The La Crosse, WI – La Crescent, MN metropolitan area faces a range of hazard threats, including flooding, heat waves, severe storms, and winter weather, which can potentially disrupt all modes of transportation, emergency services, construction schedules, and funding.



Image: April 24, 2001, Hanifel Road, La Crosse, WI under water. Source: [USGS Mississippi River Flood Aerial Obliques](#)

# FEMA National Risk Index (NRI)

The National Risk Index (NRI) is an assessment tool that evaluates communities across the nation most at risk of natural hazards by measuring potential losses, social vulnerability, and resilience. The NRI was developed in 2021 and most recently updated in March 2025, by the Federal Emergency

Management Administration (FEMA) in partnership with several other federal organizations and academic and private-sector experts. Analysis of findings in this tool is included in this long-range transportation plan to help inform stakeholders and decision-makers to ensure transportation infrastructure planning accounts for current and future risks related to natural hazards.

**TABLE D.1 FEMA National Risk Index (NRI) Ratings of Census Tracts in the Planning Area**

CENSUS TRACT NUMBERS (LAPC PLANNING AREA)	CORE METRICS SUMMARY				NATURAL DISASTER RISK RATINGS													
	National Risk Index Value - Composite	Expected Annual Loss - Composite	Social Vulnerability Rating	Community Resiliency Rating*	Cold Wave	Drought	Earthquake	Hail	Heat Wave	Ice Storm	Landslide	Lightning	Riverine Flooding	Strong Wind	Tornado	Wildfire	Winter Weather	
100	3	3	3	5	3	1	1	5	4	2	2	3	4	4	4	1	3	
200	3	3	4	5	3	1	1	4	4	2	0	3	4	4	4	1	3	
300	2	2	5	5	3	0	2	5	3	2	1	3	3	3	4	1	3	
401	2	2	3	5	3	0	2	4	3	2	0	2	0	3	3	0	2	
402	1	1	3	5	3	0	1	3	3	2	0	2	2	3	3	0	2	
500	2	2	2	5	3	0	1	4	4	2	0	3	2	3	4	2	2	
600	1	1	1	5	2	0	1	3	3	1	3	2	1	2	2	1	2	
700	2	2	1	5	3	1	1	4	3	2	3	2	3	3	3	1	2	
800	1	1	2	5	3	0	1	3	3	1	0	2	0	3	3	0	2	
900	2	2	4	5	3	0	1	4	4	2	1	3	2	3	4	1	2	
1000	2	2	3	5	3	0	1	4	3	2	3	2	1	3	3	1	2	
1101	1	1	1	5	3	0	1	4	3	1	2	2	0	3	3	0	2	
1102	2	2	3	5	3	0	1	4	4	2	3	3	2	3	4	1	2	
1200	2	2	2	5	3	0	1	4	3	2	3	2	2	3	3	1	2	
10101	2	2	2	5	4	1	1	4	4	2	4	3	3	4	4	2	3	
10102	2	2	3	5	3	1	1	4	4	2	3	3	2	4	4	1	3	
10202	3	3	2	5	4	1	1	5	4	2	3	3	3	4	4	2	3	
10203	1	1	1	5	2	1	1	3	3	1	0	2	2	2	2	1	2	
10204	2	2	3	5	3	1	1	4	4	2	3	3	2	4	4	1	2	
10205	2	2	1	5	3	1	1	4	3	2	4	2	3	3	4	2	2	
10300	2	2	2	5	3	0	1	4	3	2	2	3	3	3	4	2	2	
10401	2	3	1	5	3	1	1	4	3	2	4	3	2	3	4	2	2	
10403	2	2	3	5	3	0	1	4	4	2	3	3	0	4	4	0	2	
10404	2	2	2	5	3	1	1	4	3	2	4	2	2	3	3	1	2	
10500	3	3	4	5	4	1	1	5	4	2	4	3	3	4	4	2	3	
10600	2	2	1	5	3	1	1	4	3	1	5	2	3	3	3	2	2	
10700	2	2	3	5	3	1	1	4	4	2	4	3	3	4	4	2	3	
10800	2	2	2	5	3	1	1	4	3	1	4	2	2	3	3	2	2	
(MN) 20100	3	3	2	4	3	1	1	4	3	2	4	3	4	3	4	2	4	
(MN) 20200	2	3	2	4	3	2	1	4	3	2	4	3	4	3	3	2	4	
(MN) 670801	1	2	1	5	3	2	1	3	2	2	4	2	2	3	3	2	4	

Source: [National Risk Index | FEMA.gov](https://www.fema.gov/national-risk-index)

## Summary of the FEMA National Risk Index

The **National Risk Index Value** (composite) is a single measure that reflects the overall risk each of the census tracts face from natural hazards, combining the Expected Annual Loss, Social Vulnerability, and Community Resilience metrics. **Expected Annual Loss** (composite) estimates the average yearly financial and human impacts from the different types of natural hazards. A higher value means more exposure to frequent or severe natural disasters and possible loss. **Social Vulnerability** rating indicates the susceptibility the tracts’ populations are to harm from the hazards depending on social factors like poverty, education, race/ethnicity, age, disability, and language barriers. A higher Social Vulnerability rating means a greater vulnerability. **Community Resilience** rating measuring the capacity to act on and recover from natural disasters, taking into consideration factors like emergency management systems, civic infrastructure, health care, and social capital. Higher ratings mean stronger resilience.



The NRI evaluates risk from eighteen (18) different significant natural disasters including avalanche, coastal flooding, cold wave, drought, earthquake, hail, heat wave, hurricane, ice storm, landslide, lightning, riverine flooding, strong wind, tornado, tsunamis, volcanic activity, wildfire, and winter weather. Avalanches, coastal flooding, hurricane, tsunami, and volcano are not applicable to this area and are not included in the chart. Census tracts are scored based on the national percentile ranking of the community’s component value, compared to all other census tracts in the US. Ranging from “Very High” to “Very Low”, The ratings are organized in five (5) categories describing the census tract’s component value in comparison to all other census tracts in the US.

For more information on the FEMA NRI methodology, please visit: [National Risk Index v1.19 Technical Documentation \(2025\)](#).

## LAPC Planning Area NRI Breakdown

There are 31 different US Census tracts included in the LAPC planning area (three (3) are in Minnesota). It is important to note that portions of some census tracts fall outside the LAPC planning area and extend beyond the border. Enough area of these census tracts does fall within the planning area, thus are relevant for inclusion in the analysis.

The composite scores for the overall NRI Value for census tracts in the planning area range from “Very Low” to “Relatively Moderate.” The most persistently higher hazard risks include Hail and Tornado Hazards, as well as Heat Wave and Strong Wind Hazards. Notably, four (4) tracts are at “Very High” risk of hail disaster and one (1) tract is at “Very High” risk of landslide disaster. Drought, Earthquakes, and Wildfire risks consistent have lower ratings, confirming they are not major concerns for the area.

Most tracts fall in the “Relatively Low” to “Relatively Moderate” range for Expected Annual Loss, compared to the national scale. Meaning some costs are reasonably expected annually, but catastrophic loss is unlikely in this region.

Many tracts show a high Social Vulnerability, most notably one (1) tract number 300, in the downtown area of the City of La Crosse is rated “Very High” and several others rated “Relatively High.” This shows these areas likely have populations with fewer resources to recover from natural disaster and disruption, making transportation reliability critical. However, Social Vulnerability does vary across the region, indicating social, environmental, and economic imbalances across the planning area.

Community resilience is an important indicator for estimating how well-equipped a community is to respond and recover from natural disasters or disruptions. Fortunately, this region has a high community resiliency rating, which could be in part due to a combination of strong local governance and planning capacity, well-built and maintained infrastructure, and access to health and community resources. Though, having strong community resilience does not mean this area is free from risk – but can maintain essential functions during crises and recovery.

## How does natural hazard risk impact our transportation system?

Mitigating risk from natural disaster becomes increasingly important over the next 20+ years. Implications from severe weather can be deteriorating road surfaces, flooding, downed trees, debris, and powerlines, and detours causing delay and loss of access to vital corridors.

Our transportation infrastructure should be built or maintained to higher hazard-resistant standards. Examples of this adaptation could be wind-resistant signage, signals, and bus shelters, flood-proofing low-lying sections of roadways and bridges, planting more trees in urban areas and near roadways to reduce “heat-island” effects, and heat-resistant pavement and bus shelters, to name a few. Importantly, during extreme events, emergency management services access, monitoring, and protocols needs to be planned for and prioritized.

## Disaster Mitigation Planning

The Disaster Mitigation Act of 2000 is a federal law, emphasizing the importance of pre-disaster planning and hazard mitigation. To be eligible for certain types of FEMA funding, states and local governments must develop Hazard Mitigation Plan and be updated every 5-years. La Crosse County, Wisconsin and Houston County, Minnesota, in partnership with the respective local municipalities, develop multi-jurisdiction hazard mitigation plans.

Local Hazard Mitigation Plan Inventory:

- [La Crosse County Multi-Hazard Mitigation Plan](#) 2020-2024
- [Houston County Hazard Mitigation Plan](#) 2024-2028
- [Wisconsin State Hazard Mitigation Plan](#) 2021-2025
- [Minnesota State Hazard Mitigation Plan](#) 2024-2028

Other Notable Hazard- and- Resiliency-Relate Plans:

- [City of La Crosse Flood Hazard Mitigation Plan](#) 2022
- [City of La Crosse Climate Action Plan](#) 2022
- [County of La Crosse Climate Action Plan](#) 2025

LAPC staff recommend engaging with and collaborating on the development of state and local Hazard Mitigation Plan updates. By working closely on these plans, LAPC can provide critical insight to ensure transportation infrastructure investments are informed by local hazard risks and align coordinated strategies across the region for emergency preparedness.



