

2024-
2027 TIP

LAPC Transportation Improvement Program



To be approved on
November 15, 2023

2024-2027 Transportation Improvement Program

for the

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

STAFF:

All questions, comments, or requests for documents and services may be directed via phone, fax, e-mail, or in person to:

Robert Gollnik, Executive Director

Phone: 608.785.5977

E-mail: rgollnik@lacrossecounty.org

OR

Erin Duffer, Transportation Planner

Phone: 608.785.5597

E-mail: eduffer@lacrossecounty.org

At:

La Crosse Area Planning Committee
La Crosse County Administrative Center
212 6th St N, Room 2300
La Crosse, WI 54601

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

To request this document in an alternate format, please contact Erin Duffer at 608.785.5597 or at eduffer@lacrossecounty.org.

La Crosse Area Planning Committee

POLICY BOARD

Patrick Barlow, Chair
President, Village of Holmen

Mitch Reynolds
Mayor, City of La Crosse

Kim Smith
Mayor, City of Onalaska

Mike Poellinger
Mayor, City of La Crescent

Timothy Candahl, Vice Chair
Chair, Town of Shelby

Steve Elsen
Chair, Town of Medary

Scott Schumacher
President, Village of West Salem

Dan Kapanke
Chair, Town of Campbell

Stan Hauser
Chair, Town of Onalaska

Bob Stupi
Chair, Town of Holland

Monica Kruse
Chair, La Crosse County Board

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Wisconsin Department of Transportation, the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the La Crosse Area Planning Committee. The United States Government and the states of Wisconsin and Minnesota assume no liability for the contents or use thereof.

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



Table of Contents

List of Figures.....	ii
List of Tables	iii
Glossary	iv
Acronyms.....	vii
Introduction	1
About the LAPC.....	1
History	1
Urbanized Area	1
Metropolitan Planning Area (MPA).....	2
Governance and Organizational Structure.....	3
TIP Planning Process.....	5
Self-Certifications and Federal Certifications	5
TIP Update Activities.....	6
Public Notification and Comment.....	6
General TIP Schedule	6
TIP Amendment Process.....	7
Project Prioritization Process.....	8
STP-U Project Selection Policies.....	8
TIP Projects Lists	11
TIP Projects List.....	11
TIP Grouped Projects List.....	12
Illustrative Projects List.....	19
List of Projects Removed from the TIP	20
Wisconsin LRIP Open Projects County Summary Report	20
List of Annual Obligated Projects.....	20
Performance Monitoring.....	21
Background.....	21
Target Setting & Performance Monitoring	21
Highway Safety	22
Highway and Bridge Condition and Performance	24
Transit Asset Management (TAM)	25

Public Transportation Agency Safety Plan (PTASP)	26
How the TIP Supports State and Transit Agency Targets.....	26
Community Impact Assessment	29
Potential Impact of Projects on Disadvantaged Communities.....	29
Financial Plan.....	33
Appendix A: Public Process.....	37
Public Comment	37
Comments and Corrections:	37
Public Notice and Resolution	37
Public Notices	37
Resolution Approving the 2024-2027 TIP	39
Appendix B: Community Impact Assessment	41
LAPC Contact Information	41
Appendix C: Minnesota MPO TIP Check List.....	45
Appendix D: Contact Information.....	51
LAPC Contact Information	51
Executive Director.....	51
Transportation Planner.....	51
LAPC Website.....	51
LAPC Subcommittees.....	51
Department of Transportation Local Contacts	51
Wisconsin.....	51
Minnesota.....	51
Department of Transportation State Contacts	52
Wisconsin.....	52
Minnesota.....	52
Federal Contacts.....	52
Federal Transit Administration (FTA)	52
Federal Highway Administration (FHWA)	53

List of Figures

Figure 1: LAPC planning boundaries.....	2
Figure 2: LAPC Committee Structure.....	3

Figure 3: Injury severity rates and trends, 2012-2021.....	23
Figure 4: 2024-2027 TIP projects and Justice40 Census Tracts.	31

List of Tables

Table 1: General Schedule for TIP Review and Approval.....	7
Table 2: Project Funding Sources.....	12
Table 3: 2024-2027 Transportation Improvement Program Project List.....	13
Table 4: 2024-2027 TIP Grouped Project List.....	17
Table 5: Illustrative Projects List.....	19
Table 6: List of Projects Removed from the 2024-2027 TIP.....	20
Table 7: WisDOT Highway Safety Improvement Program Performance Targets, 2024.....	22
Table 8: MnDOT Highway Safety Improvement Program Performance Targets, 2024.....	22
Table 9: WisDOT & MnDOT National Highway Performance Program Targets, 2022-2025.....	24
Table 10: Planning Area Performance: National Highway Performance Program Measures.....	25
Table 11: State of Good Repair for Rolling Stock for La Crosse Municipal Transit Utility (MTU) and Onalaska Shared Ride (OSR), 2020.....	26
Table 12: Public Transit Agency Safety Plan Measures and Targets, 2023.....	26
Table 13: Distribution of TIP Investments Toward Addressing Federal Performance Measures.....	27
Table 14: Projects Within or Bordering Disadvantaged Census Tracts.....	30
Table 15: 2024-2027 TIP Financial Plan Expenditures.....	33
Table 16: 2024-2027 TIP Financial Plan Estimated Available Funding.....	34
Table 17: Local Road and Highway Operations and Maintenance Expenses, 2017-2020.....	35
Table 18: Highway Operations and Maintenance Cost Projections, 2021-2025.....	36
Table 19: Anticipated Expenses and Revenues for Transit Operations and Maintenance.....	36
Table 20: Justice40 Census Tracts in MPA Meeting Burden Categories.....	42
Table 21: Justice40 Census Tracts in MPA Meeting Thresholds in Burden Categories.....	43
Table 22: 23 CFR 450 Required Elements for TIP.....	45

Glossary

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

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

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

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2022 Federal Fiscal Year (September 30, 2022). The annual listing will represent 2022 projects as part of the 2023-2026 TIP.

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

Environmental Justice (EJ): Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on disadvantaged populations.

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

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

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

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

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

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

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

Justice40 Initiative:

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

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

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

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

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

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

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

Project Prioritization: This is an exercise in which the member jurisdictions of the LAPC evaluate candidate projects submitted for Surface Transportation Program – Urban and Transportation Alternatives Program funds. The LAPC then submits the prioritized list of projects to the Wisconsin Department of Transportation for further review and evaluation.

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

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

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

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

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

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

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

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

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

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

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

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

Acronyms

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

Introduction

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

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

The [2024-2027 TIP](#) is developed in accordance with the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law signed into law in 2021 and codified in 23 United States Code 134 Metropolitan Transportation Planning. It includes projects and programs consistent with *Beyond Coulee Vision 2040*—the Metropolitan Transportation Plan (MTP) for the MPA—approved by the LAPC on September 16, 2020.

About the LAPC

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

History

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

The 1970 Decennial Census established the La Crosse (WI-MN) Urbanized Area--population 63,373--which consisted of the cities of La Crosse (population 52,680) and Onalaska and parts of the towns of Campbell and Shelby in La Crosse County, WI; and the then-village of La Crescent and part of the township of La Crescent in Houston County, MN. As a result of the urbanized area delineation, the LAPC was then designated by the governors of Wisconsin and Minnesota as the MPO for the urbanized area.

Urbanized Area

The core of the MPA is the Census-designated urban area defined by the U.S. Census Bureau during the Decennial Census update. The Urban Area Boundary (UAB) is adjusted by the LAPC in coordination with WisDOT and MnDOT to define road segments as “urban” or “rural” thus determining eligibility for different transportation programs. The 2023 AUAB was approved by the Policy Board on September 20, 2023, and is awaiting final FHWA approval. Changes in urban area criteria for the 2020 Census resulted in

the Village of West Salem becoming its own urban area. Although still within the planning area boundary, the Village is no longer part of the La Crosse, WI – La Crescent, MN Urban Area.

Metropolitan Planning Area (MPA)

The MPA includes the AUAB, and any contiguous areas anticipated to become urbanized within a twenty-year forecast period. It is roughly 320 square miles (205,000 acres) and includes 12 communities in western La Crosse County, WI; two communities in northeastern Houston County, MN; one community in southeastern Winona County, MN; and a tiny bit of northern Vernon County, WI.

Figure 1 shows the most recent boundaries as of October 2023.

