

2022-  
2025 TIP

# LAPC Transportation Improvement Program



To be approved on  
November 17, 2021



# 2022 - 2025 Transportation Improvement Program

for the

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

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

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# La Crosse Area Planning Committee

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



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## Glossary

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

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

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

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

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

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

**FAST Act:** Fixing America's Surface Transportation Act was introduced in December of 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances 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.

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

## Acronyms

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

# Introduction

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

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

The 2022-2025 TIP is developed in accordance with *Fixing America's Surface Transportation (FAST) Act* signed on December 4, 2015 and with Title 23 of the Code of Federal Regulations (CFR) Part 450.336. It includes projects and programs consistent with *Beyond Coulee Vision 2040*—the metropolitan transportation plan (MTP) for the MPA—approved by the LAPC on September 16, 2020.

## About the LAPC

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The LAPC is the designated MPO for the La Crosse, WI-La Crescent, MN Urbanized Area. MPOs are designated for urbanized areas of 50,000 or more in population to carry out the metropolitan transportation planning process as established in 23 CFR 450 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 (Wis.-Minn.) Urbanized Area*--population 63,373--which consisted of the cities of La Crosse (population 51,153) and Onalaska and parts of the towns of Campbell and Shelby in La Crosse County, WI; and the then-village of La Crescent and part of the township of La Crescent in Houston County, MN. As a result of the urbanized area delineation, the LAPC was then designated by the governors of Wisconsin and Minnesota as the MPO for the urbanized area.

## Urbanized Area

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

## Metropolitan Planning Area

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

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

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

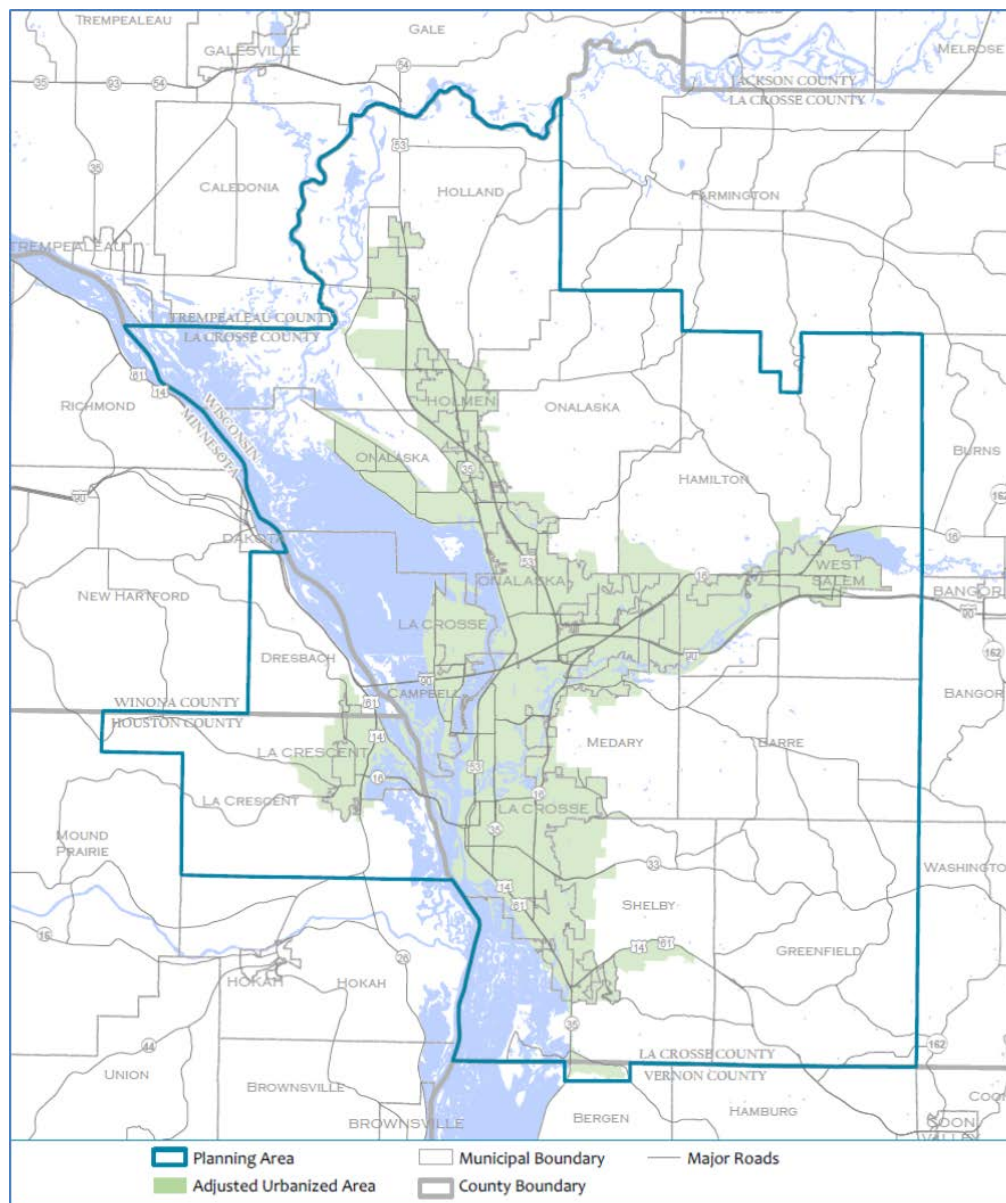


Figure 1: Metropolitan planning area and adjusted urbanized area.

## Governance and Organizational Structure

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

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

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

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

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

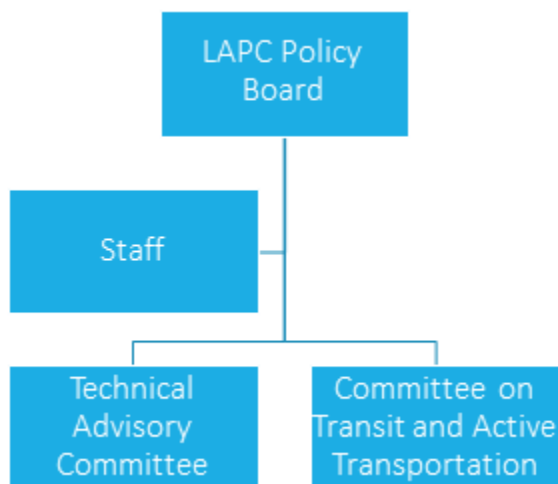


Figure 2: LAPC Committee Structure

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

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

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

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# TIP Planning Process

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

## Self-Certifications and Federal Certifications

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

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

Transportation Plan	<a href="#"><i>Beyond Coulee Vision 2040: A Performance-based Approach to Moving People and Goods</i></a> ; approved September 16, 2020.
Transportation Improvement Program (TIP)	<a href="#"><i>2021-2024 LAPC Transportation Improvement Program</i></a> , approved on October 21, 2020.
Planning Work Program (PWP)	<a href="#"><i>2021 Final LAPC Planning Work Program</i></a> ; approved on November 20, 2020.
Public Participation Plan	<a href="#"><i>Public Participation Plan for the La Crosse Area Planning Committee</i></a> ; approved on March 20, 2019.
MPO Cooperative Agreements	<a href="#"><i>Intermunicipal Agreement for Metropolitan Planning Organization</i></a> , 2019; <a href="#">WisDOT/LAPC/MTU</a> , May 8, 2017; <a href="#">MnDOT/LAPC/MTU</a> , November 15, 2017; <a href="#">MnDOT/LAPC/MTU</a> , November 14, 2012.
Metropolitan Planning Area Boundary	Approved by the LAPC and MnDOT on March 20, 2013; approved by WisDOT on July 30, 2013.
Annual Listing of Obligated Projects	<a href="#">2020 list of obligated projects</a> posted on the LAPC website: <a href="https://www.lacrossecounty.org/mpo">https://www.lacrossecounty.org/mpo</a> .

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the [\*Title VI Non-Discrimination Program and Limited-English Proficiency Plan\*](#) approved on September 20, 2017.
- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the [\*Title VI Non-Discrimination Program and Limited-English Proficiency Plan\*](#) approved on September 20, 2017 and in the [\*Public Participation Plan for the La Crosse Area Planning Committee\*](#) approved on March 20, 2019.
- **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 LAPC 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 LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019. The policies and procedures are posted on our website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo) and in the staff office at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.
- **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019 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 LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019 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 LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019. The policies and procedures are posted on our website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo) and in our office at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.

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

## TIP Update Activities

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### Public Notification and Comment

The LAPC 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 LAPC website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo).