### 1. Overview

The metropolitan transportation plan (MTP), also known as a long-range transportation plan (LRTP), is the official multimodal transportation plan that an MPO develops, adopts, and updates through the 3-C (comprehensive, continuing, and coordinated) planning process. The LRTP is an important statement of the direction a region will be taking in its transportation system investments. It also identifies the multimodal transportation policies and projects needed to meet travel demand over a 20-year planning horizon.

The purpose of this checklist is to help MPOs determine whether the federal requirements for an LRTP, as specified under 23 CFR 450.324, have been satisfied. This document lists the federal statutes guiding the development of LRTPs in a tabular format, grouped into the following categories:

- ▶ General Requirements
- ▶ Public & Stakeholder Involvement
- ▶ Transportation System Planning
- ▶ Financial Plan
- ▶ Environmental Considerations
- ▶ Scenario Planning (*Optional*)

Please refer to the *Development and Content of the Metropolitan Transportation Plan* (23 CFR 450.324) for the exact statutory language that defines an MTP. The checklist below is a voluntary form; an MPO may include a completed copy of the checklist with their MTP when submitting for WisDOT review.

#### 1.1. Federal Regulations

The following regulations and guidance are applicable to the development and content of a MPO’s LRTP.

**Table 1: Federal Regulations**

Regulation	Description
<b>23 CFR 450.324</b>	<b>Development and content of the metropolitan transportation plan.</b>
23 CFR 450.306	Scope of the metropolitan planning process.
23 CFR 450.316	Interested parties, participation, and consultation.
23 CFR 450.322	Congestion management process in transportation management areas.
40 CFR 93	US NEPA conformity requirements.
23 USC 134	Metropolitan transportation planning.

## 2. LRTP Checklists

### 2.1. General Requirements

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(a)	Does the LRTP address no less than a 20-year planning horizon?	Yes	30-year planning horizon is addressed.
450.324(a) 450.306(b)(1)	Does the LRTP address the economic vitality planning factor: <i>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency?</i>	Yes	Chapter 4.
450.324(a) 450.306(b)(2)	Does the LRTP address the safety planning factor: <i>Increase the safety of the transportation system for motorized and non-motorized users?</i>	Yes	Chapter 5
450.324(a) 450.306(b)(3)	Does the LRTP address the security planning factor: <i>Increase the security of the transportation system for motorized and non-motorized users?</i>	Yes	Chapter 5.
450.324(a) 450.306(b)(4)	Does the LRTP address the mobility and accessibility planning factor: <i>Increase accessibility and mobility of people and freight?</i>	Yes	Chapters 4 – 9.
450.324(a) 450.306(b)(5)	Does the LRTP address the environment planning factor: <i>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?</i>	Yes	Chapter 7.
450.324(a) 450.306(b)(6)	Does the LRTP address the integration and connectivity planning factor: <i>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight?</i>	Yes	Chapters 4, 6 – 9.

# Appendix E

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(a) 450.306(b)(7)	Does the LRTP address the system efficiency planning factor: <i>Promote efficient system management and operation?</i>	Yes	Chapter 5.
450.324(a) 450.306(b)(8)	Does the LRTP address the system preservation planning factor: <i>Emphasize the preservation of the existing transportation system?</i>	Yes	Chapters 6 – 9.
450.324(a) 450.306(b)(9)	Does the LRTP address the system resiliency/reliability planning factor: <i>Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?</i>	Yes	Chapters 6 – 9.
450.324(a) 450.306(b)(10)	Does the LRTP address the travel and tourism planning factor: <i>Enhance travel and tourism?</i>	Yes	Chapters 4, 6 – 9.
450.324(b)	Does the LRTP include both long- and short-range strategies/actions that provide for an integrated multimodal transportation system?	Yes	Chapters 6 – 9.
450.324(c)	Does the MPO review/update the MTP at least every 4 years for nonattainment and maintenance areas or every 5 years in attainment areas?	Yes	Every 5 years.
450.324(c)	Did the MPO approve the transportation plan (and any revisions or updates), contents, and supporting analyses?	Yes	Expected to be approved on September 17, 2025.
450.324(e)	Did the MPO consult the State and public transportation operators to validate data used in other existing modal plans?	Yes	
450.324(e)	Were the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity incorporated into the plan?	Yes	Chapters 3 and 4.

## 2.2. Public & Stakeholder Involvement

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(j) 450.316(a)	Were representatives of the following groups provided opportunities to participate in the development of the LRTP, as outlined in MPO's public participation plan, including, but not limited to: the public, affected public agencies, public transportation employees, public ports, freight shippers/service providers, private transportation providers (e.g., intercity bus services), public transportation users, pedestrians and bicyclists, disabled, and other interested parties?	Yes	Appendix B
450.316(b)	In the development of the LRTP, did the MPO consult agencies or officials responsible for the following planning activities in the MPA: state and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operators, freight movements and transportation providers (e.g., human service transportation providers)?	Yes	Chapter 2. Distributed to all relevant organizations for review and comment.
450.316(c)	If Tribal lands are located within the MPA, were the appropriate Tribal government(s) involved in the development of the LRTP?	No	Ho-Chunk Tribe was invited several times to participate in the development of the LRTP.
450.316(d)	If Federal public lands are located within the MPA, were the appropriate land management agencies involved in the development of the LRTP?	Yes	Appendix D.
450.316(a)(1)	Did the MPO hold an additional opportunity for public comment if significant changes were made to the final LRTP originally made available to the public?	N/A	
450.316(a)(2)	Is a summary, analysis, or report included within the LRTP that describes the comments received during public participation?	Yes	Chapter 2 and Appendix B.

<b>Regulatory Citation</b> (23 CFR)	<b>Key Requirement</b>	<b>Included in the LRTP?</b>	<b>Comments, including where in the plan.</b>
450.324(k) 450.316(a)(1)(i)	Following its public participation plan, did the MPO provide adequate public notice of public participation activities?	Yes	Chapter 2 and Appendix B.
450.324(k) 450.316(a)(1)(ii)	Following its public participation plan, did the MPO provide timely and reasonable opportunities for public comment?	Yes	Chapter 2 and Appendix B.
450.324(k) 450.316(a)(1)(iii)	Following its public participation plan, did the MPO utilize visualization techniques to describe the LRTP?	Yes	Appendix B.
450.324(k) 450.316(a)(1)(iv)	Following its public participation plan, did the MPO make public information available online?	Yes	
450.324(k) 450.316(a)(1)(v)	Following its public participation plan, did the MPO hold public meetings at convenient and accessible locations/times?	Yes	
450.324(k) 450.316(a)(1)(vi)	Following its public participation plan, did the MPO demonstrate explicit consideration and response to public input in the LRTP?	Yes	Chapter 2
450.324(k) 450.316(a)(1)(vii)	Following its public participation plan, did the MPO seek out traditionally underserved populations?	Yes	Chapter 2 and Appendix B.

## 2.3. Transportation System Planning

<b>Regulatory Citation</b> (23 CFR)	<b>Key Requirement</b>	<b>Included in the LRTP?</b>	<b>Comments, including where in the plan.</b>
450.324(f)(1)	Does the plan contain the current and projected transportation demand of people and goods in the MPA over the planning horizon?	Yes	Chapter 4.

# Appendix E

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(f)(2)	Does the LRTP sufficiently address major roadways?	Yes	
450.324(f)(2) 450.324(f)(8)	Does the LRTP sufficiently address public transportation?	Yes	
450.324(f)(2)	Does the LRTP sufficiently address intercity buses?	Yes	
450.324(f)(2)	Does the LRTP sufficiently address multimodal and intermodal facilities?	Yes	Chapter 4.
450.324(f)(2) 450.324(f)(12)	Does the LRTP sufficiently address walkways and bicycle facilities?	Yes	
450.324(f)(2)	Does the LRTP sufficiently address intermodal connectors?	Yes	Chapter 4.
450.324(f)(2)	Does the plan emphasize existing and proposed facilities that serve national and regional transportation functions over the planning horizon?	Yes	Chapter 4.
450.324(f)(3)	Does the LRTP describe the performance measures and targets used in assessing the performance of the transportation system in accordance with §450.306(d)?	Yes	Chapter 5.
450.324(f)(4)	Does the LRTP include a system performance report that evaluates the condition and performance of the transportation system, in respect to the targets described in §450.306(d)?	Yes	Chapter 5.
450.324(f)(4)(i)	Does the report include progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data?	Yes	Chapter 5.

# Appendix E

Regulatory Citation (23 CFR)	Key Requirement	Included in the L RTP?	Comments, including where in the plan.
450.324(f)(5)	Does the L RTP contain operational and management strategies to improve the performance of the system, relieve congestion, and enhance safety and mobility?	Yes	Chapters 6 – 9.
450.324(f)(6)	<i>For TMAs only:</i> Does the L RTP consider the results of the congestion management process (CMP), including the identification of SOV projects?		
450.324(f)(7)	Does the L RTP assess capital investments and other strategies to preserve the existing and projected future metropolitan transportation infrastructure?	Yes	Chapters 6 – 9.
450.324(f)(7)	Does the L RTP assess capital investments and other strategies that provide for multimodal capacity increases based on regional priorities and needs?	Yes	Chapters 6 – 9.
450.324(f)(7)	Does the L RTP assess capital investments and other strategies to reduce the vulnerability of the existing transportation infrastructure to natural disasters?	Yes	Chapters 6 – 9.
450.324(f)(7)	<i>Optional:</i> Does the L RTP consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functionality of the region’s transportation system?		
450.324(f)(9)	Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?	Yes	Chapter 8.
450.324(f)(9)	<i>For nonattainment and maintenance areas only:</i> Does the L RTP include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations?		