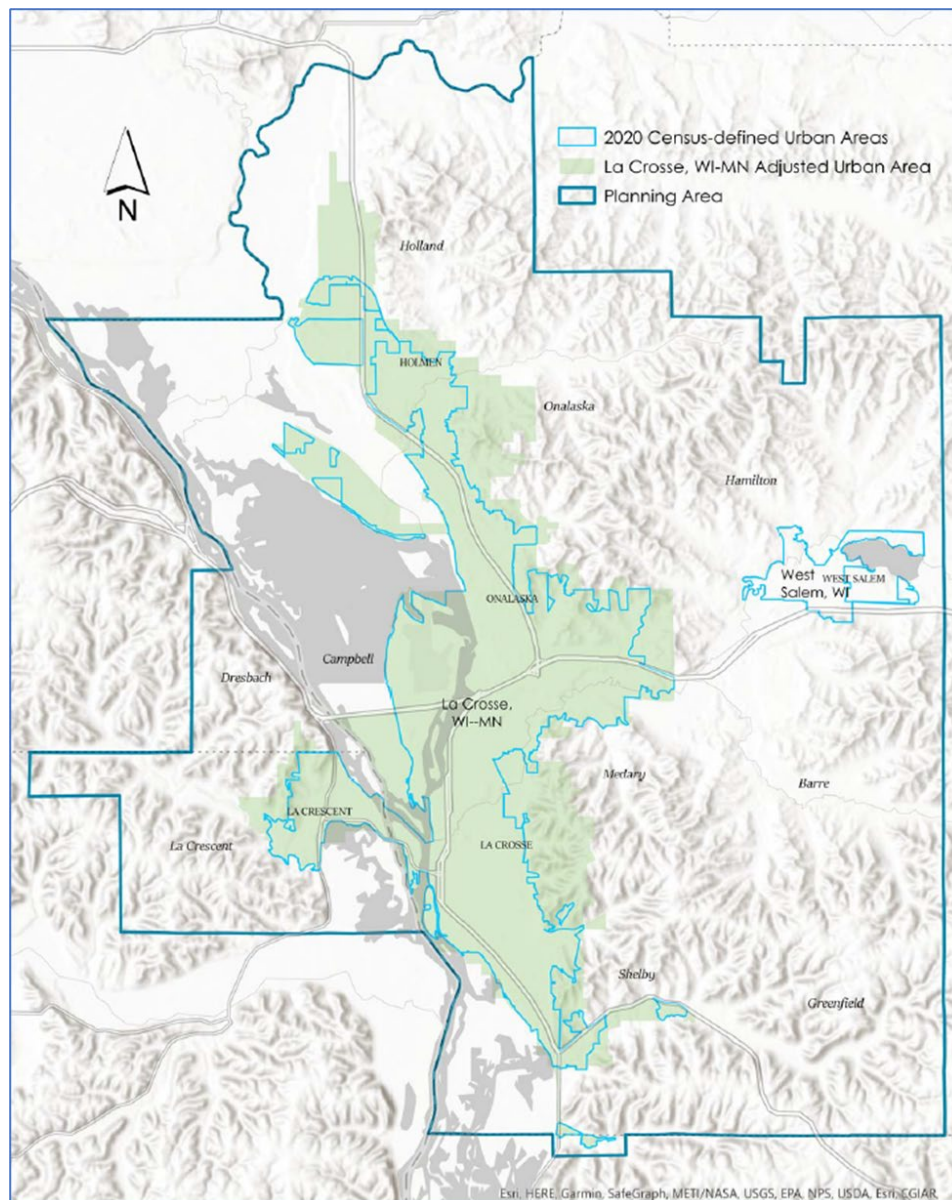


Figure 1: LAPC planning boundaries.

Governance and Organizational Structure

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

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

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

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

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

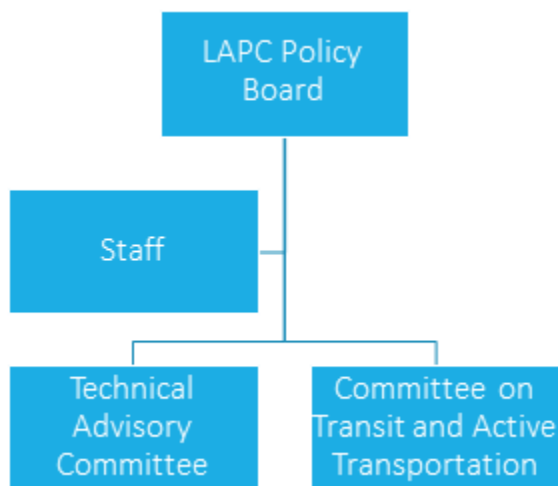


Figure 2: LAPC Committee Structure

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

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

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

This page intentionally left blank.

TIP Planning Process

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

Self-Certifications and Federal Certifications

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

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

Transportation Plan	Beyond Coulee Vision 2040: A Performance-based Approach to Moving People and Goods ; approved September 16, 2020.
Transportation Improvement Program (TIP)	2023-2026 LAPC Transportation Improvement Program , approved on November 16, 2022.
Planning Work Program (PWP)	2023 LAPC Planning Work Program ; approved on November 16, 2022.
Public Participation Plan	Public Participation Plan for the La Crosse Area Planning Committee ; approved on September 21, 2022.
MPO Cooperative Agreements	WisDOT/LAPC/MTU , May 8, 2017; MOU between MnDOT/LAPC/MTU , October 12, 2022; Intermunicipal Agreement for Metropolitan Planning Organization , approved September 15, 2021
Metropolitan Planning Area Boundary	Approved by the LAPC and MnDOT on March 20, 2013; approved by WisDOT on July 30, 2013.
Annual Listing of Obligated Projects	2022 list of obligated projects posted on the LAPC website: https://www.lacrossecounty.org/mpo .

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on May 17, 2023.
- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on May 17, 2023 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts.

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

- **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in the staff office at 212 6th St N, Room 2300, La Crosse, WI 54601.
- **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.** The LACP complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in our office at 212 6th St N, Room 2300, La Crosse, WI 54601.

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

TIP Update Activities

Public Notification and Comment

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

The 2024-2027 TIP public notice, resolution, and a record of public comments are included in [Appendix A](#).

General TIP Schedule

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

The Minnesota project list was approved July 19, 2023, to coordinate with the MnDOT State TIP process.

TABLE 1: GENERAL SCHEDULE FOR TIP REVIEW AND APPROVAL

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

TIP Amendment Process

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

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

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

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

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

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

Project Prioritization Process

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

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

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 6) Enhance integration and connectivity of the transportation system across and between modes, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

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

STP-U Project Selection Policies

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

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

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

This page intentionally left blank.

TIP Projects Lists

The TIP includes six types of projects lists:

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

TIP Projects List

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

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

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

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

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

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

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

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

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

TABLE 2: PROJECT FUNDING SOURCES

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

TIP Grouped Projects List

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

TABLE 3: 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

2024-2027 Transportation Improvement Program Project List November 15, 2023						2024 (x\$1000)										2025 (x\$1000)										2026 (x\$1000)										2027 (x\$1000)										Source of Funds
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total																
243-24-005 243-25-005 243-26-005 243-27-005		State of Wisconsin / Minnesota	SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Br Rehab	PE ROW Const Total																																		NHPP							
243-24-010 243-25-010 243-26-010 243-27-010		Various Municipalities	SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Other	PE ROW Const Total			Design Continued																																TAP						
243-24-011 243-25-011 243-26-011 243-27-011		State of Wisconsin / Minnesota	SW Region/District 6 Emergency Repair Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	ER	Non Infr. ROW Infr. Total																																			ER						
243-19-020	1070-04-34, 64	State of Wisconsin	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Rehabilitation B-32-73, Design Obligated in 2019, Construction Obligated in 2024, Construction in 2025	Sys Pres / Br Repl	PE ROW Const Total		6,625.7	736.2		7,361.9																														NHPP						
243-20-027	1074-00-31, 61	State of Wisconsin	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of OTH C (B-32-57), Design Obligated in 2022, Construction Obligation Anticipated in 2026, Construction in 2027	Sys Pres	PE ROW Const Total		6,625.7	736.2		7,361.9												418.1	46.5			464.6														NHPP						
243-20-016	5250-06-72, 74	State of Wisconsin	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated in 2032-2033	Sys Pres	PE ROW Const Total				Design Continued													418.1	46.5			464.6													MAJORS NHPP							
243-20-028	5250-06-73, 75	State of Wisconsin	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated in 2032-2033	Sys Pres	PE ROW Const Total				Design Continued																															MAJORS NHPP						
243-22-018	1630-03-03, 73, 75	State of Wisconsin	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Obligated in 2022, Construction Anticipated in 2028	Sys Pres	PE ROW Const Total				Design Continued																															NHPP HSIP						
243-22-019	1630-03-04, 74	State of Wisconsin	USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2030 (Advanceable to 2027)	Sys Pres	PE ROW Const Total				Design Continued																															NHPP						
243-22-021	1630-09-00	State of Wisconsin	USH 53, USH 14/61 - IH 90 (PE thru Environmental Document/Study - includes USH 14/61, USH 53, WIS 16, WIS 35), Reconstruct, Design obligated 2022, Construction TIP #'s: 243-20-016, 243-20-028	Re Constr	PE ROW Const Total				Design Continued																																MAJORS (BOND)					
243-23-020	7575-09-01	State of Wisconsin	STH 16, La Crosse - Sparta (USH 53 to STH 35), Preliminary Engineering/NEPA, Reconstruct, Design anticipated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const Total				Design Continued																																MAJORS (BOND)					
243-23-021	7575-09-02	State of Wisconsin	STH 16, La Crosse - Sparta (STH 35 to IH 90), Includes WIS 157 from WIS 16 to IH 90, Preliminary Engineering/NEPA, Reconstruct, Design anticipated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const Total				Design Continued																																MAJORS (BOND)					
243-23-022	5221-09-00	State of Wisconsin	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Preliminary Engineering/NEPA, Reconstruct, Design Obligated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const Total				Design Continued																																MAJORS (BOND)					
243-23-023	1630-09-01	State of Wisconsin	USH 53, La Crosse - Galesville (STH 35 to IH 90), Preliminary Engineering/NEPA, Reconstruct, Design Obligated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const Total				Design Continued																																MAJORS (BOND)					
243-20-031	1640-01-05, 75	State of Wisconsin	USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design obligated 2020, Construction scheduled for 2024-2025	Sys Pres	PE ROW Const Total		500.3	125.1		625.4																															NHPP					
243-13-015	1641-02-02, 22, 42, 43, 53, 54, 70, 72, 80, 82, 3700-10-79	State of Wisconsin	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2023, Construction Obligated in 2022-2023	Re Const	PE ROW Const Total		500.3	125.1		625.4																															HSIP NHPP ITS					
243-19-022	5200-03-33, 63	State of Wisconsin	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair, Design Obligated in 2019, Construction Anticipated 2024	Sys Pres	PE ROW Const Total		2,016.0	504.0		2,520.0																															NHPP					
243-14-026	5163-07-02, 20, 34, 42, 52, 53, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014, North half (-77) -ROW 2020, Construction 2021-2022, South half (-72) -ROW 2020, Construction 2025/2026 (Advanceable to 2034)	Re Const	PE ROW Const Total				Design Continued																																NHPP					
243-11-024	7575-07-03, 23, 73, 83	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011, Construction in 2022-2023	Sys Pres	PE ROW Const Total				Design Continued																																HSIP NHPP					
243-11-028	7575-01-01	State of Wisconsin	STH 16, Gillette St. to STH 157, Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design after Env. Doc. under TIP: 243-23-021, Project ID: 7575-09-02	BR Repl	PE ROW Const Total				Design Continued																																NHPP					
243-19-017	7575-01-35, 65	State of Wisconsin	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair, Design Obligated in 2019, Construction Anticipated in 2025	Sys Pres	PE ROW Const Total				Design Continued																																NHPP					