The 2022-2025 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 21, 2021 to coordinate with the MnDOT State TIP process. The TIP document with Wisconsin and Minnesota project lists was approved on November 17, 2021.

**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.
- 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.

## 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 Web site](#).

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

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

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

### STP-U Project Selection Policies

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

1. The goal is to fund STP-U projects at 80% federal and 20% local.
2. STP-U funds will be approved for construction only (will not be approved for funding real estate, utilities, or design).
3. Selection criteria will be included that awards additional points for having project design and right of way acquisition completed.

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

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# TIP Projects Lists

The TIP includes six types of projects lists:

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

## TIP Projects List

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

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

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

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

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

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

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

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

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

**TABLE 2: PROJECT FUNDING SOURCES**

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

## TIP Grouped Projects List

The Grouped Projects List (Table 4) includes projects that are grouped under a single project number in the TIP Project List. These projects have little to no environmental impact, are not regionally significant, and, and can be processed quickly through an administrative modification. Grouped project types currently include bridge maintenance, emergency repair, and existing TAP projects. New TAP projects will be included in the main TIP projects list. Existing grouped TAP projects will remain in the grouped projects list, which will be phased out after all group-listed TAP projects are completed.



TABLE 3: 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

2022 - 2025 Transportation Improvement Program Project List November 17, 2021						2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)					2025 (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	
243-22-005 243-23-005 243-24-005 243-25-005		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
243-22-010 243-23-010 243-24-010 243-25-010		Various Municipalities	SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Other	PE ROW Const Total	138.0			34.5	172.5	138.0				34.5	172.5	Design Continued									TAP
243-22-011 243-23-011 243-24-011 243-25-011		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 Replacement B-32-73. Design Obligated in 2019, Construction Obligated in 2023, Construction in 2024	Sys Pres / Br Repl	PE ROW Const Total						2,947.9	327.5			3,275.4	Construction Continued										NHPP
243-19-021	1070-04-33, 63	State of Wisconsin	IH 90, CTH BW, CTH B and STH 157 EB Bridges (B-32-51, 52, 55) Thin Polymer Overlays. Design Obligated in 2019, Construction obligated in 2021, Construction in 2022	Sys Pres	PE ROW Const Total																					SF
243-20-027	1074-00-31, 61	State of Wisconsin	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-57), Fish Creek (B-32-63), STH 27 (B-41-123). Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	PE ROW Const Total																					NHPP
243-18-017	1071-07-06,76,96	State of Wisconsin	IH-90, STH 16 to CTH C, Pavement & Bridge Replacements (B-32-23, 24, 25, 26, 27, 28). Design Anticipated 2021, Construction Anticipated 2030	Pav Rep / Br Rep	PE ROW Const Total																					NHPP
243-19-015	1074-00-02, 72	State of Wisconsin	IH-90, CTH C to East County Line, Resurface. Design Obligated in 2019, Construction Obligated in 2021	Sys Pres	PE ROW Const Total																					SF
243-13-011	1071-08-04, 74	State of Wisconsin	IH 90, STH 16 Interchange Area. (S Kinney Coulee Rd to CTH O) interchange improvements. Bridge replacements B-32-0053, -0054. Design anticipated in 2021. Construction anticipated in 2030	Re Const / Br Repl	PE ROW Const Total																					NHPP
243-18-018	1070-04-03,73	State of Wisconsin	IH-90, STH 157 Interchange Reconstruction, Design Anticipated 2022, Construction Anticipated 2030	Re Const	PE ROW Const Total	788.4	87.6			876.0																NHPP
243-06-012	1630-08-00	State of Wisconsin	USH 53, USH 14/61 - IH 90, Reconstruction, (TIP # 243-06-013 for all ROW, Utilities, Construction)	Major(E)	PE ROW Const Total																					NHPP MAJOR
243-06-013	1630-08-21, 23, 25, 27, 40, 44, 46, 48, 70, 71, 75, 77, 80, 81, 84, 86, 88, 89	State of Wisconsin	USH 53, USH 14/61 - IH 90, Reconstruction, (ROW, Utilities, Construction Anticipated after 2030)	Major(E)	PE ROW/UTL Const Total																					NHPP MAJOR
243-17-013	1630-03-01, 61	State of Wisconsin	USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation. Design obligation in 2017, Construction obligation in 2021	Sys Pres	PE ROW Const Total																					NHPP
243-20-016	5250-06-02, 72, 74	State of Wisconsin	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Design Obligated in 2021, Construction Anticipated in 2026-2027	Sys Pres	PE ROW Const Total																					NHPP
243-20-028	5250-06-03, 73, 75	State of Wisconsin	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design Obligated in 2021, Construction Anticipated in 2027/2028	Sys Pres	PE ROW Const Total																					NHPP
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											488.0	122.0			610.0	Construction Continued					NHPP
243-18-015	1640-03-31, 61	State of Wisconsin	USH 14, Brickyard Lane - CTH M, Mill & Overlay, Design obligated 2017, Construction obligated in 2021, with construction in 2021-2022.	Sys Pres	PE ROW Const Total											488.0	122.0			610.0						NHPP
243-13-015	1641-02-02, 22, 42, 53, 54, 72, 82, 3700-10-79	State of Wisconsin	USH 14, City of La Crosse, South Avenue: Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2021, Construction in 2022	Re Const	PE ROW Const Total																					HDIP 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 2024-2025	Sys Pres	PE ROW Const Total											2,016.0	504.0			2,520.0	Construction Continued					NHPP
243-18-024	5160-06-00, 70	State of Wisconsin	STH 35, Genoa - La Crosse (Village of Stoddard North Limit to North Vernon County Line, Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022	Sys Pres	PE ROW Const Total											2,016.0	504.0			2,520.0						NHPP