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(h)	<i>Optional:</i> Does the LRTP integrate the transportation safety priorities, goals, countermeasures, strategies, or projects for the MPA contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?	Yes	Chapter 5.
450.324(h)	<i>Optional:</i> Does the LRTP include emergency relief and disaster preparedness plans, strategies, and/or policies that supports homeland security and safeguard the personal safety of all motorized and non-motorized users?		

## 2.4. Financial Plan

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(f)(11)	Is a financial plan included in the LRTP that demonstrates how the adopted transportation plan can be implemented?	Yes	Chapter 8.
450.324(f)(11)(i)	Does the financial plan include cost estimates and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-highway aid highways?	Yes	Chapter 8.
450.324(f)(11)(ii)	Did the MPO, public transportation operator, and State cooperatively develop estimates of funds that will be available to support LRTP implementation?	Yes	Chapter 8.
450.324(f)(11)(ii)	Does the financial plan include all public and private sources reasonably expected to be made available to carry out the LRTP identified in the financial plan?	Yes	Chapter 8.

# Appendix E

Regulatory Citation (23 CFR)	Key Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(f)(11)(iii)	Does the financial plan include recommendations for additional financing strategies to fund projects and programs?	Yes	Chapter 8.
450.324(f)(11)(iii)	<i>For new funding sources</i> , does the plan identify strategies for ensuring their availability?	Yes	Chapters 4: discussion of Regional Transit Authorities, Chapters 8 and 9.
450.324(f)(11)(iii)	<i>Optional</i> : Does the financial plan include an assessment of the appropriateness of innovative finance techniques as revenue sources for projects in the financial plan (e.g. tolling, pricing, bonding, public private partnerships, or other strategies)?		
450.324(f)(11)(iv)	Does the financial plan include all projects and strategies proposed for funding with Federal, state, local, and private participation?	Yes	Chapter 8.
450.324(f)(11)(iv)	Have inflation rate(s) been applied to the revenue and cost estimates to reflect year of expenditure dollars?	Yes	Chapter 8. In accordance with WisDOT inflation rates.
450.324(f)(11)(v)	<i>Optional</i> : For the outer years of the LRTP (11+ years), does the financial plan reflect aggregate cost range/cost bands?	Yes	Chapter 8.
450.324(f)(11)(iv)	<i>For nonattainment and maintenance areas only</i> , does the financial plan address the specific financing strategies required to ensure the implementation of TCMs in the applicable SIP?		
450.324(f)(11)(vii)	<i>Optional</i> : Does the financial plan include additional projects that would be included in the adopted LRTP if additional resources beyond those identified in the financial plan become available for illustrative purposes?	Yes	Chapters 6 – 9.

## 2.5. Environmental Considerations

Regulatory Citation (23 CFR)	Key Content Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(d)	<i>For nonattainment and maintenance areas only</i> , does the LRTP describe the coordination for developing transportation control measures (TCM) in the State Implementation Plan (SIP)?	N/A	
450.324(f)(10)	Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry them out?	Yes	Chapter 7 and Appendix D.
450.324(f)(10)	Were the applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies consulted in the identification of environmental mitigation activities and potential areas?	Yes	07/17/2025
450.324(g)	Did the MPO consult with State and local agencies as appropriate for land use management, natural resources, environmental protection, conservation, and historic preservation regarding the development of the LRTP?	Yes	07/17/2025
450.324(g)(i) 450.324(g)(ii)	Did the MPO review State conservation plans, maps, and inventories of natural or historic resources during the development of the LRTP?	Yes	Appendix D.
450.324(m)	<i>For nonattainment and maintenance areas only</i> , did the MPO, as well as FHWA/FTA, make a conformity determination on any updated or amended LRTP?	N/A	

## 2.6. Scenario Planning *(Optional)*

Regulatory Citation (23 CFR)	Key Content Requirement	Included in the LRTP?	Comments, including where in the plan.
450.324(i)	Did the MPO elect to develop multiple scenarios as part of the LRTP development?		
450.324(i)(1)(i)	<i>If scenario planning was conducted</i> , did the MPO consider potential regional investment strategies?		
450.324(i)(1)(ii)	<i>If scenario planning was conducted</i> , did the MPO consider the assumed distribution of population and employment?		
450.324(i)(1)(iii)	<i>If scenario planning was conducted</i> , did the MPO consider a scenario that maintains baseline conditions for performance areas?		
450.324(i)(1)(iv)	<i>If scenario planning was conducted</i> , did the MPO consider a scenario that improves the baseline conditions for as many performance measures as possible?		
450.324(i)(1)(v)	<i>If scenario planning was conducted</i> , did the MPO consider a revenue constrained scenario based on the total revenues expected to be available?		
450.324(i)(1)(vi)	<i>If scenario planning was conducted</i> , did the MPO consider the estimated costs and potential revenues available to support each scenario?		
450.324(f)(4)(ii)	<i>If scenario planning was conducted</i> , was an analysis conducted to determine how the scenario would improve the conditions and performance of the transportation system?		
450.324(f)(4)(ii)	<i>If scenario planning was conducted</i> , was an analysis on the preferred scenario conducted to determine how changes in the local policies and investments may impact the costs necessary to achieve the identified performance targets?		

## Appendix A: State Planning Documents

The purpose of this appendix is to list plans and processes noted in 23 CFR 450.306(d)(4) and 23 CFR 450.306(g) as being referenced or integrated directly in the metropolitan planning process. The items below are not an all-inclusive list and other applicable plans and/or studies prepared by the MPO, WisDOT, and/or local partners should be reviewed. Connect 2050 is one of the overarching plans because it guides the policies and actions developed in WisDOT’s modal, operational and business plans, and technical reports. The specific plans include the Strategic Highway System Plan, State Freight Plan, State Airport System Plan, Transportation Asset Management Plan, and the State Rail Plan which are referenced in the table below.

Plan Name	Reviewed?	Notes
Connect 2050: Wisconsin’s Statewide Long-Range Transportation Plan	Yes	
Transportation Asset Management Plan	Yes	
Strategic Highway Safety Plan	Yes	
Highway Safety Plan	Yes	
State Management Plan	Yes	
State Freight Plan	Yes	
State Airport System Plan	Yes	
State Rail Plan	Yes	
Resilience Improvement Plan	Yes	
Carbon Reduction Strategy	Yes	
Electric Vehicle Infrastructure Plan	Yes	
Highway-Railway Grade Crossing Safety Action Plan	Yes	
Rail Transit Safety Oversight Program	Yes	
Regional Intelligent Transportation Systems Architectures	Yes	
Highway Safety Improvement Program	Yes	
Public Transportation Agency Safety Plan	Yes	
Congestion Mitigation and Air Quality Improvement Program	Yes	
Mobility, Accountability, Preservation, Safety, and Service Program	Yes	

## Appendix B: Financial Planning Resources

### B.1. Definitions

- Available Funds ..... Funds derived from an existing source dedicated to or historically used for transportation purposes. For federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available.” *(Source: 23 CFR 450.104)*
- Committed Funds ..... Funds that have been dedicated or obligated for transportation purposes. *(Source: 23 CFR 450.104)*
- Financial Plan ..... Documentation required to be included with an LRTP that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues, and the costs of implementing proposed transportation system improvements. *(Source: 23 CFR 450.104)*
- Financial Planning ..... The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds. *(Source: FHWA Planning Glossary)*
- Fiscal Constraint ..... An LRTP includes sufficient financial information to demonstrate that projects listed within it can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. *(Source: 23 CFR 450.104)*
- Illustrative Projects ..... Any additional transportation project that may be included in a financial plan if reasonable additional resources were to become available. *(Source: 23 CFR 450.104)*
- Innovative Finance Techniques .. A broad term for various techniques and mechanisms that supplement traditional, grant-based funding sources and methods for surface transportation projects. *(Source: FHWA Center for Innovative Finance Support)*
- Public Private Partnerships ..... Contractual agreements formed between a public agency and private sector entity that allow greater private sector participation in the delivery of transportation projects. These arrangements typically involve a government agency contracting with a private partner to renovate, construct, operate, maintain, and/or manage a facility or system, in whole or in part, that provides a public service. *(Source: FHWA Center for Innovative Finance Support)*
- Reasonably Expected ..... The forecasts, estimates, or assumptions of a funding source can be evaluated against historical trends or experiences, or averages of recent and current funding levels and rates (e.g., inflation, growth, etc.). Forecasts may also consider

present political conditions, such as the reasonable expectation that a funding bond or new revenue source will be approved. *(Source: Transportation Plan and Program Fiscal Constraint Review Questions)*

Year of Expenditure ..... Dollars that are adjusted for inflation from the present time to the expected year of construction *(Source: FHWA Transportation Planning Requirements and Their Relationship to NEPA Approvals)*.