2024-2027 Transportation Improvement Program Project List						2024 (x\$1000)															2025 (x\$1000)					2026 (x\$1000)					2027 (x\$1000)					Source of Funds
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total											
243-20-029	7570-05-00, 70	State of Wisconsin	STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated In 2020, Construction Anticipated In 2024	Sys Pres	PE																						HSIP									
					ROW																															
					Const	569.3	63.3			632.6																										
243-19-034	7575-01-06, 26, 66, 76, 3700-10-64	State of Wisconsin	STH 16, La Crosse – Sparta (Losey Blvd to South Kinney Coulee Rd), Pavement Repair, Mill & Overlay and Signal Replacement, Design Obligated In 2019, Real Estate Anticipated In 2024 and Construction Anticipated In 2025-2027	Sys Pres	PE																						STBG									
					ROW		48.4			48.4																										
					Const					6,400.9	2,065.5		51.7	8,518.1									1,417.5	354.4				1,771.9								
243-22-034	7570-05-06, 26, 76	State of Wisconsin	STH 16, La Crosse – Sparta (Veterans Park to CTH M), Pavement Replacement, Design Obligated In 2022, Real Estate Anticipated In 2025 and Construction Anticipated In 2027-2028	Sys Pres	PE																						NHPP									
					ROW							10.1			10.1																					
					Const																		1,344.0	336.0				1,680.0								
243-19-035	7140-00-02, 82	State of Wisconsin	STH 35, La Crosse – Trempealeau (Black River Bridges B-32-016 and B-32-018), Replacement, Design Obligated In 2019 and Construction In 2026-2027	Br Repl	PE																						STBG									
					ROW																															
					Const																															
243-21-002	1630-03-00, 80	State of Wisconsin	USH 53, La Crosse – Galesville (B-32-131, 132, 135, 136, 139, 140), Bridge Rehabilitations, Design Obligated In 2022, Construction Anticipated In 2030	Sys Pres	PE																						NHPP									
					ROW																															
					Const																															
243-20-030	5120-05-04, 74	State of Wisconsin	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated In 2020, Construction Anticipated In 2027/2028	Sys Pres	PE																						STBG									
					ROW																															
					Const																															
243-19-023	7930-08-01, 21, 71	State of Wisconsin	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) Includes Bridge Rehab B-32-0181, Design Obligated In 2019, Real Estate Obligated In 2021, Construction Anticipated In 2023-2024	Sys Pres	PE																						STBG									
					ROW																															
					Const																															
243-22-030	5991-02-03, 73, 76	State of Wisconsin	STH 157 - Main St, City of Onalaska (5th Ave S TO 0.05 East of 17th Ave), Pavement Replacement, Design Obligated In 2022, Construction Anticipated In 2029	Pav Repl	PE																						NHPP									
					ROW																															
					Const																															
243-20-017	5347-00-00	La Crosse County	CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design, Obligated In 2020, Potential BUILD-TIGER grant or STBG project for Construction.	Reconst	PE																						LF									
					ROW																															
					Const																															
243-20-022	7049-00-00, 70	La Crosse County	CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated In 2020, with Construction anticipated in 2023-2024.	Br Repl	PE																						STBG									
					ROW																															
					Const																															
243-23-012	5078-00-30, 60	La Crosse County	CTH FO, CTH F - CTH OA (Construct Wider Paved Shoulders), Highway Safety Project, Design Obligated In 2023, with Construction Anticipated In 2025	Other	PE																						HSIP									
					ROW																															
					Const																															
243-20-023	7323-00-01, 71	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated In 2020, with Construction anticipated in 2023-2024	Br Repl	PE																						STBG									
					ROW																															
					Const																															
243-23-030	5991-08-10, 11	La Crosse County	CTH OT, STH 35 - CTH SN, Pavement Replacement, Design Obligated In 2023, with Construction Anticipated In 2026	Pav Repl	PE																						STBG									
					ROW																															
					Const																															
243-22-029	5991-02-05, 75	La Crosse County	CTH ZM, Town of Onalaska, CTH Z - CTH OT, Pavement Replacement, Design Obligated In 2022, with Construction Anticipated In 2022 (Actual Construction In 2023)	Pav Repl	PE																						STBG									
					ROW																															
					Const																															
243-21-013	5991-02-61, 62	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated In 2021, Construction Obligated In 2023	Sys Pres	PE																						HSIP									
					ROW																															
					Const																															
243-22-022	5991-02-70, 71	City of Onalaska	Theater Road, CTH OS to Midwest Drive, Design Obligated In 2022, Construction Anticipated In 2024	Sys Pres	PE																						STBG									
					ROW																															
					Const	349.0				87.3	436.3																									
243-22-023	5991-02-67, 68	City of Onalaska	Midwest Drive, Theater Road to Main Street, Reconstruct, Design Obligated In 2022, Construction Anticipated In 2024-2025	Reconstr	PE																						STBG									
					ROW																															
					Const	751.6				187.9	939.5																									
243-22-024	5991-07-60, 61, 62	City of La Crosse	6th Street, Cass Street to State Street, Reconstruct, Design Obligated In 2022, Construction Anticipated In 2025	Reconstr	PE																						STBG									
					ROW																															
					Const																															
243-23-024	5991-07-77, 78, 79	City of La Crosse	Green Bay Street, 22nd Street South to Losey Blvd, Reconstruct, Design Obligated In 2023, Construction Anticipated In 2024-2025	Reconstr	PE																						STBG									
					ROW																															
					Const	810.5				801.6	1,612.1																									
243-23-025	5991-07-67, 68, 69	City of La Crosse	Monitor Street, Rose Street to Lang Drive, Reconstruct, Design Obligated In 2023, Construction Anticipated In 2026	Reconstr	PE																						STBG									
					ROW																															
					Const																															
243-19-026	1641-03-04, 25	City of La Crosse	Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated In 2019 (see 1641-03-75, 7575-07-70 for Construction).	Sys Pres	PE																						HSIP									
					ROW																															
					Const																															
243-19-027	1641-03-75	City of La Crosse	USH 14/61, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated In 2019 (see 1641-03-04), Construction Obligated In 2022 with Construction In 2023	Sys Pres	PE																						HSIP									
					ROW																															
					Const																															
243-19-029	7575-07-70	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated In 2019 (see 1641-03-04), Construction Obligated In 2022.	Sys Pres	PE																						HSIP									
					ROW																															
					Const																															
243-22-025	5991-00-21, 22	Village of West Salem	City Loop Drive, East Jefferson Street to Neshonoc Road, Resurfacing, Design Obligated In 2022, Construction Anticipated In 2024-2025	Sys Pres	PE																						STBG									
					ROW																															
					Const	451.4				112.8	564.2																									

2024-2027 Transportation Improvement Program Project List November 15, 2023						2024 (x\$1000)										2025 (x\$1000)										2026 (x\$1000)										2027 (x\$1000)										Source of Funds																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
243-22-026	5991-00-25, 26, 27	Village of West Salem	Mark Street, East Garland Street to East Avenue, Pavement Replacement with Sewer/Water Replacement, Design Obligated in 2022, Construction Anticipated in 2023-2024	Pav Repl	PE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

TABLE 4: 2024-2027 TIP GROUPED PROJECT LIST

2024-2027 TIP Grouped Projects List																										
November 15, 2023						2024 (x\$1000)					2025 (x\$1000)					2026 (x\$1000)					2027 (x\$1000)					
Project Number	State ID Number	Sponsor-ing Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds
SW Region/District 6 Bridge Maintenance Project Group																										
SW Region/District 6 Local Emergency Relief (EF) Project Group																										
Transportation Alternatives Program																										
243-21-010	5991-08-03, 73	La Crosse County	Multi-use Trail (S. Kinney Coulee Rd - Landfill Rd), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE																					TAP
					ROW																					
					Const				Construction Continued																	
					Total																					
243-21-010	5991-08-04, 74	La Crosse County	Bicycle/Pedestrian Bridge (CTH VP in Veteran's Park), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE																					TAP
					ROW																					
					Const				Construction Continued																	
					Total																					
243-21-010	1009-01-25, 26	La Crosse County	Non-Infrastructure, La Crosse County, SRTS, Obligated in 2022 and 2023, Commencement 08/2024	Other	PE				Design Continued																	TAP
					ROW																					
					Const																					
					Total																					

This page intentionally left blank.