2022 - 2025 Transportation Improvement Program Project List						2022 (x\$1000)										2023 (x\$1000)					2024 (x\$1000)					2025 (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						
243-14-026	5163-07-02, 20, 24, 42, 52, 53, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14161 Intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, Construction 2024-2025 (Advanceable to 2022)	Re Const	PE																					NHFF					
					ROW																										
					Const											4,856.1	1,204.8		9.2	6,070.1								Construction Continued			
					Total											4,856.1	1,204.8		9.2	6,070.1											
243-11-024	7575-07-03, 23, 73, 83	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Construction in 2022.	Sys Pres	PE																					HSIP NHFF					
					ROW																										
					Const	1,984.5	250.3		3,533.8	5,768.6																					
					Total	1,984.5	250.3		3,533.8	5,768.6																					
243-11-028	7575-01-01, 05, 80	State of Wisconsin	STH 16, Gillette St. to STH 157. Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design (Environmental Document to PS&E for bridges B-32-0111 and B-32-0115), Final Design to begin in 2022. (Construction obligated in 2025, Construction in 2026)	BR Repl	PE		2,000.0			2,000.0																NHP					
					ROW																										
					Const																		22,000.0	5,500.0				27,500.0			
					Total		2,000.0			2,000.0													22,000.0	5,500.0				27,500.0			
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 Obligated in 2024 with Construction in 2025	Sys Pres	PE																					NHFF					
					ROW																										
					Const											2,240.0	560.0			2,800.0								Construction Continued			
					Total											2,240.0	560.0			2,800.0											
243-18-019	7575-00-01, 71	State of Wisconsin	STH 16, Braund Street to CTH 08, Monotubes and Left Turn Lane Improvements, Design Obligated in 2018, Construction LET in 2020 with actual construction in 2021	Sys Pres	PE																					HSIP					
					ROW																										
					Const																										
					Total																										
243-18-025	7570-05-34, 64	State of Wisconsin	STH 16, La Crosse - Sparta (0.27 Miles East of La Crosse River to Big Creek). Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					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											590.4	66.3			656.7											
					Total											590.4	66.3			656.7											
243-20-014	3700-10-83	State of Wisconsin	STH 16, La Crosse - Sparta (STH 16/TH 90 Interchange EB/WB Ramps). Monotube Installation. Construction in 2020.	Sys Pres	PE																					ITG					
					ROW																										
					Const																										
					Total																										
243-19-034	7575-01-06, 26, 76	State of Wisconsin	STH 16, La Crosse - Sparta (Losey Blvd to South Kinney Coulee Rd). Repair, Mill and Overlay, Design Obligated in 2020 and Construction Obligated in 2024 with Construction in 2025	Sys Pres	PE																					NHFF					
					ROW																										
					Const	48.4				48.4						3,811.4	952.8			4,764.2								Construction Continued			
					Total	48.4				48.4						3,811.4	952.8			4,764.2											
243-20-019	3700-10-87	State of Wisconsin	STH 16, City of La Crosse (STH 16 & Gillette St), Traffic Signals & Monotubes, Construction in 2020/2021	Sys Pres	PE																					ITG					
					ROW																										
					Const																										
					Total																										
243-20-020	3700-10-88	State of Wisconsin	STH 16, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2020/2021	Sys Pres	PE																					ITG					
					ROW																										
					Const																										
					Total																										
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 2020 and Constructed in 2025-2026	Br Repl	PE																					STBG					
					ROW																										
					Const																	7,335.4	1,833.9				9,169.3				
					Total																	7,335.4	1,833.9				9,169.3				
243-11-012	5120-03-02, 22, 72	State of Wisconsin	STH 33, Jackson St. City of La Crosse, 3rd St. to 23th St. Surface (1.67 mi.)(Design obligated in 2011) Construction obligated in 2021	Sys Pres	PE																					NHFF					
					ROW																										
					Const																										
					Total																										
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 Anticipated in 2021, Construction Anticipated in 2024	Sys Pres	PE																					NHFF					
					ROW																										
					Const											533.6	133.4			667.0											
					Total											533.6	133.4			667.0											
243-20-030	5120-05-04, 74	State of Wisconsin	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2026/2027	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
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, Construction Obligated in 2026, Construction in 2027, Advanceable to 2023.	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-19-012	7048-00-00, 80	State of Wisconsin	CTH C, IH 90 - STH 16 (CTH B & CP RR Bridge B-32-0069(84, 10)), Bridge Rehab, Design Obligated in 2019, Construction Obligated for 2021; Construction in 2022.	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-21-012	5120-02-02, 72	State of Wisconsin	STH 33, City of La Crosse, State Road & Losey Boulevard Intersection, Design Anticipated in 2021, Construction Anticipated in 2025-2026	Sys Pres	PE																					HSIP					
					ROW																										
					Const																										
					Total																										
243-14-020	7067-00-00, 70, 71	La Crosse County	CTH 0N, CTH 0T to Alpine Lane, Reconst, 2-phase: CTH 0T to Hanson Rd, Incl. Br Repl P-32-127, Const obligated in 2018, Const in 2019. Hanson Rd. to Alpine Lane, Const Obligated in 2021	Reconst / Br Repl	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-15-014	5436-00-01, 71	La Crosse County	CTH M, STH 33 - I90 (CTH O to CTH B), Recondition. Design obligated in 2014. Two-Phase Project CTH O to Wolter Rd, Construction Obligated in 2021, Construction in 2022. Wolter Rd to CTH B not Currently Scheduled/Obligated.	Re Cond	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-16-012	5085-00-00, 70	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI, Design obligated 2016, Construction obligated in 2019 with construction in 2020.	Pav Rep	PE																					FLAP					
					ROW																										
					Const																										
					Total																										

2022 - 2025 Transportation Improvement Program Project List						2022 (x\$1000)										2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					Source of Funds
November 17, 2021																															
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						
243-20-017	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																										
					Total																										
243-20-021	7323-00-00, 70	La Crosse County	CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement, Design Obligated in 2020, Construction Obligated in 2021.	Br Repl	PE																					STBG					
					ROW																										
					Const																										
					Total																										
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 in 2022.	Br Repl	PE																					STBG					
					ROW																										
					Const	459.5			273.0	732.5																					
					Total	459.5			273.0	732.5																					
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 2021, with Construction Obligated in 2023 (Actual Construction in 2024).	Br Repl	PE																					STBG					
					ROW																										
					Const						2,090.7			986.9	3,077.6																
					Total						2,090.7			986.9	3,077.6																
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																					HOIP					
					ROW																										
					Const						286.6			45.6	332.2																
					Total						286.6			45.6	332.2																
243-19-024	5991-07-42, 43, 44	City of La Crosse	Gillette St, Caledonia St to STH 35/George St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2021	Reconst	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-19-025	5991-07-36, 37, 38	City of La Crosse	Green Bay St, East Ave to S 22nd St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2022.	Reconst	PE																					STBG					
					ROW																										
					Const																										
					Total																										
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, 5120-02-70, 7575-07-70 for Construction).	Sys Pres	PE																					HOIP					
					ROW																										
					Const																										
					Total																										
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 2021.	Sys Pres	PE																					HOIP					
					ROW																										
					Const																										
					Total																										
243-19-028	5120-02-70	City of La Crosse	STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																					HOIP					
					ROW																										
					Const																										
					Total																										
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																					HOIP					
					ROW																										
					Const	432.9			139.8	572.7																					
					Total	432.9			139.8	572.7																					
243-19-030	5220-04-04, 24, 74	City of La Crosse	STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks, Design Obligated in 2020, Construction in 2021.	Sys Pres	PE																					HOIP					
					ROW																										
					Const																										
					Total																										
243-21-014	1062-08-80	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																					SF					
					ROW																										
					Const																										
					Total																										
243-21-015	1032-08-80	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																					SF					
					ROW																										
					Const																										
					Total																										
243-21-016	5436-00-06	La Crosse County	CTH M, CTH I - CTH O, Reconstruct. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Reconst	PE																					LF					
					ROW																										
					Const																										
					Total																										
243-21-017	5436-00-07	La Crosse County	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Br Repl	PE																					LF					
					ROW																										
					Const																										
					Total																										
243-21-018	7272-00-02	La Crosse County	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Anticipated in 2021, Construction not Currently Scheduled/Obligated	Br Repl	PE																					LF					
					ROW																										
					Const																										
					Total																										
243-21-019	3700-10-89	State of Wisconsin	Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023	Sys Pres	PE																					ITS					
					ROW																										
					Const																										
					Total																										
243-21-020	1630-00-81	State of Wisconsin	USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																					SF					
					ROW																										
					Const																										
					Total																										
243-21-021	1071-01-02, 82	State of Wisconsin	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface, Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	PE																					NHPP					
					ROW																										
					Const																										
					Total																										
243-21-022	1000-74-00, 20, 40, 50, 51, 52, 70, 71	State of Wisconsin	Railroad Crossing Improvement, TOMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021, ROW Obligated in 2021-2022, Construction Obligated in 2023 (const. until 2026)	Rail	PE																					Rail Safety					
					ROW	245.2	163.5			408.7																					
					Const						28,676.8	5,619.3	8,498.5	5,000.0	47,794.6																
					Total	245.2	163.5			408.7	28,676.8	5,619.3	8,498.5	5,000.0	47,794.6																
243-21-023	5991-06-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 0798279), Signal Replacement, Construction in 2023	Rail	PE																					Rail Safety					
					ROW																										
					Const																										
					Total																										





TABLE 4: 2022-2025 TIP GROUPED PROJECT LIST

Table 4: 2022 - 2025 TIP Grouped Project List																										
November 17, 2021						2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)					2025 (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																										
243-11-010	1009-00-67, 73 1009-01-03,04	La Crosse County	Non-Infrastructure, La Crosse County. Equipment; Education, Encouragement, Enforcement and Evaluation Activities. Continuation of County Coordinator	Other	PE			Continued					Continued					Continued					Continued			TAP
					ROW																					
					Const																					
					Total																					
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	483.8			121.0	604.8			Construction Continued													
					Total	483.8			121.0	604.8																
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	591.4			147.8	739.2			Construction Continued													
					Total	591.4			147.8	739.2																
243-21-010	1009-01-25, 26	La Crosse County	Non-Infrastructure, La Crosse County, SRTS, Obligated in 2022 and 2023, Commencement 08/2024	Other	PE	138.0			34.5	172.5	138.0			34.5	172.5										TAP	
					ROW																					
					Const																					
					Total	138.0			34.5	172.5	138.0			34.5	172.5											

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## Illustrative Projects List

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

TABLE 5: ILLUSTRATIVE PROJECTS LIST

Sponsoring Agency	Description	Type	Year	Estimated Cost
City of Onalaska	Theater Rd from CTH PH to STH 16; Reconstruct; concrete pavement (5 lanes)	Re Const	2020-2023	\$800,000
City of Onalaska	CTH OS from STH 16 to Market Pl; widen to 7 lanes	Sys Pres	2024-2029	\$100,000
City of Onalaska	East Main St/Green Coulee Rd Corridor Improvements	Sys Pres	2024-2029	\$3,500,000
City of La Crosse	Wagon Wheel Trail Extension	Other	2020-2025	\$875,000
City of La Crescent	Wagon Wheel Trail Phase 4	Other	2026-2040	\$1,160,000
Town of Shelby	Mormon Coulee Greenway Trail	Other	2026-2040	\$1,800,000
City of La Crosse	Interstate 90 Corridor Shared-Use Trail	Other	2026-2040	\$28,425,600

## List of Projects Removed from the TIP

Projects removed from the 2022-2025 TIP are listed in Table 6.

TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2022-2025 TIP

Project Number	State ID Number	Sponsoring Agency	Project Description	Reason for Removal
243-18-013	028-606-024, 028-606-024AC	Houston County	**AC**: CSAH 6, From Winona County Line to Town Hall Road, Bituminous Reclamation / Bituminous Pavement (Need AC Payback)	Completed
243-18-014	236-090-003	City of La Crescent	La Crescent Wagon Wheel Trail Phase 3	Completed
243-20-032	TRS-3780-21	City of La Crescent	City of La Crescent; Purchase One (1) Class 400 Low Floor Bus (Replaces Unit 103)	Completed
243-17-012	1070-04-05, 25, 75	State of Wisconsin	IH 90, STH 157 Interchange resurface	Completed
243-18-011	7930-08-00, 20, 70	State of Wisconsin	STH 108 - West Salem - Melrose, Stan Olson Rd to L Pfaff Rd, Safety Improvements.	Completed
243-13-019	5346-00-00	La Crosse County	Drogseth Rd, Bostwick Creek Bridge P-32-0903. Bridge Replacement	Closed



TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2022-2025 TIP (CONTINUED)

Project Number	State ID Number	Sponsoring Agency	Project Description	Reason for Removal
243-20-033		City of La Crosse	MTU Replacement Service Vehicles, Two (2) Priuses	Completed
243-20-034		City of La Crosse	MTU Three (3) Replacement Service Vans	Completed
243-19-033		City of La Crosse	MTU purchase of one 35-ft Diesel Bus	Completed
243-19-034	VW-BUS-LACR-01	City of La Crosse	MTU purchase of one 35-ft Clean Diesel Bus	Completed
243-19-031	5991-07-40	City of La Crosse	MTU Buses, MTU Public Transit, 3 MTU Buses	Completed
243-18-027		Couleecap	Vehicle Loans, Mobility Management	Completed
243-09-010		Vernon County	Mobility Management, Volunteer Driver Program and Vernon County Minibus	Completed
243-20-018		Vernon Area Rehabilitation Center	One (1) Medium Bus Replacement Vehicle	Completed
243-21-003		Aptiv, Inc.	One (1) Minivan, Rear-Load for Vehicle Expansion	Completed
243-21-004		Monroe County	One (1) Bariatric Van, Side-Load, Vehicle Replacement	Completed
243-21-005		Tri-State Regional Ambulance, Inc.	One (1) Minivan, Rear-Load, Vehicle Replacement	Completed
243-20-025	5991-05-00	City of La Crosse	One (1) MTU Diesel Bus	Completed
243-20-036		La Crosse County	Rehabilitation/Rebuild, Two 30-ft Buses (ADA) – SMRT	Completed

## Wisconsin LRIP Open Projects County Summary Report

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

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

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

## 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 are obligated each year. This list is included in Table 7 and is also posted on the [LAPC website](#).

Table 7: List of 2020 Annual Obligated Projects

LAPC MPO Planning Area - 2020 Obligated Projects												
Federal Highway Administration			WI County	Project Title	Program Code Description	Earliest Authorization Date	PE Date	Construction Date	Total Cost Amount	Obligations Amount	Advance Construction	STIP Reference
Project Number	Recipient Project Number											
2020732	7930-00-70	La Crosse	WEST SALEM - MELROSE STAN OLSON ROAD TO LIPPAFF ROAD CONSTRUCTION SUR/PAVE BLDGRS BIG LET - CONTRACT VIA BID LETTING	SURFACE TRANS BLOCK GRTS-FLEX	03/05/2020		03/05/2020		1,460,387.06	1,492,309.07	0.00	243-18-011
2020732	7930-00-70	La Crosse	WEST SALEM - MELROSE STAN OLSON ROAD TO LIPPAFF ROAD CONSTRUCTION SUR/PAVE BLDGRS BIG LET - CONTRACT VIA BID LETTING	HIGHWAY SAFETY IMP PROJ FAST	03/05/2020		03/05/2020		823,811.26	823,811.26	0.00	243-18-011
2020664	7332-00-01	La Crosse	LA CROSSE - WESTBY BRICKYARD LANE TO CTH M CONST/ MILL AND OVERLAY LET - CONTRACT VIA BID LETTING	NATIONAL HIGHWAY PERF FAST	08/15/2020	07/13/2020			333,960.00	287,960.00	0.00	243-20-023
2020628	1640-00-61	La Crosse	LA CROSSE - SPARTA BRAUND ST TO CTH M CONST/ MILL AND OVERLAY LET - CONTRACT VIA BID LETTING	NATIONAL HIGHWAY PERF FAST	08/15/2020		08/15/2020		1,788,746.70	1,401,987.36	0.00	243-18-015
2020636	7575-00-71	La Crosse	LA CROSSE - SPARTA BRAUND ST TO CTH M CONST/ MILL AND OVERLAY LET - CONTRACT VIA BID LETTING	HIGHWAY SAFETY IMP PROJ FAST	08/15/2020		08/15/2020		903,435.22	0.00	82,742.58	243-18-019
2020636	7575-00-71	La Crosse	LA CROSSE - SPARTA BRAUND ST TO CTH M CONST/ MILL AND OVERLAY LET - CONTRACT VIA BID LETTING	8TH 16 - CTH 18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONST/ENGINEERING)	08/15/2020		08/15/2020		1,306,802.25	0.00	1,086,110.00	243-18-019
2021138	5991-00-43	La Crosse	C OF LA CROSSE - GILLETTE STREET CALDONIA ST TO GEORGE ST (STH-49) CONST/OPRE CONST/RCTION LET - CONTRACT VIA BID LETTING	SURFACE TRANS BLOCK-FLEX EXT	12/18/2020		12/18/2020		1,362,420.28	1,031,516.00	0.00	243-19-024
2021152	5120-00-04	La Crosse	LA CROSSE - CASHION FOREST RIDGE DRIVE TO CTH M RE/MILL AND OVERLAY RE IN-HOUSE DELIVERY (PRELIM OR CONST/ENGINEERING)	8TH 16 - CTH 18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONST/ENGINEERING)	11/19/2020	11/19/2020			325,800.00	280,640.00	0.00	243-20-030
2021164	7067-00-71	La Crosse	LA CROSSE - CASHION FOREST RIDGE DRIVE TO CTH M RE/MILL AND OVERLAY RE IN-HOUSE DELIVERY (PRELIM OR CONST/ENGINEERING)	BRIDGE 68% ON/OFF S-LU EXT	12/18/2020		12/18/2020		2,846,257.75	2,04,247.00	0.00	243-14-020
2021195	7332-00-70	La Crosse	LA CROSSE - WESTBY BRICKYARD LANE TO CTH M CONST/ MILL AND OVERLAY LET - CONTRACT VIA BID LETTING	8TH 16 - CTH 18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONST/ENGINEERING)	12/18/2020		12/18/2020		513,455.19	385,072.00	0.00	243-20-021
Federal Transit Administration												
Recipient Name	Federal Award ID	Application Name	Project Number	Project Name	FTA Amount	Non-FTA Amount	Total Project Eligible Cost	Award Date	Project Start Date	Project End Date	Description	
Orelands, City Of	Wt-2020-004-00	CAREB ACT - Orelands-Hillman-West Salem Shuttles Related COVID-19 Response Related Operating Assistance and capital expenses, replacement vehicles for 2020	Wt-2020-004-01-00	FY20-5307 CAREB ACT for Transit Expenses related to COVID-19	\$ 709,296.00	\$ -	\$ 709,296.00	2020-08-03	2020-08-01	2021-12-31	Shared the operating assistance, capital assistance for the purchase of four shared side vans, and COVID related expenses.	
La Crosse, City Of	Wt-2020-002-00	5307 Operating Assistance MN for 2020	Wt-2020-002-01-00	FY2019 2027 Operating Assistance for Minnesota (2020)	\$ 111,133.00	\$ 138,000.00	\$ 249,133.00	2020-08-06	2020-09-01	2020-12-31	Annual operating assistance for MTU-La Crescent Apple Express that provides service to the City of La Crescent.	
La Crosse, City Of	Wt-2021-006-00	5339 La Crescent Bus Shuttles	Wt-2021-006-01-00	FY18-5339 Capital - La Crescent Bus Shuttles	\$ 26,400.00	\$ 6,000.00	\$ 32,400.00	2020-12-29	2021-01-30	2021-08-30	Purchase and install 3 bus shuttles for the MTU-La Crescent Apple Express.	