## B.2. FHWA Reference Materials

Guidance	Description
FHWA Plan Works	Federal guidance for developing, prioritizing, and informing transportation plans and projects.
Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers - Planning - FHWA	This resource intends to highlight options currently available to State DOTs, MPOs, and public transportation operators in meeting financial planning and fiscal constraint requirements in transportation planning and programming.
Fiscal Constraint in Long-Range Transportation Planning: Best Practice Case Studies	This report presents and synthesizes the findings from eight case studies that examine best practices in financial planning applied in the long-range transportation planning process conducted for metropolitan area and statewide transportation systems.
Memo Clarifying Fiscal Constraint Guidance	This memo provides clarifying guidance on the flexibilities in fiscal constraint.
Transportation Planning Process Key Issues: A Briefing Book for Transportation Decisionmakers, Officials, and Staff	This report is a semi-popularized overview of transportation planning and provides a basic understanding of key concepts in statewide and metropolitan transportation planning, along with references for additional information.
Transportation Plan and Program Fiscal Constraint Review Questions	This document is a list of questions relating to key considerations in determining whether the requirements of the FHWA/FTA transportation planning regulations have been met regarding fiscal constraint.



## MINNESOTA MPO METROPOLITAN TRANSPORTATION PLAN (MTP) CHECKLIST

MPO name: La Crosse Area Planning Committee

MPO contact: Bob Gollnik

MTP name: Moving Ahead to 2055

MTP plan horizon year: 2055

Table 1 identifies the information covered in your MTP as required by 23 CFR 450. Complete the requested information as applicable.

**TABLE 1: FEDERAL REQUIREMENTS FOR MTPS**

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.316(a)	MPO followed its public participation plan for the MTP process which is included, but was not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Y/N	Appendix B
450.316(b)	MTP included consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Y/N	Chapter 2. Distributed to all relevant organizations for review and comment.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a)	MTP addresses no less than a 20-year planning horizon as of the effective date.	Y/N	30-year planning horizon.
450.324(a), 450.306(b)(1)	MTP addresses the economic vitality planning factor: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	Y/N	Economic competitiveness included in Chapter 4: Freight Systems. Chapter 9 discusses supporting freight and economic vitality.
450.324(a), 450.306(b)(2)	MTP addresses the transportation safety planning factor: Increase the safety of the transportation system for motorized and non-motorized users.	Y/N	Chapter 5.
450.324(a), 450.306(b)(3)	MTP addresses transportation security planning factor: Increase the security of the transportation system for motorized and non-motorized users.	Y/N	Chapter 5.
450.324(a), 450.306(b)(4)	MTP addresses the mobility and accessibility planning factor: <i>Increase accessibility and mobility of people and freight.</i>	Y/N	Chapters 4 – 9.
450.324(a), 450.306(b)(5)	MTP addresses the environment planning factor: 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.	Y/N	Chapter 7.
450.324(a), 450.306(b)(6)	MTP addresses the integration/connectivity planning factor: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Y/N	Chapter 4, 6 – 9.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(7)	MTP addresses the system efficiency planning factor: <i>Promote efficient system management and operation.</i>	Y/N	Chapter 5.
450.324(a), 450.306(b)(8)	MTP addresses the system preservation planning factor: Emphasize the preservation of the existing transportation system.	Y/N	Chapters 6 – 9.
450.324(a), 450.306(b)(9)	MTP addresses the system resiliency/reliability planning factor: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	Y/N	Chapters 6 – 9.
450.324(a), 450.306(b)(10)	MTP addresses the travel and tourism planning factor: <i>Enhance travel and tourism.</i>	Y/N	Chapters 4, 6 – 9.
450.324(b)	MTP includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities).	Y/N	Chapters 6 - 9.
450.324(c)	MPO reviewed/updated the MTP at least every four years in air quality nonattainment and maintenance areas or five years in attainment areas.	Y/N	Every 5 years.
450.324(c)	MPO approved the transportation plan (and any revisions or updates), contents, and supporting analyses.	Y/N	Expected to be approved on September 17, 2025.
450.324(c)	MPO submitted the MTP for information purposes to MnDOT.	Y/N	07/17/2025

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(c)	MPO provided copies of any updated or revised transportation plans to FHWA and FTA.	Y/N	07/17/2025
450.324(d)	<i>For ozone and carbon monoxide nonattainment areas only:</i> MPO coordinated the development of the MTP with the process for developing transportation control measures in the State Implementation Plan.	Y/N/NA	
450.324(e)	MPO, State(s), and the public transportation operator(s) validated data used in preparing other existing modal plans for providing input to the MTP. The update used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	Y/N	
450.324(f)(1)	MPO used current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.	Y/N	Chapter 4.
450.324(f)(2)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (pedestrian walkways and bicycle facilities), and inter modal connectors) identified in MTP function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions over the period of the transportation plan.	Y/N	Chapters 4, 6 – 9.
450.324(f)(3)	MTP describes the performance measures and targets used in assessing the performance of the transportation system in accordance with 450.306(d).	Y/N	Chapter 5.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(4)	MTP includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets described in 450.306(d). This includes progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data; and for MPOs with multiple scenarios: an analysis of how the preferred scenario has improved conditions and performance of the transportation system in addition to cost has been impacted by changes in local policies and investments.	Y/N	Chapter 5.
450.324(f)(5)	MTP includes operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	Y/N	Chapters 5, 6 – 9.
450.324(f)(6)	<i>For TMAs only:</i> MTP considers the results of the congestion management process that includes the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Y/N	N/A
450.324(f)(7)	MTP assesses capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The MTP may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area’s transportation system.	Y/N	Chapters 6 – 9.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(8)	MTP includes transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.	Y/N	Chapters 4 – 9.
450.324(f)(9)	MTP describes all proposed improvements in sufficient detail to develop cost estimates.	Y/N	Chapter 8.
450.324(f)(9)	<i>For nonattainment and maintenance areas only:</i> MTP includes design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations.	Y/N	N/A.
450.324(f)(10)	MTP discusses types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO developed the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.	Y/N	Chapter 7 and Appendix D.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324 (f)(11)(i)	MTP includes cost estimates and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.	Y/N	Chapter 8.
450.324 (f)(11)(ii)	MPO, public transportation operator(s), and State cooperatively developed estimates of funds that will be available to support MTP implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are expected to be made available to carry out the transportation plan are identified.	Y/N	Chapter 8.
450.324 (f)(11)(iii)	MTP included recommendations for additional financing strategies to fund programs and projects.	Y/N	Chapter 8.
450.324 (f)(11)(iii)	<i>For MTPs that identify new sources of funding:</i> MTP identified strategies for ensuring the availability of new funding sources.	Y/N/NA	Chapter 4: discussion of Regional Transit Authorities, Chapters 8 and 9.
450.324 (f)(11)(iv)	In developing financial plan, MPO considered all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation.	Y/N	Chapter 8.
450.324 (f)(11)(iv)	MTP used an inflation rate(s) for revenue and cost estimates to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	Y/N	Chapter 8. In accordance with WisDOT inflation rates.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324 (f)(11)(v)	For the outer years of the MTP (i.e. beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Y/N	Chapter 8.
450.324 (f)(11)(vi)	<i>For nonattainment and maintenance areas only:</i> MTP addresses specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	Y/N/NA	
450.324 (f)(11)(vii)	The financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., illustrative list).	Y/N	Chapters 8 and 9.
450.324 (f)(12)	MTP included pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Y/N	Chapter 4.
450.324(g)	MPO consulted, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.	Y/N	07/17/2025
450.324(g)(1)	As part of the consultation process, MPO compared transportation plans with State conservation plans or maps, if available.	Y/N/NA	Appendix D.

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(g)(2)	As part of the consultation process, MPO compared transportation plans to inventories of natural or historic resources, if available.	Y/N/NA	Appendix D.
450.324(h)	MTP should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of al motorized and non-motorized users.	Y/N	Chapter 5.
450.324(i)	<i>For MPOs that development multiple scenarios:</i> MPO encouraged to consider: potential regional investment strategies for the plan horizon; assumed distribution of population and employment; a scenario that maintains baseline performance conditions; a scenario that improves baseline for performance conditions; revenue constrained scenarios; and estimated costs and potential revenue for each scenario.	Y/N/NA	

# Appendix F

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(j)	MPO provided individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 450.316(a).	Y/N	
450.324(k)	MPO published or otherwise make readily available the MTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Y/N	
450.324(m)	<i>For nonattainment and maintenance areas for transportation-related pollutants:</i> MPO, as well as the FHWA and the FTA, made a conformity determination on any updated or amended transportation plan.	Y/N	N/A

## OTHER PLANS

Table 2 identifies a list of plans in the metropolitan transportation planning process is integrated, either directly or by reference, as noted under 23 CFR 450.306(d)(4) and 23 CFR 450.306(g). The table below is not all inclusive. Other plans and/or studies prepared by the MPO, MnDOT and/or other local partners should be reviewed as applicable.

**TABLE 2: PLANS IDENTIFIED IN FEDERAL MTP REGULATIONS**

Plan name	MPO reviewed?	Notes
Statewide Multimodal Transportation Plan	Y/N	Listed in chapter 1.
Minnesota State Highway Investment Plan	Y/N	
Greater Minnesota Transit Investment Plan	Y/N	
Statewide Freight System and Investment Plan	Y/N	
Statewide Bicycle System Plan	Y/N	
Statewide Pedestrian System Plan	Y/N	
State Aviation System Plan	Y/N	
Statewide Ports and Waterways Plan	Y/N/NA	
Statewide Rail Plan	Y/N	
Transportation Asset Management Plan	Y/N	
10-Year Capital Highway Investment Plan	Y/N	
District Freight Plan	Y/N	

# Appendix F

Plan name	MPO reviewed?	Notes
District Bicycle Plan	Y/N	
Strategic Highway Safety Plan	Y/N	
MnDOT District Safety Plan	Y/N	
County(s) Safety Plan	Y/N	Houston County All-Hazard Mitigation Plan
Public Transportation Agency Safety Plan	Y/N	
Congestion Mitigation and Air Quality Improvement Program Performance Plan	Y/N/NA	Nonattainment and maintenance areas only.
Congestion Management Plan	Y/N/NA	Transportation management areas only.
Minnesota Regional ITS Architecture Plan	Y/N	Chapter 1 and approved in LAPC resolution 2-2019.
Other:	Y/N	Reviewed and incorporated local comprehensive plans, bicycle and pedestrian plans, etc.