Illustrative Projects List

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

TABLE 5: ILLUSTRATIVE PROJECTS LIST

Sponsoring Agency	Description	Type	Year	Estimated Cost
City of Onalaska	Theater Rd at County Road PH to STH 16; intersection improvements	Re Const	2025	\$800,000
City of Onalaska	CTH OS from STH 16 to Market Pl; widen to 7 lanes	Re Const	2024-2029	\$100,000
City of Onalaska	Sand Lake Rd from Main St to Redwood St; reconstruction and replacement of utilities	Re Const	2029	\$3,700,000
City of La Crescent	Wagon Wheel Trail Phase 4	Other	2026-2040	\$1,160,000
TBD	Interstate 90 Corridor Shared-Use Trail	Other	2026-2040	\$28,425,600
City of La Crosse	Kinney Coulee Connection shared-use path	Other	2026-2040	\$8,500,000
City of La Crosse	River Point Black River Trail extension	Other	2025-2026	\$2,500,000
City of La Crosse	Green Bay Street from 14 th St to East Ave; reconstruct; add bike lanes and lighting	Re Const	2025	\$712,000
City of La Crosse	Green Bay Street from South Ave to 14 th St; reconstruct; replace signal, add bike lanes	Re Const	2026	\$2,300,000
City of La Crosse	Losey Blvd from La Crosse to Cass; reconstruct; replace two signals, replace utilities	Re Const	2024	\$6,052,000
City of La Crosse	Losey Blvd from Cass to State Rd; reconstruct; replace utilities	Re Const	2025	\$4,130,000
City of La Crosse	Losey Blvd from State Rd to Ward Ave; reconstruct; replace signal, replace utilities	Re Const	2026	\$5,450,000
City of La Crosse	State St from 16 th St to 17 th St; reconstruct; replace utilities	Re Const	2025	\$588,000
City of La Crosse	16 th St from State St to Main St; reconstruct; replace utilities	Re Const	2025	\$548,000
Town of Shelby	Mormon Coulee Greenway Trail	Other	2026-2040	\$1,800,000
<i>The following project was removed from the illustrative project list and not included in the TIP, as it was completed with local funding:</i>				
City of Onalaska	East Main St/Green Coulee Rd Corridor Improvements	Sys Pres	2024-2029	\$3,500,00

List of Projects Removed from the TIP

Projects removed from the 2024-2027 TIP are listed in Table 6.

TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2024-2027 TIP

Project Number	Sponsoring Agency	Project Description	Reason for Removal
243-21-001	City of La Crosse	Two (2) Replacement Fixed-Route Low-Floor Diesel-Electric Hybrid Buses.	Completed
243-19-019	City of La Crosse	MTU Low- or No-Emission - 2 Electric Buses, 2 Charging Stations, Infrastructure on Electric Grid	Completed
243-20-013	La Crosse County	Two battery electric cutaway buses and associated infrastructure equipment	Project pulled

Wisconsin LRIP Open Projects County Summary Report

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

The LRIP program is administered by the La Crosse County Highway Department and is not subject to approval by the LAPC. Please refer to the [Local Roads Improvement Program](#) page of the [WisDOT website](#).

List of Annual Obligated Projects

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

Performance Monitoring

Background

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

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

Target Setting & Performance Monitoring

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

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

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

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

Highway Safety

State Targets

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

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

TABLE 7: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2024

Safety Performance Measure	2018-2022 Baseline	2024 Targets
<i>Fatalities</i> : Number of fatalities	600.8	588.8
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.934	0.915
<i>Serious Injuries</i> : Number of serious injuries	3,095.6	3,033.7
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	4.822	4.726
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	379.4	371.8

Source: Wisconsin Department of Transportation.

TABLE 8: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2024

Safety Performance Measure	2018-2022 Baseline	2024 Targets
<i>Fatalities</i> : Number of fatalities	414.2	352.4
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.725	0.582
<i>Serious Injuries</i> : Number of serious injuries	1,676.2	1,463.4
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	2.930	2.470
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	282.4	258.4

Source: Minnesota Department of Transportation.

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

Performance Monitoring¹

Fatalities in the planning area in 2021 (9) were up 122% from the 5-year average for 2017-2021 (7.4), while serious injuries in 2021 (49) was nearly the same as the 5-year average (49.4). In 2020, the planning area experienced its lowest total of non-motorized fatalities and serious injuries (4) since before 2010.

¹ The safety discussion for the planning area was not updated to a baseline of 2018-2022 because vehicle miles traveled in Wisconsin is not available for 2022.

This increased in 2021 to a total of (10) non-motorized fatalities and serious injuries and is above the 5-year average (8.8) by 114%.

The rates (number of occurrences per million vehicle miles traveled) for fatalities, serious injuries, and non-motorized fatalities and serious injuries for 2012-2021 are shown in Figure 3 along with the trends in the moving averages from 2017-2021. From 2012-2016 to 2017-2021, the 5-year averages for the serious injury and non-motorized rates declined 51.2% and 60.7%, respectively.

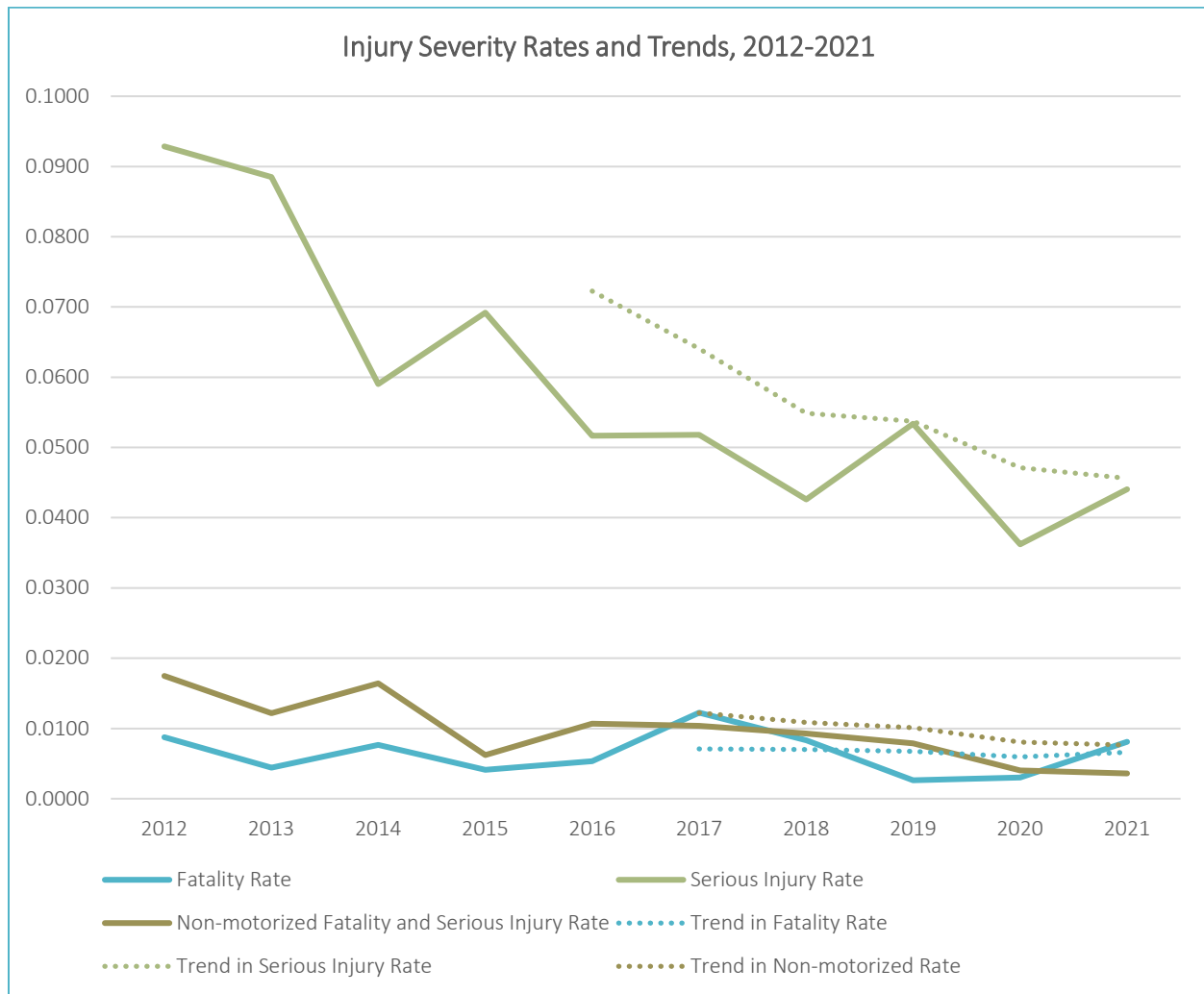


Figure 3: Injury severity rates and trends, 2012-2021. Rates are calculated using MPA totals and La Crosse County VMT. *Data sources:* TOPS Lab, UW-Madison; WisDOT website; MnDOT.

Highway and Bridge Condition and Performance

State Targets

Table 9 lists the federal performance measures for the National Highway Performance Program (NHPP) and the targets established by the Wisconsin and Minnesota DOTs.