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# Performance Measures & Targets

## Background

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MAP-21 and the FAST Act require 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

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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 ([LAPC/MnDOT/MTU](#) and [LAPC/WisDOT/MTU](#)) 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 8 and 9, 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 8: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2022

Safety Performance Measure	2016-2020 baseline	2020	2021	2022
<i>Fatalities</i> : Number of fatalities	596.6	564.7	576.0	584.7
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.938	0.888	0.890	0.919
<i>Serious Injuries</i> : Number of serious injuries	3,056.6	2,907.0	2,897.9	2,995.5
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	4.808	4.585	4.482	4.712
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	365.8	344.7	350.2	358.48

Source: Wisconsin Department of Transportation.

The 2021 MnDOT targets were established based on a trend from the 2019 outcome to the Strategic Highway Safety Plan goal for 2025 of no more than 225 traffic deaths and 980 serious injuries.

TABLE 9: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2021

Safety Performance Measure	2015-2019 baseline	2019	2020	2021
<i>Fatalities</i> : Number of fatalities	381.2	372.2	375.4	352.4
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.644	0.622	0.626	0.582
<i>Serious Injuries</i> : Number of serious injuries	1,629.6	1,711.0	1,714.2	1,579.8
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	2.755	2.854	2.854	2.606
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	285.8	267.5	317.0	281.2

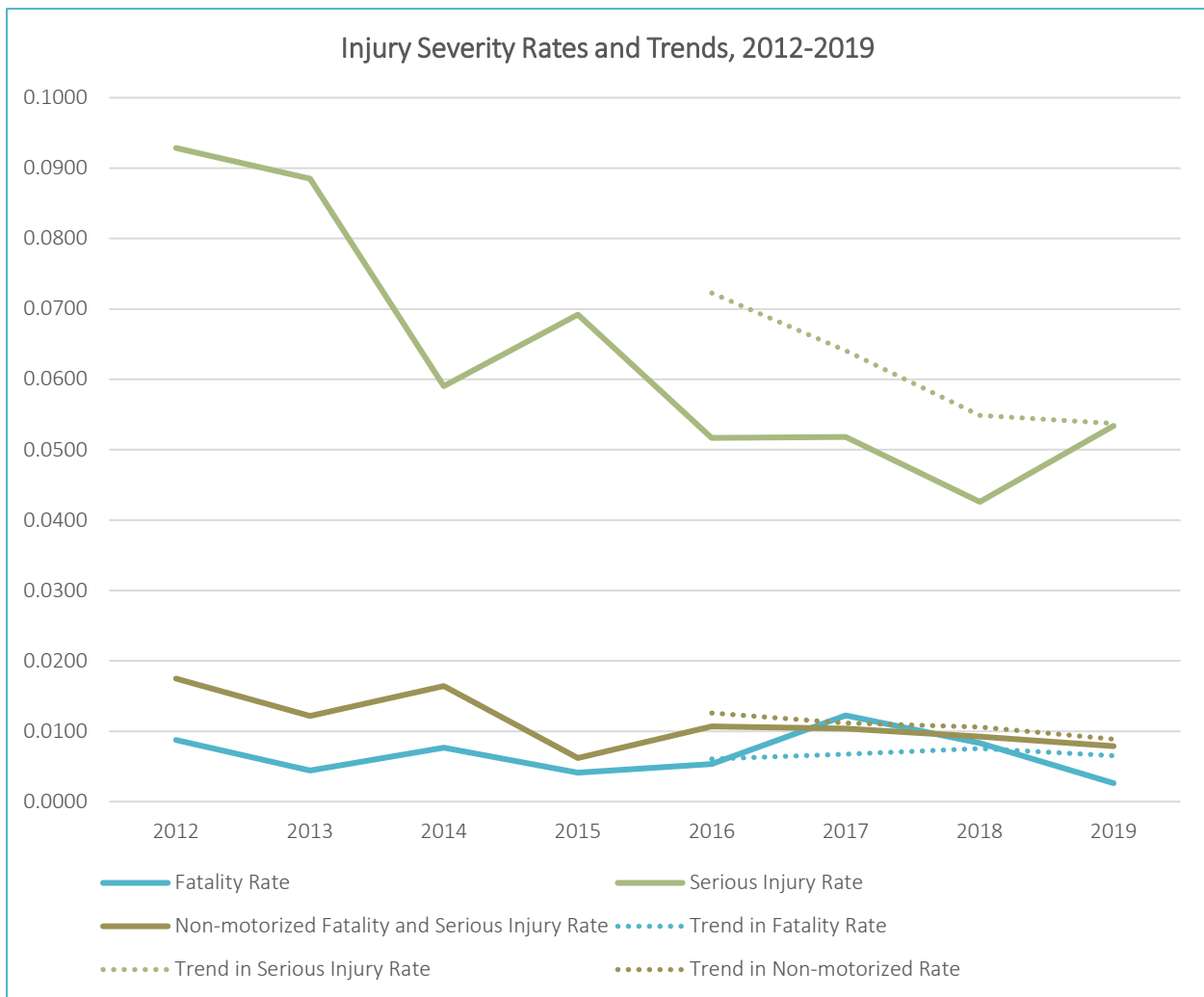
Source: Minnesota Department of Transportation.

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

### Performance Monitoring

Fatalities in the planning area in 2019 (3) were down 57.1% from the 5-year average for 2015-2019 (7.0) while serious injuries in 2019 (61) were up 6.3% from the 5-year average for 2015-2019 (57.4). Non-motorized fatalities and serious injuries in 2019 (9) was at its lowest total since 2015, resulting in a drop of 6.3% from the 5-year average of 9.6.

The rates (number of occurrences divided by million vehicle miles traveled) for fatalities, serious injuries, and non-motorized fatalities and serious injuries for 2012-2019 are shown in Figure 3 along with the trends in the moving averages from 2012-2016 to 2015-2019. From 2012-2016 to 2015-2019, the 5-year averages for the serious injury and non-motorized rates declined 25.6% and 29.5%, respectively. Then change in the 5-year average fatality rate between the two time periods increased 7.9% because of the high number of fatalities in 2017 (13) and second lowest VMT in 2015-2019.



**Figure 3: Injury severity rates and trends, 2012-2019.** Rates are calculated using MPA totals and La Crosse County VMT. Data sources: TOPS Lab, UW-Madison; WisDOT website.

## Highway and Bridge Condition and Performance

### State Targets

Table 10 lists the federal performance measures for the National Highway Performance Program (NHPP) and the targets established by the Wisconsin and Minnesota DOTs. Wisconsin DOT made no adjustments to their 4-year targets as is allowed by federal regulation at the period midpoint. Minnesota DOT, on the other hand, adjusted their 4-year targets for bridges in “good” condition for Interstate reliability.

TABLE 10: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM DRAFT TARGETS, 2018-2021

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

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

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

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

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

Sources: Wisconsin and Minnesota Departments of Transportation.

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

### Performance Monitoring

Table 11 reports the pavement and bridge condition and travel time reliability in the metropolitan planning area (MPA) for 2018 and 2019.

Over 73% of Wisconsin Interstate pavements (2018)<sup>1</sup> and over 70% of Minnesota Interstate pavements (2019) in the MPA are rated “good.” None of the Interstate in the MPA is rated “poor.”

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

<sup>1</sup> Pavement condition for Wisconsin pavements has not yet been made available for 2019.



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

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

TABLE 11: PLANNING AREA PERFORMANCE: NATIONAL HIGHWAY PERFORMANCE PROGRAM MEASURES

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

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

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

## Transit Asset Management (TAM)

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

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

Table 12 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 12: STATE OF GOOD REPAIR FOR ROLLING STOCK FOR LA CROSSE MUNICIPAL TRANSIT UTILITY (MTU) AND ONALASKA SHARED RIDE (OSR), 2020

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

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

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

## Public Transportation Agency Safety Plan (PTASP)

La Crosse MTU and OSR each approved and certified their respective PTASP in December 2020. The baselines and targets developed through coordination between the transit agencies and LAPC staff are reported in Table 13.

The LAPC, having approved these targets for the Metropolitan Planning Area at its March 17, 2021 meeting, hereby, commits to planning and programming projects that will support our transit agencies in meeting their targets.