---

## MPO COMMENTS:

# Appendix G: Consultation

## Environmental Consultation

### Summary

On Thursday, July 17, 2025, correspondence was e-mailed to 12 environmental and cultural resource agency contacts from Wisconsin and Minnesota. The environmental review materials—resource sections from Chapter 6 (Agricultural, Water, Natural and Recreational, and Cultural), maps displaying expansion projects in relation to resources, and an appendix item (D) describing the expansion projects—were distributed as attachments and a link e-mail, shown below.

### Correspondence

Good Afternoon -

We are contacting you because your name is either on a list for State and Federal environmental or cultural resource agencies and/or you are currently one of the resource agency representatives for the La Crosse Area Planning Committee (LAPC).

As you may know, Federal law requires that metropolitan planning organizations initiate consultations with Tribal, Federal, State, and Local environmental resource agencies when developing a long-range metropolitan transportation plan (MTP). The LAPC is currently updating its MTP and would sincerely appreciate your participation.

**Please review the relevant text from Appendix D: Environmental Overview for completeness and accuracy, and comment on the potential negative impacts, if any, of the planned and programmed transportation projects described in Chapter 6 (summarized on Figure 6.1) in the draft plan document.**

This plan is scheduled to be made public on August 15, 2025 and *we would like comments and corrections from you by August 8, 2025* to provide sufficient time to incorporate corrections and comments.

If you have received this message in error or suggest another contact, please let us know.

Link to Draft Plan: <https://acrobat.adobe.com/id/urn:aaid:sc:va6c2:59fff53c-7444-4d90-afe9-df74ddf6a44d>

Thank you for your time and expertise,  
Bob

#### **Bob Gollnik**

Executive Director – La Crosse Area Planning Committee (MPO)

Phone 608-785-5977/612-720-1852 Email [rgollnik@lacsossecounty.org](mailto:rgollnik@lacsossecounty.org)

## Distribution

**Tim Acklin** (acklint@cityoflacrosse.org)

Title: Senior Planner – Heritage Preservation, Planning, Development & Assessment, City of La Crosse

**Thomas J. Cinadr** (Thomas.Cinadr@MNHS.ORG)

Title: Survey and Information Management Coordinator, Minnesota State Historic Preservation Office (Minnesota Historical Society)

**Compliance (Wisconsin Historical Society)** (compliance@wisconsinhistory.org)

General contact for the State Historic Preservation Office (SHPO) Compliance staff; used for submitting federal, state, and local review requests

**Jean Dowiasch** (jdowiasch@uwlax.edu)

Title: University of Wisconsin–La Crosse, Archaeology & Anthropology—contact listed for the Archaeology Education Program/MVAC

**Rebecca M. Graser** (rebecca.m.graser@usace.army.mil)

Title: Regulatory / Permitting Officer, U.S. Army Corps of Engineers, St. Paul District

**Ryan Greendeer** (RyanGreendeer@ho-chunk.com)

Title: Public Relations Officer (and Executive Government Relations Officer) for the Ho-Chunk Nation

**Karen M. Kalvelage** (karen.kalvelage@wisconsin.gov)

Title: Environmental Analysis & Review Specialist (Advanced), Bureau of Environmental Analysis & Sustainability, Wisconsin DNR

**Leslie Michael** (leslie.michael@epa.gov)

Title: Mobile Sources Modeling Contact, EPA Region 5 (Chicago regional office)

**Tim Miller** (tim\_a\_miller@fws.gov)

Title: District Manager, La Crosse District, Upper Mississippi River National Wildlife and Fish Refuge, U.S. Fish & Wildlife Service

**Cami L. Peterson** (Cami.Peterson@wisconsin.gov)

Title: Natural Resource Program Coordinator (Environmental Analysis & Sustainability Program), Wisconsin DNR

**Sara Walling** (Sara.Walling@wisconsin.gov)

Title: Water & Agriculture Program Director, Clean Wisconsin; also represents Clean Wisconsin on DNR's Drinking Water & Groundwater Study Group

**Dave Walter** (goosey10@hotmail.com)

Title: Root River Soil Conservation District Director, Minnesota Soil & Water Conservation District

## Comments

No comments were received from the agencies. Agencies were also included in the 30-day review period.

# Public Notice for 30-Day Public Comment Period

## Summary

On Friday, August 15, 2025, the public notice opening the 30-day public comment period for the draft MTP, *Moving Ahead to 2055*, was emailed out to LAPC interested parties. The draft plan was posted on the website to review and linked in the email. In addition, people were encouraged to attend the open houses on Monday, August 18 and Tuesday, August 19. The public comment period ends September 16, 2025, at 5 p.m.

## Correspondence

LAPC Notice of 30-Day Public Comment Period - Moving Ahead to 2055 - The long-range Metropolitan Transportation Plan

Hello LAPC committee members and interested parties!

This email initiates a **30-day public comment period** for our draft long-range Metropolitan Transportation Plan, [Moving Ahead to 2055](#).

The comment period will conclude on [September 16, 2025, at 5 p.m.](#), with our Policy Board reviewing and approving the Plan the following day at its September 17, 2025 meeting at 4:30 p.m.

For more information and to access the Plan and its appendices, please visit:

<https://www.lacrossecounty.org/metropolitan-planning-organization/planning-and-programming/metropolitan-transportation-plan>

You are invited! Come and learn more and provide input about *Moving Ahead to 2055* at one of two public open houses:

**First Open House:**

Monday, **August 18 from 4 to 5:30 p.m.** at the Town of Onalaska Town Hall, N5589 Commerce Road, Onalaska, WI 54650.

**Second Open House:**

Tuesday, **August 19 from 4 to 6 p.m.** at the La Crosse County Administration Building, Room 1107, 212 6th St N, La Crosse, WI 54601. This open house is accessible by Downtown MTU bus service.

For those who cannot make it in-person, can attend the second open house *virtually* on August 19 from 4 to 6 p.m., to ask any questions. Any person may access this meeting utilizing the following options.

**Option 1: Use the link below to join the TEAMS meeting** on your desktop/laptop/phone to stream audio, video or both. If you do not have TEAMS on your desktop/laptop/phone, after you activate the link "Click here to join the meeting" you will have to follow several prompts to join the meeting.

[Join the meeting now](#)

Meeting ID: 224 130 802 908 8

Passcode: 40v9C3GV

**Option 2: Dial in by phone (audio only)**

+1 262-683-8845,,841117613#

United States, Allenton

[Find a local number](#)

Phone conference ID: 841 117 613#

Comments may be submitted directly to Erin Duffer at [eduffer@lacrossecounty.org](mailto:eduffer@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 Erin Duffer at 608-785-5597.

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 Erin Duffer ntawm 608-785-5597.

Si necesita adaptaciones especiales o traducción a otro idioma para ver los planes o programas de LAPC, comuníquese con Erin Duffer al 608-785-5597.

Erin Duffer, AICP (she/her)

Transportation Planner

La Crosse Area Planning Committee, MPO

Phone: 608-785-5597

[eduffer@lacrossecounty.org](mailto:eduffer@lacrossecounty.org)

## Distribution

- **Public Notice Email Distribution List**
- **Policy Board members**
- **Technical Advisory Committee members**
- **Committee on Transit and Active Transportation members**
- **Email List of MTP Interested Parties**
- **La Crosse County Social Media Channels**

## Public Comments

This section contains the comments received during the 30-day Public Comment Period.

### [Open House Comment Cards](#)

These comments were left during the two final open houses held in August 2025.

## Share your comments!



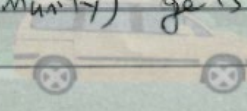
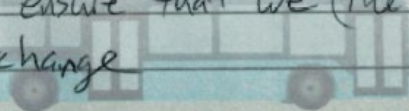
Name: JFK

Email | Phone (optional): \_\_\_\_\_

Address (optional): \_\_\_\_\_

Do you have comments or questions: \_\_\_\_\_

- Advance the use of natural surface trails as transportation, especially as an easy to advance first or interim step to paved trails.
- If the area grants any "minimum revenues" guaranteed for any airlines, ensure that we (the community) gets air travel in exchange



## Share your comments!



Name: Maggie Smith

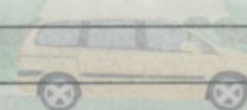
Email | Phone (optional): \_\_\_\_\_

Address (optional): \_\_\_\_\_

Do you have comments or questions: Would love improvements

to Briggs Rd, industrial areas connected

to Briggs/Holmen Dr., sidewalks in Holmen



## Share your comments!

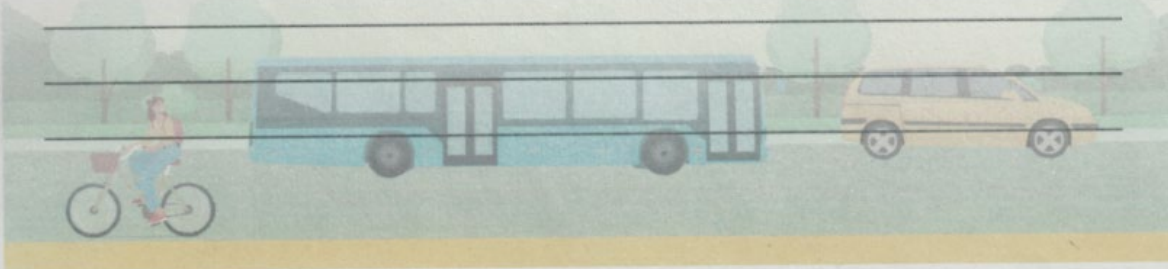


Name: \_\_\_\_\_

Email | Phone (optional): \_\_\_\_\_

Address (optional): \_\_\_\_\_

Do you have comments or questions: 14th & 15th St along Cass st. Desire  
for traffic calming for residents or those ~~living~~ traveling north/south  
across Cass. At least painted crosswalks in the meantime