TABLE 9: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM TARGETS, 2022-2025

Performance Measure	2-yr target (2023)		4-yr target (2025)	
	WisDOT	MnDOT	WisDOT	MnDOT
<i>Pavement Condition</i>				
Interstate – Percentage pavements in “Good” condition	60%	60%	60%	60%
Interstate – Percentage pavements in “Poor” condition	4%	2%	4%	2%
Non-Interstate NHS – Percentage pavements in “Good” condition	30%	55%	30%	55%
Non-Interstate NHS – Percentage pavements in “Poor” condition	10%	2%	10%	2%
<i>Bridge Condition</i>				
Percentage of NHS bridges by deck area in “Good” condition	49%	30%	48%	35%
Percentage of NHS bridges by deck area in “Poor” condition	3%	5%	3%	5%
<i>Travel Time Reliability</i>				
Interstate – Percent of person-miles traveled that are reliable	92.5%	82%	93%	82%
Non-Interstate NHS – Percent of person-miles traveled that are reliable	91%	90%	89.5%	90%
Interstate – Truck travel time reliability index	1.3	1.4	1.3	1.4

Sources: Wisconsin and Minnesota Departments of Transportation.

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

Performance Monitoring

Table 10 reports the pavement and bridge condition and travel time reliability in the metropolitan planning area (MPA) for 2020 and 2021.

Over 71% of Wisconsin Interstate pavements (2020)² and over 76% of Minnesota Interstate pavements (2021) in the MPA are rated “good.” None of the Interstate in the MPA is rated “poor.”

The percentage of pavements in the Minnesota MPA rated “good” for the non-Interstate National Highway System (NHS) rose from just over 57% in 2020 to nearly 66% in 2021. Although “good” pavements in the Wisconsin MPA are at a low 16%, the percentage of “poor” pavements is also low (2.5%), revealing that a significant percentage (81.5%) of pavements are only in “fair” condition.

Of the NHS bridges in the Minnesota portion of the planning area, 55% of them are rated good in 2020 and 2021. The bridges in the Wisconsin portion of the planning area that are rated “good” decreased from just over 51% in 2020 to about 45% in 2021. Just over 1% of bridges (1) in the planning area are rated “poor.”

² Pavement condition for Wisconsin pavements has not yet been made available for 2021.

In 2021, travel time reliability in the planning area on both the Minnesota and Wisconsin sides are 100% for the Interstate, 93.2% (MN) and 91% (WI) for the non-Interstate NHS, and 1.14 (MN) and 1.17 (WI) for the Interstate truck travel time reliability index.

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

Performance Measure	2020		2021	
	WI MPA	MN MPA	WI MPA	MN MPA
<i>Pavement Condition</i>				
Interstate – Percentage pavements in “Good” condition	71.60	68.85	NA ¹	76.51
Interstate – Percentage pavements in “Poor” condition	0.00	0.00	NA	0.00
Non-Interstate NHS – Percentage pavements in “Good” condition	15.87	57.25	NA	65.55
Non-Interstate NHS – Percentage pavements in “Poor” condition	2.54	0.00	NA	0.00
<i>Bridge Condition</i>				
Percentage of NHS bridges by deck area in “Good” condition	51.28	54.67	44.87	54.67
Percentage of NHS bridges by deck area in “Poor” condition	0.00	0.00	1.28	0.00
<i>Travel Time Reliability</i>				
Interstate – Percent of person-miles traveled that are reliable	100.0	100.0	100.0	100.0
Non-Interstate NHS – Percent of person-miles traveled that are reliable	92.0	95.1	91.0	93.2
Interstate – Truck travel time reliability index	1.11	1.12	1.17	1.14

¹ NA: Data not yet available.

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

Transit Asset Management (TAM)

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

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

Table 11 summarizes the performance for all bus, cutaway, and minivan vehicles (the types of vehicles used by MTU or OSR) assessed in the State TAM Plan. WisDOT established targets whose percentages are rounded down from the respective percentage of vehicles exceeding the ULB. Under these targets, the rolling stock performance for MTU and OHWSPT vehicles meets State targets.

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

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

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

¹Useful life benchmark.

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

Public Transportation Agency Safety Plan (PTASP)

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

The LAPC, having approved these targets at its September 21, 2022, meeting, hereby, commits to planning and programming projects that will support our transit agencies in meeting their targets. *This TIP document will be updated once new 2024 PTASP targets are received and updated by the LAPC.*

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

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

How the TIP Supports State and Transit Agency Targets

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

A total of 86 projects are programmed in this TIP. Twenty (20) of the projects are transit capital and/or operations projects; nine (9) are HSIP projects and five (5) are rail safety; seven (7) are TAP projects, which could be considered safety projects as they will provide safe options for bicycle and pedestrian

travel; (18) are National Highway Performance Program (NHPP) projects (three (3) are also HSIP projects); (20) are Surface Transportation Block Grant (STBG) projects; seven (7) are a Major project (two (2) are also NHPP projects); and three (3) are locally funded. The TIP also includes two (2) ITS projects—one of which is also a HSIP/NHPP project.

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

As summarized in the table, 13 (15.1%) of the projects will improve pavement condition through pavement replacement, overlays, etc., rehabilitation, or reconstruction on the Interstate and non-Interstate NHS; 5 (5.8%) projects will improve the pavement on or replace bridges; 16 (18.6%) are intended to improve safety; and 10 (11.6%) will improve vehicle condition (state of good repair) and reliability (average distance between major mechanical failures) for transit. 10 (11.6%) of the projects could improve travel time reliability measures through new facilities, roundabouts, or ITS (monotubes, left-turn lanes, signal equipment).

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

Performance Measure Category	2024-2027 TIP	
	# Projects	% of All TIP Projects
Safety (HSIP)	9	10.5
Safety (TAP)	7	8.1
Transit (SGR)	10	11.6
Transit reliability	10	11.6
Pavement Condition*	13	15.1
Bridge condition*	5	5.8
System Performance*	23	26.7
Freight (Interstate)	0	0.0

*For the Interstate and non-Interstate NHS.

This page intentionally left blank.

Community Impact Assessment

Environmental Justice (EJ) at the LAPC works to identify and address disproportionately high and adverse human health or environmental effects of its TIP projects on disadvantaged communities. This is accomplished by using the [Climate and Economic Justice Screening Tool](#). The tool is an [interactive map](#) developed by the Council on Environmental Quality to help agencies identify disadvantaged communities (tracts) that will benefit from programs included in the [Justice40 Initiative](#).

The screening tool uses datasets that are indicators of burdens organized into eight categories:

- Climate change
- Energy
- Health
- Housing
- Legacy pollution
- Transportation
- Water and wastewater
- Workforce development

Potential Impact of Projects on Disadvantaged Communities

The planning area includes two tracts (3 and 10) identified as being a disadvantaged community (the tracts are at or above the threshold of one or more environmental, climate, or other burden³ AND are at or above the threshold for an associated socioeconomic burden⁴) and one tract (102.01⁵) that is considered partially disadvantaged because it includes land owned by a Federally Recognized Tribe (Ho-Chunk Nation).

Projects that may impact disadvantaged communities are listed in Table 14. The location of projects and disadvantaged communities can be seen in Figure 4.

³ Environmental, climate, or other burdens include expected agriculture loss rate, expected building loss rate, expected population loss rate, projected flood risk, and projected wildfire risk (climate change category); energy cost and PM2.5 in the air (energy category); asthma, diabetes, heart disease, and low life expectancy (health category); housing cost, lack of green space, lack of indoor plumbing, and lead paint (housing category); abandoned mine land, formerly used defense sites, proximity to hazardous waste facilities, proximity to risk management plan facilities, and proximity to Superfund sites (legacy pollution category); diesel particulate matter exposure, transportation barriers, and traffic proximity and volume (transportation category); underground storage tanks and releases and wastewater discharge (water and wastewater category); and linguistic isolation, low median income, poverty, and unemployment (workforce development category).

⁴ The socioeconomic burden for all categories but workforce development is low income. The socioeconomic burden for workforce development is high school education.

⁵ Because the Tool uses the Census tract boundaries from 2010 and tract boundaries were updated for the 2020 Decennial Census, tract 102.01 identified in the Tool is 102.05 in the current tract boundaries.

TABLE 14: TIP PROJECTS WITHIN OR BORDERING TRACTS IDENTIFIED AS DISADVANTAGED COMMUNITIES

TIP # ¹	Project Description	Tract	Potential Impact of Project
19020	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays/Bridge Rehabilitation	3	No negative impact. Project located on Interstate and miles from disadvantaged population.
20016	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement	3	No negative impact. Project occurs within ROW and improves travel experience.
20028	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement	3	No negative impact. Project occurs within ROW and improves travel experience.
23023	USH 53, La Crosse - Galesville (STH 35 to IH 90), Preliminary Engineering/NEPA, Reconstruct	3	Could have negative impact on community if reconstruction includes ROW acquisition.
22024	6th Street, Cass Street to State Street, Reconstruct	3	Positive impact with addition of bike lanes for additional travel option.
23020	STH 16, La Crosse - Sparta (USH 53 to STH 35), Preliminary Engineering/NEPA, Reconstruct	3	Could have negative impact on community if reconstruction includes ROW acquisition.
19022	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair	3	No negative impact.
13015	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections	10	Project underway. Some properties acquired to accommodate roundabouts; could benefit pedestrians if pedestrian signals are installed at roundabouts; improves safety for the driving public.
22018	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface	102.01 ^{2,5}	No negative impact. Project does not occur near Ho-Chunk lands.
23031	Holland Bluff Trail, Town of Holland (Bluffview Ct. to Sylvester Rd.), Multi-Use Path	102.01	Project does not occur near Ho-Chunk lands but would provide positive benefit with additional travel option.