TABLE 13: PUBLIC TRANSIT AGENCY SAFETY PLAN MEASURES AND TARGETS

Measure	La Crosse MTU		Onalaska Shared Ride	
	2014-2018 Baseline <sup>1</sup>	2021 Target <sup>2</sup>	2014-2018 Baseline <sup>1</sup>	2021 Target <sup>2</sup>
Total number of reportable fatalities	0.0	0.0	0.0	0.0
Rate of reportable fatalities per total VRM	0.0	0.0	0.0	0.0
Total number of reportable injuries	0.2	0.2	0.6	0.6
Rate of reportable injuries per total VRM	0.0	0.0	0.0	0.0
Total number of reportable safety events	0.4	0.2	2.0	2.0
Rate of reportable safety events per total VRM	0.0	0.0	0.0	0.0
Average distance between major mechanical failures	9,180.9	11,272.2	322,848.9	322,848.9

<sup>1</sup> 5-year average for the 5-yr period ending with the year of most recent data (2018).

<sup>2</sup> Best case from the 5-year averages for the three most recent 5-year periods (2012-2016, 2013-2017, 2014-2018) inclusive of the baseline period (2014-2018).

## 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 81 projects are programmed in this TIP. Seventeen of the projects are transit capital and/or operations projects; 13 are HSIP projects (two are rail safety); 4 are TAP projects (one bicycle/pedestrian bridge, one trail, and two Safe Routes to School), which could be considered safety projects as they will provide safe options for bicycle and pedestrian travel; 23 are National Highway Performance Program (NHPP) projects (two are also HSIP projects); 13 are Surface Transportation Block Grant (STBG) projects (one of which is a transit capital project); one is a Federal Land Access Program (FLAP) project; and 10 are projects that are being funded in whole by local (2 reconstruction and 2 bridge replacement) or state (5 system preservation and 1 transit operations) funds. The TIP also includes four ITS projects—one of which is also a HSIP/NHPP project.

Table 14 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.) Twenty-seven (33.3%) 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, 14 (17.5%) of the projects will improve pavement condition through pavement replacement, overlays, etc., rehabilitation, or reconstruction on the Interstate and non-Interstate NHS; 12 (14.8%) projects will improve the pavement on or replace bridges; 17 (21.0%) are intended to improve safety; and 8 (9.9%) can impact the state of good repair for transit. Thirteen (16.0%) of the projects could improve travel time reliability measures through new facilities, roundabouts, or ITS (monotubes, left-turn lanes, signal equipment).

TABLE 14: DISTRIBUTION OF TIP INVESTMENTS TOWARD ADDRESSING FEDERAL PERFORMANCE MEASURES

Performance Measure Category	2021-2024 TIP		2022-2025 TIP	
	# Projects	% of All (76) TIP Projects	# Projects	% of All (8) TIP Projects
Safety (HSIP)	10	13.2	13	16.0
Safety (TAP)	2	2.6	4	4.9
Transit (SGR)	15	19.7	8	9.9
Pavement Condition*	19	25.0	14	17.3
Bridge condition*	10	13.2	12	14.8
System Performance*	12	15.8	13	16.0
Freight (Interstate)	0	0.0	0	0.0

\*For the Interstate and non-Interstate NHS.

Projects are illustrated in Figure 4 and are symbolized by the category of the performance measure(s) they have the most potential to impact. Similar types of projects that occur on the non-NHS are illustrated in the same color, but in a different line or point attribute. TAP projects are symbolized as safety projects. Transit capital or operations projects are not illustrated. For reference to the TIP tables, projects in the figures are labeled with the last five digits of the project number.

# Community Impact Assessment

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

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

- *Low-income* refers to a person whose median household income is below 150%<sup>2</sup> the U.S. Department of Health and Human Services (HHS) poverty guidelines. Data source: C17002 Ratio of Income to Poverty Level.
- *Minority* refers to a person who identifies with being American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian or Other Pacific Islander, or some other race that is not White. Data source: B03002 Hispanic or Latino Origin by Race.
- *Limited-English proficient* refers to a person for whom English is not their primary language and who speaks English less than very well. Data source: S1601 Language Spoken at Home.
- *Disabled* refers to a person who reported having any one of the following difficulties: hearing, vision, cognitive, ambulatory, self-care, or independent living. Data source: B18101 Sex by Age by Disability Status.

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

Figure 4 illustrates the projects programmed within the four-year window of the 2022-2025 TIP in relation to Census tracts identified as having a high percentage of minority, low-income, LEP, and/or disabled persons. A tract is defined as “high percentage” when the lower-bound percentage (estimate minus the margin of error) of the tract is higher than the upper-bound percentage for the planning area (estimate plus the margin of error or 11.03% for minority, 20.63% for low-income, 2.98% for LEP, and 12.38% for disabled).

Table 15 summarizes the demographics for the high-percentage tracts. All the populated areas of the tracts are in the city of La Crosse.<sup>3</sup>

The projects and tract demographics may also be viewed in the LAPC’s new web map housed in the [Gallery](#) of La Crosse County’s [Land Information GIS Web App Portal](#).

<sup>2</sup>This threshold is consistent with the definition of “low-income” found in 49 U.S.C. 5302 as amended by MAP-21.

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

TABLE 15: TRACTS WITH A HIGH PERCENTAGE<sup>1</sup> OF MINORITY, LOW-INCOME, LEP, OR DISABLED PERSONS, 2015-2019

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

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

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

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

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

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

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

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

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

Table 16 shows the projects that fall within or border tracts with a high percentage of minority, low-income, LEP, and/or disabled persons. Projects are labeled with the last five digits of the LAPC project number listed in tables 3 and 4. Only projects with a known physical location are illustrated.

New facilities and reconstruction projects have the greatest potential to negatively impact populations because they involve acquiring property and working outside the existing right-of-way. Four projects—one new facility (243-06-013) and three reconstruction (243-13-015, 243-14-026, and 243-19-024)—have been identified within or bordering a high percentage tract.

The alignment shown in the figure for project 243-06-013 is the northern LAPC-approved portion of a new facility between IH 90 and USH 14/61 South Ave. It connects 12<sup>th</sup> Ave in Onalaska with Chestnut Pl in La Crosse and connects STH 157 in Onalaska with River Valley Dr in La Crosse. The project appears to potentially impact minority persons; however, the alignment of the project is within the unpopulated area of Tract 1.

Although projects 243-13-015 and 243-14-026 appear to impact disabled persons, the locations of housing facilities and work enhancement centers are well outside the project areas. The pedestrian accommodations included in these projects are designed to provide safer crossings and improved access.

Project 243-19-024 occurs on Gillette St between Caledonia St and STH 35/George St—a well-developed corridor with residences and businesses on both sides—and appears to have the potential to disproportionately impact minority persons. The reconstruction, however, does not require right-of-way acquisition. The project will have a positive impact on residents by improving transportation options with bike lanes and pedestrian crossing enhancements.

Seven of the remaining 10 projects listed in Table 16 involve resurfacing, concrete overlays, pavement replacement and the like and will have no negative impact. Projects 243-19-028, -029, and -30 will not only have no negative impacts they will have a positive impact by improving safety with enhanced pedestrian crossings and offset left-turn lanes for driver visibility. The final project (243-21-023) is a rail safety project and will have no negative impacts.

TABLE 16: PROJECTS WITHIN OR BORDERING HIGH PERCENTAGE TRACTS<sup>1</sup>

Project	Minority	Low-Income	LEP	Disabled
<b>243-06-013</b> USH 53, USH 14/61 – IH 90, Reconstruction	Tract 1			
<b>243-11-012</b> STH 33 (Jackson St), 3 <sup>rd</sup> St to 23 <sup>rd</sup> St, Surface		Tracts 3, 4	Tract 4	Tract 9
<b>243-11-024</b> STH 16 (La Crosse St), Oakland St to Losey Blvd, patch and overlay		Tract 5		
<b>243-13-015</b> USH 14, South Avenue; Green Bay St. to Ward Ave., Reconstruct roadway and improve intersections				Tract 9
<b>243-14-026</b> STH 35, La Crosse County Line to Garner Pl, reconstruct STH 35/USH 14/61 intersection				Tract 11.02
<b>243-19-022</b> USH 14, Cameron Ave and Cass St structures, paint and repair		Tract 3		
<b>243-19-024</b> Gillette St, Caledonia St to STH 35/George St, Reconstruct	Tract 1			
<b>243-19-027</b> USH 14/61, Mormon Coulee Rd/Broadview Pl intersection, left-turn lanes/monotubes				Tract 11.02
<b>243-19-028</b> STH 33/35, West Ave/Jackson St intersection, left-turn lanes/monotubes		Tract 4	Tract 4	
<b>243-19-029</b> STH 16/35, West Ave/La Crosse St intersection, left-turn lanes/monotubes		Tracts 4, 5	Tract 4	
<b>243-19-030</b> STH 35, West Ave/King St and West Ave/Badger St intersections, close medians and add crosswalks		Tracts 4, 5	Tract 4	
<b>243-20-016</b> USH 53, 3 <sup>rd</sup> St from Cass St to 2 <sup>nd</sup> St, pavement replacement		Tract 3		
<b>243-20-028</b> USH 53, 4 <sup>th</sup> St from Cass St to 2 <sup>nd</sup> St, pavement replacement		Tract 3		
<b>243-20-031</b> USH 14, Marion Rd to Garner Pl, mill & overlay				Tract 11.02
<b>243-21-023</b> Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement				Tract 11.02

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







# Financial Plan

The TIP Financial Plan (Table 17 and Table 18) lists anticipated annual expenditures by source and program (see Table 3).