## Share your comments!



Name: Kevin Hundt

Email | Phone (optional): \_\_\_\_\_

Address (optional): \_\_\_\_\_

Do you have comments or questions: This plan is catastrophically and humiliatingly  
unambitious. Unless I'm misreading it, a tweak to 1-2 bus routes is  
a joke. We need a complete overhaul of the MTU down to its  
philosophical foundation. We need to plan based on projections of  
a 50% reduction in car use and create the infrastructure that  
creates that reality. The plans that I'm seeing are status quo  
with a few extra bike trails in a few good spots and mostly  
senseless spots. The county's problems boil down to the mania of  
suburbanization, which is heavily subsidized by current transportation infra

structure. Until this reality is acknowledged, this project is a waste of time. If this is made impossible by state law, then the text of this document should be "state law prevents the creation of a serious transportation plan."

#### *Website Comment Submission*

This comment was received as an online submission on the website.

8/21/2025 6:25 PM

samueldetz@gmail.com

I would just like to see two minor changes to the plan. First, the "Widen CTH OS" from objective 6.2 could be removed as that is at odds with the other goals of the plan of improving safety, reducing car dependency, sustainability, etc. It is also not described or justified in any way elsewhere. Second, under objective 2.3, Parking reform guidance should specifically include "remove minimums", "implement maximums", and "unbundle parking".

Thanks!

#### *Email Comment Submission*

This comment was received via email to LAPC staff.

**From:** cvm <cvanmaren@protonmail.com>  
**Sent:** Sunday, September 14, 2025 12:14:47 AM  
**To:** Erin Duffer <eduffer@lacrossecounty.org>  
**Subject:** Comments on 2025 METROPOLITAN TRANSPORTATION PLAN UPDATES

[Attached Word Doc]  
 Comments on Moving Ahead to 2055 – Metropolitan Transportation Plan

These are my comments on the draft document. I'm not in any way a transportation or planning person, just a person interested in transportation and planning and believes we have to take global heating much more seriously. I hope these are pertinent. I'm sorry in advance if I missed or misinterpreted something. Possibly some suggestions don't belong in this document, but I think they should I guess.

P. 16 “Ten Planning Factors” omits the need to stop fossil fuels as quickly as possible which should be the number one factor, with the current #5. Protect and enhance the environment, second.

We now know that global heating is accelerating and that we are on track to breach the [2015 Paris Agreement 1.5° C temperature limit](#), 1.5 because over that major tipping points could be affected, in the next year or two, and the 2.0° C limit within 10 to 15 years. Why was 2.0 C chosen as the upper limit? A web page at [Ask MIT Climate](#) answers the question. "At two degrees we see dramatic alterations to the ability of the Earth's system to maintain the conditions that allow for human life and indeed other species' life," says Maria Ivanova, a professor of global governance at University of Massachusetts Boston. This chilling chart is from [a recently released preprint report](#)

### Global Warming has Accelerated Significantly

Grant Foster and Stefan Rahmstorf (2025 preprint)

Table 1 Ending value in °C, rate in °C/decade

Data	value	rate	cross +1.5°C	cross +2.0°C	cross +2.5°C	cross +3.0°C	cross +3.5°C	cross +4.0°C
NASA	1.45	0.42	2026	2037	2049	2061	2073	2085
NOAA	1.45	0.42	2026	2037	2049	2061	2073	2085
HadCRU	1.42	0.39	2026	2039	2052	2065	2077	2090
Berkeley	1.45	0.43	2026	2037	2048	2060	2072	2083
ERA5	1.54	0.48	2024	2034	2044	2054	2065	2075
Average	1.46	0.43	2026	2037	2048	2060	2072	2084

'The most important insight from these adjusted data is that there is no longer any doubt regarding a recent increase in the warming rate. Although the world may not continue warming at such a fast pace [-0.43/dec], it could likewise continue accelerating to even faster rates.'  
 Extrapolated presented warming rates linearly after +1.5°C to show additional cross points, by Leon Simons

What does this mean? [The Uninhabitable Earth](#) by David Wallace-Wells.

Even though we are just one tiny grain of sand on the beach, we and every other grain have to take this seriously. Without making climate action, which includes but goes far beyond “sustainability” or “environmental protection,” the number one most important goal in any plan we make, we will not be doing enough.

With that in mind, I question and think you should remove goal #8. “Emphasize the preservation of the existing

transportation system.” The existing system, which prioritizes individuals driving around in their own private fossil fueled vehicles and flying around the world for pleasure, should not be maintained. It is, in no small part, why we are at the very cliff's edge of a habitable planet.

p. 21. So I think Strategic Goal #1 should be Reduce transportation-related greenhouse gas emissions to zero as quickly as possible. There is no strategic goal that recognizes the huge role transportation plays in driving global heating. As you know, for the past several years, the Transportation Sector has been responsible for the most GHG emissions among all the sectors with cars and light trucks comprising more than half of emissions for the sector. The “environmental stewardship” and “environmental quality” mentioned in Goal 2 seem to be conveniently vague. We need to end fossil fuel emissions and we need to end plastic particle pollution from car tires (no matter the vehicles' fuel) to really protect the environment.

P. 23 Community Outreach I appreciate the effort taken to inform and engage the public during this process, especially opportunities to provide comments online or through email. I wonder if there are other ways to engage the people who probably will be most affected by decisions but are, maybe, least likely to be on or in contact with members of the committees, “stakeholder groups,” and other populations of people who have the time and transportation to attend the in-person sessions. I see this is covered somewhat later in the document. It's a tough issue, but sometimes it seems like the same group of us shows up at the events, knows County Board or committee members or are on those committees or boards, and knows how to communicate. I am not blaming anyone – this is very difficult to include people who don't normally get included.

p. 29 Population estimates I don't know if climate change impacts – rising sea levels, flooding in coastal population centers, increased fires, etc. - have been considered in these population estimates. I also don't know if the increasing wealth disparities have been considered. Some population shifts are beginning, apparently, as noted in [this article from The Guardian](#) and this from [Congress for New Urbanism](#). It seems that any plan for future regional transportation should at least consider that such an influx of new residents could happen. Also, if we don't want our population to decline, focusing on better transportation options could be an important tool to encourage people to move here.

p. 31 Area age estimates. While it may be that the age distribution of the area population will probably stay pretty much the same, we have to consider if, say, the 25 year olds of 2035 or 2045 will have the same needs and priorities as the current group of 25 year olds. I believe there have been several studies over the past 10 or so years that conclude young adults prefer to not own cars and to live where they can get around by active transportation options. What other kinds of cultural shifts might be considered, even if the overall demographics remain static?

pp. 33-34 Housing characteristics It would be interesting to know where the housing, especially the lowest cost housing, is with respect to current active transportation infrastructure, especially bus lines. I can think of some places in the area where mobile homes, for example, are nowhere near public transit lines. This must affect how many people, wishing to save money on housing, must then pay thousands of dollars per year to own a private car or have to dodge highway traffic on their bike to get to school or work.

p. 36. Employment. It would also be interesting to know how many employers are on current bus lines that match their opening hours. (An non-driver acquaintance who worked at the mall had to quit her job when her employer changed her hours to outside MTU service times. The cost of a ride-share was nearly what she earned for the day.)

p. 44 Table 4.1 estimates the traffic increases expected if things stay the same as they are now. But, we know

that things cannot stay the same as they are now. What if we actually supported a much enhanced regional public transportation system? And, even if we don't, do we really WANT traffic increases of 10, 20, or 30 percent on our roads? This seems nuts to me, similar to the 85 percent rule for setting a speed limit. In addition, when has WisDOT actually forecast the correct future traffic counts. If we were to believe them, Highway 16 north of La Crosse Street should be totally clogged with traffic. I guess I can understand putting this chart in for illustration purposes, but given climate needs and public preferences, could there also be a chart that shows what might be expected if we did invest in public transit and a network of safe "bike highways"? Maybe that comes later, but it seems like just having this chart sets things up to just plan for this chart.

p. 54-55 Water Freight. [How will water freight systems be affected by climate change?](#) How will increased flooding and droughts affect barge traffic, movement of goods by water?

p. 61+ Passenger Services. It occurs to me that there's no information about greenhouse gas emissions attributable to the different modes discussed in this section, overall and per passenger. I think that could be important to know if reducing emissions were a goal (which I hope it would be). I think it would also put the funding of different modes into a new light. I have to say, so far, Figure 4-20 is my favorite. It shows airport boardings declining. My sincere wish is that they decline to zero. Unless someone invents zero ghg air travel, there is no place for air travel in 2055. For those who must fly, using passenger rail to MSP and CHI makes much better climate sense I think.

p. 68 MTU contracted services. Route 7 does serve Town of Campbell but it also serves the City of La Crosse's airport and at least two City of La Crosse industrial parks (poorly). This, to me, should be considered as a City of La Crosse route with some service in Campbell. It would be good to see a map of MTU routes overlaid on a jurisdictional map I think, because clearly some small communities don't care about their non-driving residents.

p. 69 SMRT - Is the VV Mall Park and Ride a SMRT affiliated thing? I thought it was for the MTU. I think it's been there for a long time though few people know about it. Should this be in the MTU section or its own little section since other people (can) use it, not just SMRT (or MTU) riders?

p. 70 Specialized transportation. It might be useful to include the cost of these specialized services. I know that the "cost per ride" of the SMRT is apparently being used to kill it off. It would be useful to see how much public transportation actually costs to put things in perspective.