¹ Last 5 digits of LAPC TIP number.² Tract number in 2010. Tract is now 102.05.³ Tract 3 burdens include: housing cost; proximity to risk management plan facilities; traffic proximity and volume; and low income.⁴ Tract 10 burdens include lead paint and low income.⁵ Partially disadvantaged because of presence of a Federally Recognized Tribe (Ho-Chunk Nation).For a detailed discussion of Justice40 and the CEQ methodology, see [Appendix B](#).

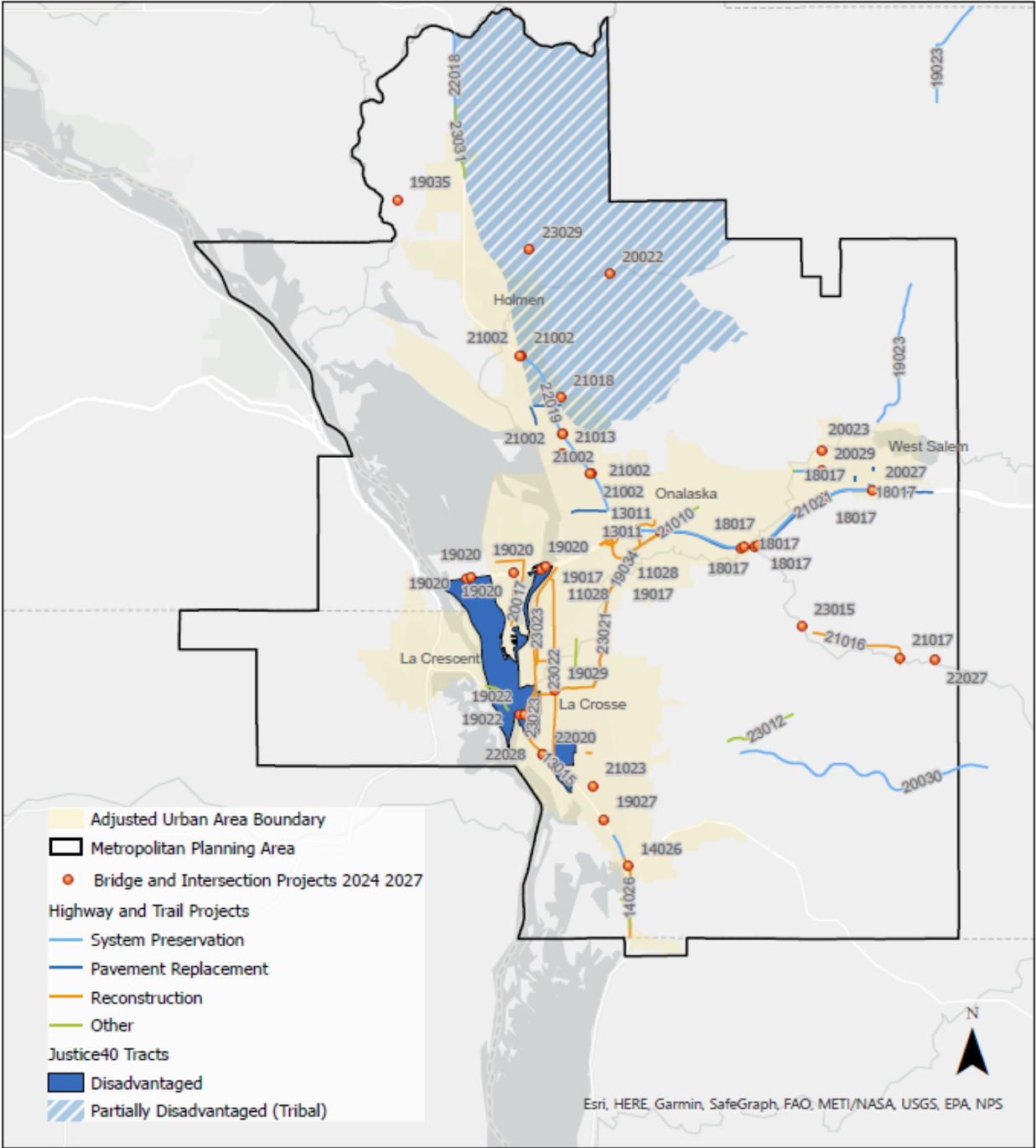


Figure 4: 2024-2027 TIP projects. The five-digit numbers correspond to the last five digits of the LAPC TIP number in Table 3. Click on the image to view the web map and make Justice40 indicators visible.

This page intentionally left blank.

Financial Plan

The TIP Financial Plan (Table 15 and Table 16) lists anticipated annual expenditures by source and program (see Table 3).

Table 15 lists TIP expenditures in “year of expense” dollars. Project costs are inflated by 2.48% per year for 2025, 2026, and 2027. Table 16 lists anticipated funding with a 2.00% inflation factor applied to revenues for 2025, 2026, and 2027.

TABLE 15: 2024-2027 TIP FINANCIAL PLAN EXPENDITURES (X \$1000 WITH 2.48% ANNUAL INFLATION FACTOR APPLIED TO 2025-2027)

		Anticipated Expenditures (x \$1000 with 2.48% Annual Inflation Factor 2025-2027)				
FUNDING SOURCE / PROGRAM		2024	2025	2026	2027	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	746.1	18,534.8	0.0	0.0	19,340.9
	Surface Transportation Block Grant Program (STBG)	3,621.4	9,889.5	19,768.5	1,525.6	34,805.0
	National Highway Performance Program (NHPP)	9,142.0	4,084.5	20,602.0	1,446.5	35,275.0
	Bridge Formula Program	0.0	0.0	0.0	0.0	0.0
	Emergency Relief (ER)	0.0	0.0	0.0	0.0	0.0
	Carbon Reduction Program	12.0	0.0	0.0	0.0	12.0
	Federal Land Access Program (FLAP)	320.0	0.0	999.8	0.0	1,319.8
	Transportation Alternatives Program (TAP)	947.8	255.5	4,211.8	0.0	5,415.1
Federal Transit Administration	Urban Area Formula Grant (5307)	3,529.9	3,286.3	3,367.9	3,451.4	13,635.5
	Bus and Bus Facilities Program (5339)	0.0	0.0	0.0	0.0	0.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	0.0	0.0	0.0	0.0	0.0
	Rural Area Formula Grants (5311)	250.4	0.0	0.0	0.0	250.4
Total Federal		18,569.6	36,110.7	48,949.9	6,423.5	110,053.7
Wisconsin	State Funds including Major Projects and State Transit Funds	3,200.7	10,170.5	8,653.0	2,598.2	24,622.3
Minnesota	State Funds Including State Construction Oversight	0.0	6,145.3	0.0	0.0	6,145.3
Total State		3,200.7	16,315.8	8,653.0	2,598.2	30,767.7
Local	Local Shares (Wisconsin)	3,972.1	8,793.8	6,132.9	2,258.4	21,157.3
	Local Shares (Minnesota)	307.3	311.9	319.6	327.5	1,266.3
Total Local		4,279.5	9,105.7	6,452.5	2,586.0	22,423.6
Total Programmed Projects		26,049.8	61,532.2	64,055.4	11,607.6	\$163,245.0

TABLE 16: 2024-2027 TIP FINANCIAL PLAN ESTIMATED AVAILABLE FUNDING (X \$1000 WITH 2.00% ANNUAL INFLATION FACTOR APPLIED TO 2025-2027)

		Anticipated Revenues (x \$1000 with 2.00% Annual Inflation Factor 2025-2027)				
FUNDING SOURCE / PROGRAM		2024	2025	2026	2027	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	746.1	18,507.7	0.0	0.0	19,253.8
	Surface Transportation Block Grant Program (STBG)	3,621.4	9,843.2	19,583.7	1,504.3	34,552.5
	National Highway Performance Program (NHPP)	9,142.0	4,065.4	20,409.3	1,426.3	35,043.0
	Bridge Formula Program	0.0	0.0	0.0	0.0	0.0
	Emergency Relief (ER)	0.0	0.0	0.0	0.0	0.0
	Carbon Reduction Program	12.0	0.0	0.0	0.0	12.0
	Federal Land Access Program (FLAP)	320.0	0.0	990.5	0.0	1,310.5
	Transportation Alternatives Program (TAP)	947.8	254.3	4,172.4	0.0	5,374.5
Federal Transit Administration	Urban Area Formula Grant (5307)	3,529.9	3,270.9	3,336.4	3,403.1	13,540.3
	Bus and Bus Facilities Program (5339)	0.0	0.0	0.0	0.0	0.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	0.0	0.0	0.0	0.0	0.0
	Rural Area Formula Grants (5311)	250.4	0.0	0.0	0.0	250.4
Total Federal		18,569.6	35,941.5	48,492.2	6,333.6	109,337.0
Wisconsin	State Funds including Major Projects and State Transit Funds	3,200.7	10,122.8	8,572.1	2,561.8	24,457.5
Minnesota	State Funds Including State Construction Oversight	0.0	6,116.5	0.0	0.0	6,116.5
Total State		3,200.7	16,239.4	8,572.1	2,561.8	30,574.0
Local	Local Shares (Wisconsin)	3,972.1	8,752.6	6,075.5	2,226.9	21,027.2
	Local Shares (Minnesota)	307.3	310.4	316.6	323.0	1,257.3
Total Local		4,279.5	9,063.0	6,392.2	2,549.8	22,284.5
Total Programmed Projects		26,049.8	61,244.0	63,456.5	11,445.3	\$162,195.5

According to 23 CFR 450.326(j), the TIP “shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways...and public transportation....” Table 17 illustrates the local road and highway operations and maintenance expenses for 2017-2020.