Table 17 lists TIP expenditures in “year of expense” dollars. Project costs are inflated by 1.74% per year for 2023, 2024, and 2025. Table 18 lists anticipated funding with a 2.00% inflation factor applied to revenues for 2023, 2024, and 2025. This results in \$664,600 in revenues over expenditures.

**TABLE 17: 2022-2025 TIP FINANCIAL PLAN EXPENDITURES (X \$1000 WITH 1.74% ANNUAL INFLATION FACTOR APPLIED TO 2023-2025)**

Anticipated Expenditures (x \$1000 with 1.74% Annual Inflation Factor 2023 - 2025)						
FUNDING SOURCE / PROGRAM		2022	2023	2024	2025	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	678.1	29,647.2	611.1	1,253.3	32,189.8
	Surface Transportation Block Grant Program (STBG)	459.5	2,127.1	0.0	7,725.0	10,311.6
	National Highway Performance Program (NHPP)	11,378.0	2,999.2	14,434.6	23,168.4	51,980.2
	Emergency Relief (ER)	0.0	0.0	0.0	0.0	0.0
	Federal Land Access Program (FLAP)	0.0	0.0	0.0	0.0	0.0
	Transportation Alternatives Program (TAP)	1,213.2	140.4	0.0	0.0	1,353.6
Federal Transit Administration	Urban Area Formula Grant (5307)	2,447.9	2,168.7	2,206.4	2,244.8	9,067.8
	Bus and Bus Facilities Program (5339)	240.0	0.0	0.0	0.0	240.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	156.2	0.0	0.0	0.0	156.2
	Rural Area Formula Grants (5311)	237.5	0.0	0.0	0.0	237.5
<b>Total Federal</b>		<b>16,810.4</b>	<b>37,082.6</b>	<b>17,252.1</b>	<b>34,391.5</b>	<b>105,536.6</b>
Wisconsin	State Funds including Major Projects and State Transit Funds	6,406.3	7,812.1	5,460.2	9,686.4	29,364.9
Minnesota	State Funds Including State Construction Oversight	0.0	8,646.4	0.0	0.0	8,646.4
<b>Total State</b>		<b>6,406.3</b>	<b>16,458.5</b>	<b>5,460.2</b>	<b>9,686.4</b>	<b>38,011.3</b>
Local	Local Shares (Wisconsin)	8,566.9	9,715.3	3,430.9	3,480.9	25,194.0
	Local Shares (Minnesota)	263.0	267.6	272.2	277.0	1,079.8
<b>Total Local</b>		<b>8,829.9</b>	<b>9,982.8</b>	<b>3,703.2</b>	<b>3,757.9</b>	<b>26,273.8</b>
<b>Total Programmed Projects</b>		<b>32,046.5</b>	<b>63,523.9</b>	<b>26,415.4</b>	<b>47,835.8</b>	<b>\$169,821.7</b>

TABLE 18: 2022-2025 TIP FINANCIAL PLAN ESTIMATED AVAILABLE FUNDING (X \$1000 WITH 2.00% ANNUAL INFLATION FACTOR APPLIED TO 2023-2025)

Anticipated Revenues (x \$1000 with 2.00% Annual Inflation Factor 2023 - 2025)						
FUNDING SOURCE / PROGRAM		2022	2023	2024	2025	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	678.1	29,723.0	614.3	1,262.9	32,278.3
	Surface Transportation Block Grant Program (STBG)	459.5	2,132.5	0.0	7,784.4	10,376.4
	National Highway Performance Program (NHPP)	11,378.0	3,006.9	14,508.5	23,346.6	52,240.0
	Emergency Relief (ER)	0.0	0.0	0.0	0.0	0.0
	Federal Land Access Program (FLAP)	0.0	0.0	0.0	0.0	0.0
	Transportation Alternatives Program (TAP)	1,213.2	140.8	0.0	0.0	1,354.0
Federal Transit Administration	Urban Area Formula Grant (5307)	2,447.9	2,174.2	2,217.7	2,262.1	9,101.9
	Bus and Bus Facilities Program (5339 )	240.0	0.0	0.0	0.0	240.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	156.2	0.0	0.0	0.0	156.2
	Rural Area Formula Grants (5311)	237.5	0.0	0.0	0.0	237.5
<b>Total Federal</b>		<b>16,810.4</b>	<b>37,177.4</b>	<b>17,340.5</b>	<b>34,656.0</b>	<b>105,984.3</b>
Wisconsin	State Funds including Major Projects and State Transit Funds	6,406.3	7,832.1	5,488.1	9,760.9	29,487.3
Minnesota	State Funds Including State Construction Oversight	0.0	8,668.5	0.0	0.0	8,668.5
<b>Total State</b>		<b>6,406.3</b>	<b>16,500.5</b>	<b>5,488.1</b>	<b>9,760.9</b>	<b>38,155.8</b>
<b>Local</b>	Local Shares (Wisconsin)	8,566.9	9,740.1	3,448.5	3,507.7	25,263.2
	Local Shares (Minnesota)	263.0	268.3	273.6	279.1	1,084.0
<b>Total Local</b>		<b>8,829.9</b>	<b>10,008.3</b>	<b>3,722.1</b>	<b>3,786.8</b>	<b>26,347.2</b>
<b>Total Programmed Projects</b>		<b>32,046.5</b>	<b>63,686.3</b>	<b>26,550.7</b>	<b>48,203.8</b>	<b>\$170,487.2</b>

According to 23 CFR 450.326(j), the TIP “shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways...and public transportation....” Table 19 illustrates the local road and highway operations and maintenance expenses for 2016-2019.

Tables 19 illustrates O & M information for local road and Federal-aid highways. The projections provided are based off public road expense/revenue data collected and summarized for local units of government in the planning area. There is no clear data source for Federal-aid highway O & M expenses.

Total O & M expenses in the planning area averaged \$25,562,849 per year in 2020 dollars. Table 20 illustrates the estimated O & M expenses of Federal-aid road miles in planning area.

Table 19: Local Road and Highway Operations and Maintenance Expenses, 2016-2019

Jurisdiction	2016	2017	2018	2019
La Crosse County <sup>1</sup>	\$4,535,260	\$4,372,824	\$3,889,839	\$4,443,323
C. La Crosse	\$14,025,731	\$26,008,666	\$8,074,375	\$8,422,976
C. Onalaska	\$1,203,344	\$1,416,311	\$1,330,001	\$1,403,348
V. Holmen	\$831,374	\$790,916	\$809,509	\$1,030,528
V. West Salem	\$307,148	\$430,646	\$346,185	\$384,666
T. Barre	\$180,372	\$98,651	\$111,577	\$119,667
T. Campbell	\$213,416	\$250,573	\$287,585	\$290,920
T. Greenfield	\$124,225	\$328,909	\$377,886	\$465,267
T. Hamilton	\$354,227	\$471,578	\$480,202	\$246,033
T. Holland	\$126,591	\$174,974	\$190,779	\$424,577
T. Medary	\$94,335	\$178,696	\$187,760	\$157,149
T. Onalaska	\$263,071	\$376,888	\$353,252	\$356,512
T. Shelby	\$1,304,311	\$784,991	\$1,100,863	\$1,482,846
Houston County <sup>1</sup>	\$183,050	\$146,397	\$196,651	\$173,956
C. La Crescent	\$612,347	\$569,569	\$722,283	\$786,442
T. La Crescent	\$158,657	\$257,100	\$182,035	No Report
Winona County <sup>1</sup>	\$30,416	\$38,300	\$32,169	\$88,486
T. Dresbach	\$45,561	\$52,553	\$144,943	\$65,918
<b>Total Planning Area</b>	<b>\$24,593,436</b>	<b>\$36,748,542</b>	<b>\$18,817,894</b>	<b>\$20,342,614</b>

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

Sources: County and Municipal Revenues and Expenditures Report, Wisconsin Department of Revenue (2016-2019); Minnesota County, City, and Town Finances Reports (2016-2019).