(With this in mind, would it be useful to include [US Department of Transportation Statistics estimates for the cost to own and operate a car](#) in the highway section? What about [air pollution from cars](#) health effects?) We should look at all the costs, shouldn't we, when assessing different transportation modes. What about the reduced health care costs of people healthier and less stressed because they can bike and walk where they need to go? I realize we don't keep those numbers – who cares? - maybe they could be extrapolated from this study? <https://www.cpb.nl/system/files/cpbmedia/omnidownload/CPB-Discussion-Paper-459-Cycling-cities-Mode-choice-car-congestion-and-urban-structure.pdf>

p. 74 I think this is one of the most important pages in the document, showing increasing numbers of riders on all transit systems, and considering that the systems are pretty bad, it gives hope that things could greatly improve if the services improve. I do take issue with, "All three transit providers have made strides to make their services more accessible and attractive to prospective riders." The MTU app transfer took over a year, their website is still horrendous, and the new app is awful. The SMRT has barely done anything. Putting a up a

few signs in some rural parking lots without doing anything to tell people how to ride the services, etc. is below minimal. I don't know about DriftLink. At least you can get real information if you call them.

p. 76 I would change, “Communities try to compromise by painting shared-road markings or 'sharrows,' but while they provide some education to motorists and bicyclists regarding bicyclist placement in the road, sharrows do very little to improve safety or security.” to “Communities try to compromise by painting shared-road markings or 'sharrows,' but *sharrows have been shown to be less safe than having no markings at all.* <https://www.bloomberg.com/news/articles/2016-02-05/study-sharrows-might-be-more-dangerous-to-cyclists-than-having-no-bike-infrastructure>

p. 77 Where is Figure 4.32 (ok found it – maybe since it's out of order, you should say 4.32 ON PAGE 83) Is Figure 4.4 supposed to be Figure 4.41? Also, is there a chart that shows how many bike lanes start and end nowhere? I am thinking of the lane on Ward Ave or East Ave. Or the lane that just ends at the 7th St roundabout. I see you have sort of talked about this on pp. 80-81.

p. 78 Sidewalks Is there an inventory of how many sidewalks are in dangerous condition. As the victim, daughter of a victim and friend of victims of really awful sidewalks, it seems like “sidewalks in good repair” are useful but sidewalks with divots, cracks, uneven sections, etc. are dangerous.

p. 83 Bike/Ped Infrastructure I think BIKE PARKING is very important infrastructure. Lack of it means people aren't going to bike there. I don't know if it could go on 4.32 or if it deserves a bit of discussion, but it is as important as pavement in good repair, imo. It should be discussed because probably most people looking at this who don't drive have no clue that people don't want to tie their \$3,000 bike to a post like a goat.

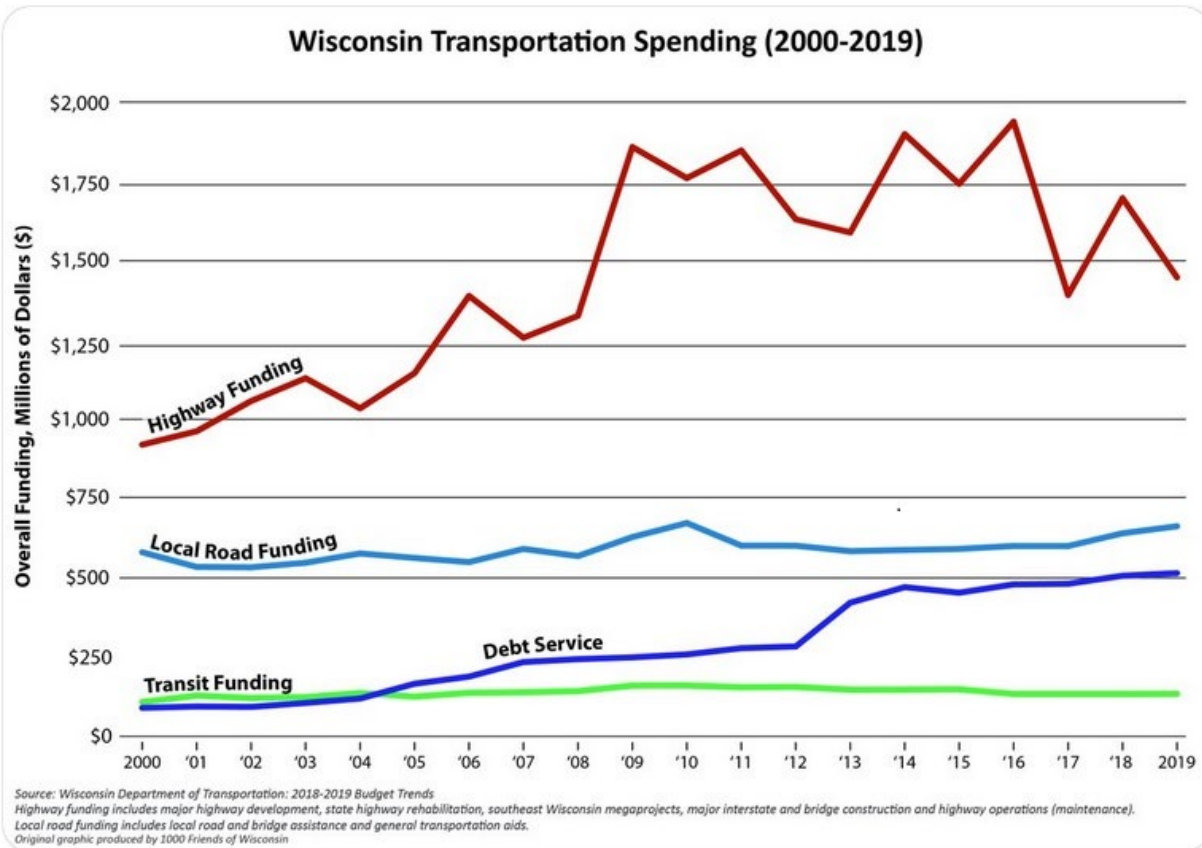
p. 101 Should/Could Infrastructure Design be included in contributing factors?

p. 102-103 Discussing costs of MTU, including rising costs attributed to fuel and maintenance, could a discussion of the difference in these costs between fossil fuel (even so-called “clean diesel”) and electric vehicles be useful? We have to switch fuels. Cost of electric for fuel and maintenance is much lower. I realize the Proterra experience was bad, but there are other, more experienced choices now. You do mention this briefly in Chapter 8, but I think it would be helpful to show what the differences could be given projected miles traveled.

p. 115 – I still think spending money on “greenways” on already quiet streets is a giant waste of money that could be better spent on making biking safer on Losey where there is currently ZERO bike infrastructure. We don't need more concrete imo. I think these were chosen because they wouldn't make drivers mad by removing parking for real bike infrastructure. Just a big and, I think elitist waste of money. (I realize this isn't a legit comment, but still it makes me mad.)

Chapter 7 – should be CLIMATE, Environmental and Social Impacts, I think. Like what kind of pavement are we talking about? What color is it? Is it permeable? Could it be? Does it slow traffic? **Does it use concrete** when it could use stone, bollards, planters, etc (bike infra).

Chapter 8 – is there a graph that shows the anticipated expenditures broken out by mode? Highways/Roadways, Bridges, Bike/Ped, Transit by funding source or something? I see something that could become that in Table 8.14. I am thinking of something simple like this chart on Wisconsin transportation spending priorities, 2000-2019 from 1000 Friends.



In the section on public transit, especially SMRT, is it expected that the system makes money? Or, how do we think about public transit vs. libraries or parks, for example. A public good is not a business, is it? Or is this too much of a stretch? How much money do we make from the police department? I just think when we're talking about investing in public goods, the expectations for "revenues" has to be different. I really appreciate the deliberate reminder that LAPC supports public transit in the region (later in the chapter).

p. 143 – Granted, my perspective is we have to get people to stop driving (single occupant) fossil fuel cars, but shouldn't we prioritize actual TRANSPORTATION projects, not recreational ones? Or maybe I am reading the Action Items wrong or maybe they aren't in any particular order. I think they SHOULD be in order based upon how likely they are to get more people out of cars.

Also the title of this section is Advance Multimodal Transportation and Accessibility. This is not just a facility thing. It's a carrot/stick think. And where are the sticks (which [this article says are crucial](#)). I see a very little bit about parking and parking policies, but this is a huge tool that, I think, deserves more discussion. Parking costs and policies are very important for 1. raising money for alternatives to driving and 2. encouraging people to use other, better, more climate-friendly modes of transportation. As we have seen from the recent NYC congestion pricing policy, making driving less convenient and more expensive has overall positive impacts on health, safety, land use, transit ridership, bicycle & pedestrian safety and more.

<https://www.curbed.com/article/100-dayscongestion-pricing-mta-results.html> We can't do congestion pricing (can we?) but we can do kind of congestion pricing by making parking not so cheap and easy and convenient.