Table 17 illustrates O & M information for local road and Federal-aid highways. The projections provided are based off public road expense/revenue data collected and summarized for local units of government in the planning area. There is no clear data source for Federal-aid highway O & M expenses.

Total O & M expenses in the planning area averaged \$23,892,854 per year in 2020 dollars. Table 18 illustrates the estimated O & M expenses of Federal-aid Road miles in planning area.

Table 17: Local Road and Highway Operations and Maintenance Expenses, 2017-2020

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

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

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

Table 18: Highway Operations and Maintenance Cost Projections, 2021-2027

O & M	Expenses ¹	Revenues ²
2020	\$8,959,820 ¹	\$8,428,910 ²
2021	\$9,182,920	\$8,597,488
2022	\$9,400,575	\$8,769,438
2023	\$9,634,649	\$8,944,827
2024	\$9,874,552	\$9,123,723
2025	\$10,120,428	\$9,306,197
2026	\$10,025,099	\$9,492,322
2027	\$10,529,097	\$9,682,168

¹ Represents the 4-year average (2017-2020) of total local road and highway operation and maintenance expenses for the MPA in 2020 \$ (\$23,892,854) times 37.5% (estimated % of Federal-aid Road miles in MPA); 2021-2027 adjusted by a 2.48% expense inflation rate.

² Represents the sum of Wisconsin STH Maintenance and Operations funding, Wisconsin Connecting Highway Aids, and a proportion of Minnesota annual state and federal highway funding; 2021-2027 adjusted by a 2.00% revenue inflation rate.

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

Table 19 illustrates O & M for public transportation providers in the planning area.

Table 19: Anticipated Expenses and Revenues for Transit Operations and Maintenance

Transit O & M Expenses & Revenues	2020	2021	2022	2023	2024	2025	2026	2027
Expenses ¹	\$6,864,854	\$7,035,789	\$7,210,980	\$7,390,533	\$7,574,557	\$7,763,163	\$7,956,466	\$8,154,582
Revenues ²								
FTA 5307 ³	2,672,024	2,725,464	2,779,974	2,835,574	2,892,284	\$2,950,131	\$3,009,133	\$3,069,316
FTA 5311 ⁴	308,389	314,557	320,848	327,265	333,810	\$340,486	\$347,296	\$354,242
State Operating Assistance	2,144,738	2,187,633	2,231,385	2,276,013	2,321,533	\$2,367,964	\$2,415,323	\$2,463,630
Local (farebox, match, etc.)	1,779,136	1,448,719	1,851,013	1,888,033	1,925,794	\$1,964,309	\$2,003,597	\$2,043,669
Total Revenues	\$6,904,287	\$7,042,373	\$7,183,220	\$7,326,885	\$7,473,421	\$7,622,890	\$7,775,349	\$7,930,857

¹ 2020 base year from National Transit Database (NTD), 2021-2027 annually inflated by 2.48%. Total expenses for MTU, OHWSPT, and SMRT.

² 2020 base year from NTD, 2021-2027 annually inflated by 2.00%. Total revenues for MTU, OHWSPT, and SMRT.

³ La Crosse Municipal Transit Utility (MTU); Onalaska Shared Ride (OSR).

⁴ Scenic Mississippi Regional Transit (SMRT).

Sources: Federal Transit Administration NTD.

Appendix A: Public Process

Public Comment

Comments and Corrections:

Public Notice and Resolution

Public Notices

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

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

Website

Draft 2024-2027 Annual Transportation Improvement Program

This notice initiates a minimum 15-day public comment period ending Wednesday, November 8, 2023 at 12pm for the [Draft 2024-2027 Transportation Improvement Program](#) (TIP). This TIP is the annual program that includes not only the project lists but also discussions of performance, performance targets, community impacts, expenses and revenues, projects removed from the TIP, and projects desired to be completed. Appendix A will be updated at the end of the public comment period to reflect this public process. An interactive web map of projects can be viewed from our [web mapping](#) page.

The [Technical Advisory Committee](#) (TAC) will consider the TIP at its November 8 meeting, with the [Policy Board](#) taking final action at its November 15 meeting.

Comments may be submitted directly to Erin Duffer at 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.

E-mail

Good afternoon, LAPC committee members and interested parties!

This notice announces a minimum 15-day public comment period ending Wednesday, November 8, 2023 at 12pm for the [Draft 2024-2027 Transportation Improvement Program](#) (TIP).

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

The [Technical Advisory Committee](#) (TAC) will consider the TIP at its November 8 meeting, with the [Policy Board](#) taking final action at its November 15 meeting.

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

If you need special accommodation or translation into another language to view LAPC plans or programs, please contact 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 (she/her), AICP Candidate

Transportation Planner

La Crosse Area Planning Committee, MPO

212 6th St N, Room 2300

La Crosse, WI 54601

Phone: 608-785-5597

eduffer@lacrossecounty.org

The public notice and draft document were published on the website on Tuesday, October 24, 2023. The e-mail to LAPC committee members and interested parties announcing the public comment period and public notice was distributed on Tuesday, October 24, 2023.

Resolution Approving the 2024-2027 TIP

The following resolution is to be approved by the LAPC Policy Board on November 15, 2023.

RESOLUTION 14 - 2023

APPROVING THE

2024-2027 La Crosse and La Crescent Metropolitan Area Transportation Improvement Program (TIP)

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED: that

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

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

BE IT FURTHER RESOLVED: that the LAPC approves the 2024-2027 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

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

LA CROSSE AREA PLANNING COMMITTEE

Patrick Barlow, Chair

Bob Gollnik, Executive Director

Dated: November 15, 2023

Appendix B: Community Impact Assessment

LAPC Contact Information

Since the 1990s, the Federal Government, including the US Department of Transportation (USDOT), has made it part of its mission to address environmental justice through executive orders and requirements for federal programs, policies, and activities. To achieve the same goals, the LAPC incorporated environmental justice principles and objectives into its planning, programming, and policymaking.

In 2021, President Biden issued [Executive Order 14008](#) that created the [Justice40 Initiative](#), with guidance, policies, and tools to meet the goal of 40% of federal investments flowing to disadvantaged communities. The categories of investments are climate change, clean energy/energy efficiency, affordable and sustainable housing, workforce development, remediation/reduction of legacy pollution, and clean water/wastewater infrastructure. As part of the Justice40 Guidance, the Council for Environmental Quality (CEQ) was ordered to establish the geospatial [Climate and Economic Justice Screening Tool \(CEJST\)](#). In this section you will find an analysis and explanation of the CEJST used to examine and address environmental justice in our planning area, and to identify projects in the TIP that may impact disadvantaged communities.

As shown on Tables 14, 21, and 22, and the map in Figure 4, a community is identified as disadvantaged if it is in a census tract that is at or above the threshold for one or more “burden” category, AND at or above a threshold for an associated socioeconomic burden. The higher the percentile value of a burden category, the more overburdened and/or underserved the tract is on that criterion. A tract is defined as low income if it is at or above the 65th percentile for census tracts that have households whose income is less than or equal to twice the federal poverty level (200%), which is equal to 2.0 in the “ratio of income to poverty” variable.

The CEQ also considers Federally Recognized Tribes as disadvantaged. One (1) census tract (102.01) in the MPA is identified *partially* disadvantaged because the Ho Chunk Nation owns land in this tract. It is included in the map in Figure 4, but not included in Table 14 since it does not meet any of the burden categories.

There are eight (8) burden categories within this dataset. Tables 21 and 22 list the categories, their qualifying criteria, and the census tracts within the MPA that meet pertinent threshold criteria. Please note: The MPA has no Census tracts that meet the thresholds for Energy or Water/Wastewater.

TABLE 20: LAPC MPA JUSTICE40 CENSUS TRACTS MEETING BURDEN CATEGORIES, 2023

Census Tract No.	County	At least one climate threshold exceeded	At least one traffic/transport. threshold exceeded	At least one housing threshold exceeded	At least one pollution threshold exceeded	At least one health threshold exceeded	At least one work-force threshold exceeded	At least one water threshold exceeded	At least one energy threshold exceeded
200	Houston MN	X							
103	La Crosse WI				X				
105	La Crosse WI				X				
107	La Crosse WI	X							
1	La Crosse WI				X				
5	La Crosse WI			X	X	X	X		
10 *	La Crosse WI			X					
6	La Crosse WI			X	X				
12	La Crosse WI	X							
2	La Crosse WI	X			X				
3 *	La Crosse WI		X	X	X		X		
7	La Crosse WI	X							
102.03	La Crosse WI				X				
4	La Crosse WI			X	X	X	X		
9	La Crosse WI			X		X			
11.01	La Crosse WI			X					
11.02	La Crosse WI			X					
8	La Crosse WI			X					

* Census tract is identified as disadvantaged.