Table 20: Highway Operations and Maintenance Cost Projections, 2021-2025

O & M	2020	2021	2022	2023	2024	2025
Expenses <sup>1</sup>	\$9,586,068 <sup>1</sup>	\$9,752,866	\$9,922,566	\$10,095,218	\$10,270,875	\$10,449,588
Revenues <sup>2</sup>	\$8,428,910 <sup>2</sup>	\$8,597,488	\$8,769,438	\$8,944,827	\$9,123,723	\$9,306,197

<sup>1</sup> 2020 base year calculated as the 4-year average of total local road and highway operation and maintenance expenses for the planning area (\$25,562,849) times 37.5% (estimated percent of Federal-aid road miles in planning area); 2021-2025 adjusted by a 1.74% expense inflation rate.

<sup>2</sup> 2020 base year 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; 2021-2025 adjusted by a 2.00% revenue inflation rate.

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

Table 21 illustrates O & M for public transportation providers in the planning area.

**Table 21: Anticipated Expenses and Revenues for Transit Operations and Maintenance**

<b>Transit O &amp; M Expenses &amp; Revenues</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Expenses <sup>1</sup>	\$7,237,571	\$7,363,505	\$7,491,630	\$7,621,984	\$7,754,607	\$7,889,537
Revenues <sup>2</sup>						
FTA 5307 (MTU, OHWSPT)	2,502,202	2,552,246	2,603,291	2,655,357	2,708,463	\$2,762,632
FTA 5311 (SMRT)	213,635	217,908	222,266	226,711	231,245	\$235,870
State Operating Assistance	2,246,709	2,291,643	2,337,477	2,384,226	2,431,910	\$2,480,548
Local (farebox, match, etc.)	2,595,033	2,646,934	2,699,872	2,753,869	2,808,948	\$2,865,127
<b>Total Revenues</b>	<b>\$7,557,579</b>	<b>\$7,708,731</b>	<b>\$7,862,906</b>	<b>\$8,020,163</b>	<b>\$8,180,566</b>	<b>\$8,344,177</b>

<sup>1</sup> 2020 base year, 2021-2025 annually inflated by 1.74%. Total expenses for MTU, OHWSPT, and SMRT.

<sup>2</sup> 2020 base year, 2021-2025 annually inflated by 2.00%. Unless otherwise noted, revenues are aggregates from MTU, OHWSPT, and SMRT.

*Sources:* Wisconsin Department of Transportation Revenue Estimates, March 2020; National Transit Database; TIP tables.

# Appendix A: Public Process

## Public Comment

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Comments received during the comment period that resulted in modifications to the TIP document include:

- Correcting the 4-year-target date in Table 10.
- Updating the contact information for the Minnesota District Transit Project Manager.
- Adding text linking to a new web map of TIP projects.
- Correcting a state project number from “72” to “52” in project 243-21-022.

## Public Notice and Resolution

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### Public Notices

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

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

## Website

### 2022-2025 Annual Transportation Improvement Program

This notice announces a 15-day public comment period beginning Tuesday, October 26, 2021 and ending Tuesday, November 9, 2021 for the 2022-2025 Transportation Improvement Program (TIP).

The TIP includes but is not limited to a listing of federal-funded, state-funded, and regionally significant projects; a discussion of how the projects support Wisconsin and Minnesota performance targets; and a discussion of how the projects impact underrepresented populations. Appendix A addresses the public process and will be updated after November 9, 2021 with any substantive comments received during the comment period.

Comments may be directed to Jackie Eastwood at [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org) or at 608.785.6141.

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

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

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

## E-mail

*Good morning, LAPC committee members and interested parties!*

*This notice announces a 15-day public comment period beginning Tuesday, October 26, 2021 and ending Tuesday, November 9, 2021 for the 2022-2025 Transportation Improvement Program (TIP).*

*The TIP includes but is not limited to a listing of federal-funded, state-funded, and regionally significant projects; a discussion of how the projects support Wisconsin and Minnesota performance targets; and a discussion of how the projects impact underrepresented populations. Appendix A addresses the public process and will be updated after November 9, 2021 with any substantive comments received during the comment period.*

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

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

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

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

*Jackie Eastwood*

*Transportation Planner*

*La Crosse Area Planning Committee*

*Metropolitan Planning Organization*

*212 6<sup>th</sup> St N, Room 1200*

*La Crosse WI 54601*

*608.785.6141 or 608.792.0520 (cell)*

The public notice and draft document were published on the website on Monday, October 25, 2021. The e-mail to LAPC committee members and interested parties announcing the public comment period and public notice was distributed on Tuesday, October 26, 2021.

## Resolution Approving the 2022-2025 TIP

The following resolution will be approved by the LAPC Policy Board on November 17, 2021.

### RESOLUTION 9-2021

#### APPROVING THE

#### *2022 -2025 La Crosse and La Crescent Metropolitan Area Transportation Improvement Program*

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

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

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

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

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

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

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

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

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

**BE IT FURTHER RESOLVED:** that the LAPC approves the 2022-2025 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

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Linda Seidel, Chair

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Peter Fletcher, Executive Director

Dated: November 17, 2021



# Appendix B: Minnesota MPO TIP Check List

**MPO:** La Crosse Area Planning Committee

**Contact name:** Jackie Eastwood

**TIP time period:** 2020-2023

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, 43-44 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	45-46 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	43-44 Appendix A
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	23-30
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets.	Yes / No	29-30
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 Table 3

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	13-16 Table 3
450.326(g)(2)	Individual project information	TIP includes estimated <b>total</b> cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	13-16 Table 3
450.326(g)(3)	Individual project information	TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.	Yes / No	13-16 Table 3; 39 Table 17
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	13-16 Table 3
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	45-46 resolution 9-2021

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	39-40 Tables 17 and 18
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	39-40 Tables 17 and 18
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	39-40 Tables 17 and 18
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	40 Table 18
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	41-42 Tables 19-21
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	39-42 Tables 17-21
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	40 Table 18
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	39-42 Tables 17-21
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	21 Table 7
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; 45-46 Resolution 9-2021

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# Appendix C: Contact Information

## LAPC Contact Information

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La Crosse Area Planning Committee  
La Crosse County Administrative Center  
212 6<sup>th</sup> Street N, Room 1200  
La Crosse, Wisconsin 54601

### LAPC Website

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

### Executive Director

Peter Fletcher  
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### Transportation Planner

Jackie Eastwood  
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E-mail: [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org)

### LAPC Subcommittees

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

## Department of Transportation Local Contacts

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### Wisconsin

Wisconsin Department of Transportation  
Southwest Region, La Crosse Office  
3550 Mormon Coulee Road  
La Crosse, WI 54601  
Phone: (608) 785-9022  
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- Angela Adams, Southwest Region Deputy Director  
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## Minnesota

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- Kurt Wayne, Principal Transportation Planner  
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- Matti Gurney, District Transit Project Manager  
E-mail: [matti.gurney@state.mn.us](mailto:matti.gurney@state.mn.us)

## Department of Transportation State Contacts

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### Wisconsin

Wisconsin Department of Transportation  
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- Alex Gramovot, Section Chief, Planning  
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- Jim Kuehn, Statewide MPO-RPC Coordinator  
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- Jill Mrotek Glezinski, Bicycle & Pedestrian Coordinator  
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## Minnesota

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- Philip Schaffner, Transportation Planning Director, MnDOT Office of Transportation System Management  
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- Megan Neeck, Public Transit Program Coordinator, MnDOT Office of Transit  
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- Voni Vegar, Large Urban (Section 5307) Program Coordinator, MnDOT Office of Transit  
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Email: [voni.vegar@state.mn.us](mailto:voni.vegar@state.mn.us)

## Federal Contacts

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### Federal Transit Administration (FTA)

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

- Kelley Brookins, Regional Administrator  
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- Evan Gross, Transportation Program Specialist  
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### Federal Highway Administration (FHWA)

#### Wisconsin Federal Highway Administration

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#### Minnesota Federal Highway Administration

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