If you are going to specify some MTU things, like modify Rt 6 and restore Rt 9, and people want better transit and we NEED better transit to get people out of their cars, then I think you should add,

- add routes to cover all public facilities and major job sites in the MTU service area
- add a north-south express route to reduce time delays caused by every bus needing to go downtown
- increase service frequency. Half-hour or hourly service is bad
- Increase half hour service during weeknights
- add an overnight circulator that covers south La Crosse to the mall area and downtown
- improve all transit marketing and education/outreach
- ensure MTU connects with important business/tourist areas (Riverside Park – big boats, Amtrak, Airport)

And, shouldn't "do all the stuff in all the plans we've already paid for" be part of this section? We keep having studies and plans and then we don't (or barely) do them? What's in those other plans? Could there be an appendix where all those things are listed out like the list of shame or something?

p. 146 – Improving safety in all modes. I do think "make sure what we build is safe" should be part of the consideration. Huge wide 5 lane roads with 25 mph signs on them are bad design destined to encourage speeding and unsafe driving. Bike lanes that end in the middle of nowhere are unsafe. Better intersections for bicyclists, longer crossing times, etc.

p. 148 – appreciate 5.2. Again, ride the bus, especially during rush hours, and the #7 and #8 or hang out at the transit center. Go to churches, grocery stores (everybody eats), and community events. You went to the bingo – that was good. More of that. Schedule things when people who work can get to them, so maybe also on some weekends. Make public session in places that are accessible by bus. The Nature Place really isn't. Keep in mind the shift to hourly service when scheduling.

GENERAL – Is there any place in here where you reference the numbers of non-drivers using the WisDOT Non-driver look up tool? I think that would be useful demographic information. You have some info on income levels but I don't think there's anything about non-drivers

Also, is there any inventory of public places not accessible (ie within 1/4 mile or about 3 blocks) by public transit? You mention it when discussing Amtrak, but there are lots of places in La Crosse – including anything south of 33rd St., Isle La Plume and many places south and west of Gundersen (alas, they are accessing Eagle Crest South with the early-ending circulator, so not really helpful for workers), Myrick/Nature Place, Forest Hills, Hixon Forest, etc. area and more. I think this is important as part of the inventory of where we are now and what is needed to increase ridership and improve service. Again, I'm guessing not many people reading this are going to be bus riders or know where the bus goes and when service ends.

**From:** cvm <[cvanmaren@protonmail.com](mailto:cvanmaren@protonmail.com)>  
**Sent:** Saturday, September 13, 2025 11:27 PM  
**To:** Erin Duffer <[eduffer@lacrossecounty.org](mailto:eduffer@lacrossecounty.org)>  
**Subject:** correction

This section has a correction

p. 83 Bike/Ped Infrastructure I think BIKE PARKING is very important infrastructure. Lack of it means people aren't going to bike there. I don't know if it could go on 4.32 or if it deserves a bit of discussion, but it is as important as pavement in good repair, imo. It should be discussed because probably most people looking at this **who don't drive ride bikes** have no clue that people don't want to tie their \$3,000 bike to a post like a goat.

# Appendix H: List of Terms

## Acronyms

Acronym	Definition
<b>AADT</b>	Average Annual Daily Traffic
<b>ACS</b>	American Community Survey
<b>ADA</b>	Americans with Disabilities Act
<b>ADRC</b>	Aging and Disability Resource Center
<b>ATP</b>	Area Transportation Partnership (MnDOT)
<b>ATR</b>	Automatic Traffic Recorder
<b>AUAB</b>	Adjusted Urban Area Boundary
<b>AVL</b>	Automatic Vehicle Location
<b>BCV</b>	Beyond Coulee Vision (2040)
<b>BLS</b>	Bureau of Labor Statistics
<b>BNSF</b>	BNSF Railway
<b>CAV</b>	Connected and Automated Vehicles
<b>CFR</b>	Code of Federal Regulations
<b>CHA</b>	Connecting Highway Aids
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CMAT2</b>	Crash Mapping Analysis Tool (MnDOT)
<b>CPKC</b>	Canadian Pacific Kansas City
<b>CRFC</b>	Critical Rural Freight Corridors
<b>CRP</b>	Carbon Reduction Program
<b>CTAT</b>	Committee on Transit and Active Transportation
<b>CTH</b>	County Trunk Highway
<b>CUFC</b>	Critical Urban Freight Corridors
<b>DNR</b>	Department of Natural Resources (Wisconsin)
<b>DOA</b>	Department of Administration (Wisconsin)
<b>DWD</b>	Department of Workforce Development (Wisconsin)
<b>EFL</b>	Eastern Federal Lands Program
<b>EMS</b>	Emergency Management Services
<b>EV</b>	Electric Vehicle
<b>FAA</b>	Federal Aviation Administration
<b>FAST</b>	Fixing America's Surface Transportation Act
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FLAP</b>	Federal Land Access Program
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>GDP</b>	Gross Domestic Product
<b>GHG</b>	Greenhouse Gas
<b>GIS</b>	Geographic Information Systems
<b>GTA</b>	General Transportation Aids

<b>HSIP</b>	Highway Safety Improvement Program
<b>IJJA</b>	Infrastructure Investment and Jobs Act
<b>ITS</b>	Intelligent Transportation Systems
<b>LAPC</b>	La Crosse Area Planning Committee
<b>LOS</b>	Level of Service
<b>LRIP</b>	Local Road Improvement Program
<b>LRTP</b>	Long Range Transportation Plan
<b>LSE</b>	La Crosse Regional Airport
<b>MAP</b>	Moving Ahead for Progress in the 21st Century Act
<b>MCO</b>	Managed Care Organizations
<b>MN</b>	Minnesota
<b>MNDOT</b>	Minnesota Department of Transportation
<b>MPA</b>	Metropolitan Planning Area
<b>MPO</b>	Metropolitan Planning Organization
<b>MRT</b>	Mississippi River Trail
<b>MTP</b>	Metropolitan Transportation Plan
<b>MTU</b>	Municipal Transit Utility (City of La Crosse)
<b>MVD</b>	Mississippi Valley Division (USACE)
<b>MWRRP</b>	Midwest Regional Rail Planning Study (FRA)
<b>NAICS</b>	North American Industry Classification System
<b>NEC</b>	Northeast Corridor (Amtrak)
<b>NEPA</b>	National Environmental Policy Act
<b>NHFN</b>	National Highway Freight Network
<b>NHFP</b>	National Highway Freight Program
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NHTS</b>	National Household Travel Survey
<b>NMFN</b>	National Multimodal Freight Network
<b>NPMM</b>	National Performance Management Measures
<b>NRI</b>	National Risk Index (FEMA)
<b>NTD</b>	National Transit Database
<b>OHWS</b>	Onalaska Holmen West Salem Public Transit (now Driftlink)
<b>ORA</b>	Outdoor Recreation Alliance
<b>OSOW</b>	Oversize-Overweight Vehicle
<b>OSR</b>	Onalaska Shared Ride
<b>PEL</b>	Planning and Environmental Linkages
<b>PHFS</b>	Primary Highway Freight System
<b>PROWAG</b>	Public Right-of-Way Accessibility Guidelines
<b>PSA</b>	Port Statistical Area
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>PWP</b>	Planning Work Program
<b>RCE</b>	Rail Crossing Elimination
<b>ROW</b>	Right of Way
<b>RR</b>	Railroad
<b>RRFB</b>	Rectangular Rapid Flashing Beacon

<b>RTA</b>	Regional Transit Authority
<b>RTC</b>	Rail Traffic Control
<b>SGR</b>	State of Good Repair
<b>SHSP</b>	State Highway Safety Plan
<b>SMRT</b>	Scenic Mississippi Regional Transit (Bus)
<b>SRTS</b>	Safe Routes to School
<b>SS4A</b>	Safe Streets and Roads For All
<b>STBG</b>	Surface Transportation Block Grant
<b>STH</b>	State Trunk Highway
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>STRAHNET</b>	Strategic Highway Network
<b>SWOT</b>	Strengths, Weaknesses, Opportunities, Threats
<b>TAC</b>	Technical Advisory Committee
<b>TAFIS</b>	Traffic Analysis Forecasting Information System
<b>TAMP</b>	Transportation Asset Management Plan
<b>TAP</b>	Transportation Alternatives Program
<b>TAZ</b>	Traffic Analysis Zone
<b>TCMC</b>	Twin City - Milwaukee - Chicago (now Borealis)
<b>TDM</b>	Travel Demand Management
<b>TERM</b>	Transit Economic Requirements Model
<b>TIP</b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TNC</b>	Transportation Network Companies
<b>TO</b>	Traffic Operations
<b>TOP</b>	Traffic Operations and Safety Lab - UW-Madison
<b>UA</b>	Urban Area
<b>UAB</b>	Urban Area Boundary
<b>ULB</b>	Useful Life Benchmark
<b>UPT</b>	Unlinked Passenger Trip
<b>USACE</b>	US Army Corps of Engineers
<b>USC</b>	United States Code
<b>USDOT</b>	United States Department of Transportation
<b>USF</b>	United States Fish & Wildlife Service
<b>USH</b>	US Highway
<b>USO</b>	United Service Organizations
<b>VA</b>	Veteran's Administration
<b>VMT</b>	Vehicle Miles Traveled
<b>VRH</b>	Vehicle Revenue Hours
<b>VRM</b>	Vehicle Revenue Miles
<b>VRU</b>	Vulnerable Roadway User
<b>WDA</b>	Workforce Development Area
<b>WETAP</b>	Wisconsin Employment Transportation Assistance Program
<b>WFH</b>	Work From Home
<b>WTC</b>	Western Technical College (La Crosse)