Source: [Explore the map - Climate & Economic Justice Screening Tool \(geoplatform.gov\)](#)

TABLE 21: LAPC MPA JUSTICE40 CENSUS TRACTS MEETING THRESHOLDS IN BURDEN CATEGORIES, 2023

At least one climate threshold exceeded:								
Census Tract No.	County	Expected agriculture loss rate ≥ 90th percentile OR	Expected building loss rate ≥ 90th percentile OR	Expected population loss rate ≥ 90th percentile OR	Projected flood risk ≥ 90th percentile OR	Projected wildfire risk ≥ 90th percentile	AND Socio-economic burden	Identified as disadvantaged
							* Low Income	
200	Houston MN			X				
107	La Crosse WI				X			
12	La Crosse WI				X			
2	La Crosse WI				X			
7	La Crosse WI		X	X	X			
At least one traffic/ transportation threshold exceeded:								
Census Tract No.	County	Diesel particulate matter ≥ 90th percentile OR	Transportation barriers ≥ 90th percentile OR	Traffic proximity and volume ≥ 90th percentile	AND Socio-economic burden		Identified as disadvantaged	
					* Low Income			
3 *	La Crosse WI			X	X		X	
At least one housing threshold exceeded:								
Census Tract No.	County	Historic underinvest-ment OR	Housing cost burden ≥ 90th percentile OR	Lack of green space ≥ 90th percentile OR	Lack of indoor plumbing ≥ 90th percentile OR	Lead paint ≥ 90th percentile	AND Socio-economic burden	Identified as disadvantaged
							* Low Income	
10 *	La Crosse WI					X	X	X
3 *	La Crosse WI		X				X	X
6	La Crosse WI					X		
11.01	La Crosse WI					X		
11.02	La Crosse WI				X			
8	La Crosse WI					X		
9	La Crosse WI				X			
4	La Crosse WI		X					
5	La Crosse WI		X					
At least one health threshold exceeded:								
Census Tract No.	County	Asthma ≥ 90th percentile OR	Diabetes ≥ 90th percentile OR	Heart disease ≥ 90th percentile OR	Low life expectancy ≥ 90th percentile	AND Socio-economic burden		Identified as disadvantaged
						* Low Income		
5	La Crosse WI	X						
4	La Crosse WI	X						
9	La Crosse WI				X			

TABLE 21: L APC MPA JUSTICE40 CENSUS TRACTS MEETING THRESHOLDS IN BURDEN CATEGORIES, 2023
(CONTINUED)

At least one pollution threshold exceeded:								
Census Tract No.	County	Abandoned land mine present OR	Formerly Used Defense Site (FUDS) present OR	Proximity to hazardous waste facilities ≥ 90th percentile OR	Proximity to Superfund or National Priorities List (NPL) sites ≥ 90th percentile OR	Proximity to Risk Management Plan (RMP) sites ≥ 90th percentile	AND Socio-economic burden	Identified as disadvantaged
							* Low Income	
103	La Crosse WI					X		
105	La Crosse WI					X		
1	La Crosse WI					X		
5	La Crosse WI					X		
6	La Crosse WI					X		
2	La Crosse WI					X		
3 *	La Crosse WI					X	X	X
102.03	La Crosse WI				X			
4	La Crosse WI					X		
At least one workforce threshold exceeded:								
Census Tract No.	County	Linguistic isolation ≥ 90th percentile OR	Low median income ≥ 90th percentile OR	Poverty ≥ 90th percentile OR	Unemployment ≥ 90th percentile	AND Socio-economic burden	Identified as disadvantaged	
						* High School Education < 10%		
5	La Crosse WI		X	X				
4	La Crosse WI		X	X				
9	La Crosse WI		X	X				
The following only meets the socioeconomic burden but does not meet any of the threshold criteria. Thus, not identified as disadvantaged:								
11.02	La Crosse WI					X		
2	La Crosse WI					X		

* Census tract is identified as disadvantaged.

Source: [Explore the map - Climate & Economic Justice Screening Tool \(geoplatform.gov\)](#)

Appendix C: Minnesota MPO TIP Check List

MPO: La Crosse Area Planning Committee

Contact name: Erin Duffer

TIP time period: 2024-2027

Table 22 identifies information that should be covered in TIP as required by 23 CFR 450.

TABLE 22: 23 CFR 450 REQUIRED ELEMENTS FOR TIP

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

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	1
450.326(a)	TIP time period	TIP covers at least 4 years.	Yes / No	13-17 Tables 3 and 4
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	39-40 Appendix A
450.326(a)	MPO Conformity Determination	If a nonattainment /maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	37-38 Appendix A
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	21-26
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets.	Yes / No	27
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	13-17 Tables 3 and 4
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	13-16 Table 3

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	13-16 Table 3
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	13-16 Table 3
450.326(g)(3)	Individual project information	TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.	Yes / No	13-17 Tables 3 and 4
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	13-17 Tables 3 and 4
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No / NA	No such projects in this TIP
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type.	Yes / No	17 Table 4 grouped projects list
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	39-40 Resolution 14-2023

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	33-34 Tables 15 and 16
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	33-34 Tables 15 and 16
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	33-34 Tables 15 and 16
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No / NA	No new funding sources
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No	33-34 Tables 15 and 16
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	35-36 Tables 17-19
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	33-36 Tables 15-19
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	33 Table 15
450.326(k)	Financial Constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial Constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	33-36 Tables 15-19
450.326(k)	Financial Constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	Yes / No / NA	
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	8 Link to website
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	20 Table 6
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.	Yes / No	
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	5 Linked to website
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of 23 CFR 450.336.	Yes / No	5-6; 39-40 Resolution 14-2023

This page intentionally left blank.

Appendix D: Contact Information

LAPC Contact Information

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

LAPC Website

www.lacrossecounty.org/mpo

LAPC Subcommittees

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

Executive Director

Robert Gollnik
PH: (608) 785-5977
E-mail: rgollnik@lacrossecounty.org

Transportation Planner

Erin Duffer
PH: (608) 785-5597
E-mail: eduffer@lacrossecounty.org

Department of Transportation Local Contacts

Wisconsin

Wisconsin Department of Transportation
Southwest Region, La Crosse Office
3550 Mormon Coulee Road
La Crosse, WI 54601
Phone: (608) 785-9022
Fax: (608) 785-9969

- Angela Adams, Southwest Region
Deputy Director
PH: (608) 785-9068
E-mail: angela.adams@dot.wi.us
- Steve Flottmeyer, Region Planning Chief
PH: (608) 785-9075
E-mail: stephen.flottmeyer@dot.wi.gov
- Francis Schelfhout, Urban & Regional Planner
PH: (608) 785-9947
E-mail: francis.schelfhout@dot.wi.gov

Minnesota

Minnesota Department of Transportation
District 6
2900 48th Street NW
P.O. Box 6177
Rochester, MN 55903-6177
Phone: (507) 285-7350
Fax: (507) 285-7355

- Mark Schoenfelder, District Engineer
PH: (507) 286-7552
E-mail: mark.schoenfelder@state.mn.us
- Kurt Wayne, Principal Transportation Planner
PH: (507) 286-7680
E-mail: kurt.wayne@state.mn.us
- Barbara Schreiber, District Transit Project Manager
PH: (651) 234-7581
E-mail: barbara.schreiber@state.mn.us

Department of Transportation State Contacts

Wisconsin

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way
P.O. Box 7910
Madison, WI 53707-7910

Division of Transportation Investment Management
4822 Madison Yards Way, P.O. Box 7913
Madison, WI 53707-7913

- Joseph Nestler, Administrator
PH: (608) 266-6885
Email: joseph.nestler@dot.wi.gov
- Alex Gramovot, Section Chief, Planning
PH: (608) 266-9495
E-mail: alexander.gramovot@dot.wi.gov
- Matthew Sorenson, Statewide MPO-RPC Coordinator
PH: (608) 267-0458
E-mail: matthew.sorensen@dot.wi.gov
- Christopher Squires, Bicycle & Pedestrian Coordinator
PH: (608) 267-9860
Email: christopher.squires@dot.wi.gov

Minnesota

Transportation Building, Mail Stop 440
395 John Ireland Blvd.
St. Paul, Minnesota 55155

- Philip Schaffner, Transportation Program Director, MnDOT Office of Transportation System Management
PH: (651) 366-3743
E-mail: philip.schaffner@state.mn.us
- Erika Shepard, Metropolitan Planning Program Coordinator, MnDOT Office of Transportation System Management
PH: (651) 366-3913
E-mail: Erika.shepard@state.mn.us
- Noel Shughart, Program Unit Supervisor, MnDOT Office of Transit and Active Transportation
PH: (651) 366-4181
Email: noel.shughart@state.mn.us

Federal Contacts

Federal Transit Administration (FTA)

U.S. Department of Transportation
Federal Transit Administration, Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606

- Kelley Brookins, Regional Administrator
PH: (312) 353-2789
Fax: (312) 886-0351
- Evan Gross, Transportation Program Specialist
PH: (312) 886-1619
E-mail: evan.gross@dot.gov

Federal Highway Administration (FHWA)

U.S. Department of Transportation, FTA Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606

Wisconsin FHWA

City Center West
525 Junction Rd, Ste 8000
Madison, WI 53717
Fax: (608) 829-7526

- Jason Nordberg, Transportation Planner
PH: (608) 829-7523
E-mail: Jason.nordber@dot.gov

Minnesota FHWA

180 E 5th St, Suite 930
St. Paul, Minnesota 55101

- Joshua Pearson, Community Planner
E-mail: Joshua.pearson@dot.gov