LAPC
LA CROSSE AREA PLANNING COMMITTEE

2027-2030 TIP

Transportation Improvement Program



Approved on

October 21, 2026

2027-2030 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.

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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 2022 Federal Fiscal Year (September 30, 2022). The annual listing will represent 2022 projects as part of the 2023-2026 TIP.

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

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

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

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

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

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

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

Jurisdictions: The member units of government that are within the LAPC's planning area. The member jurisdictions include: the cities of La Crosse and Onalaska in Wisconsin and the city of La Crescent in Minnesota; the villages of French Island (formerly Town of Campbell), Holmen and West Salem in Wisconsin; and the towns of 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

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

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 2027-2030 TIP is developed in accordance with the Infrastructure Investment and Jobs Act signed into law in 2021 and codified in 23 United States Code 134 Metropolitan Transportation Planning. It includes projects and programs consistent with *Moving Ahead to 2055*—the Metropolitan Transportation Plan (MTP) for the MPA—approved by the LAPC on September 17, 2025.

About the LAPC

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

History

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

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

Urbanized Area

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

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

Metropolitan Planning Area (MPA)

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

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

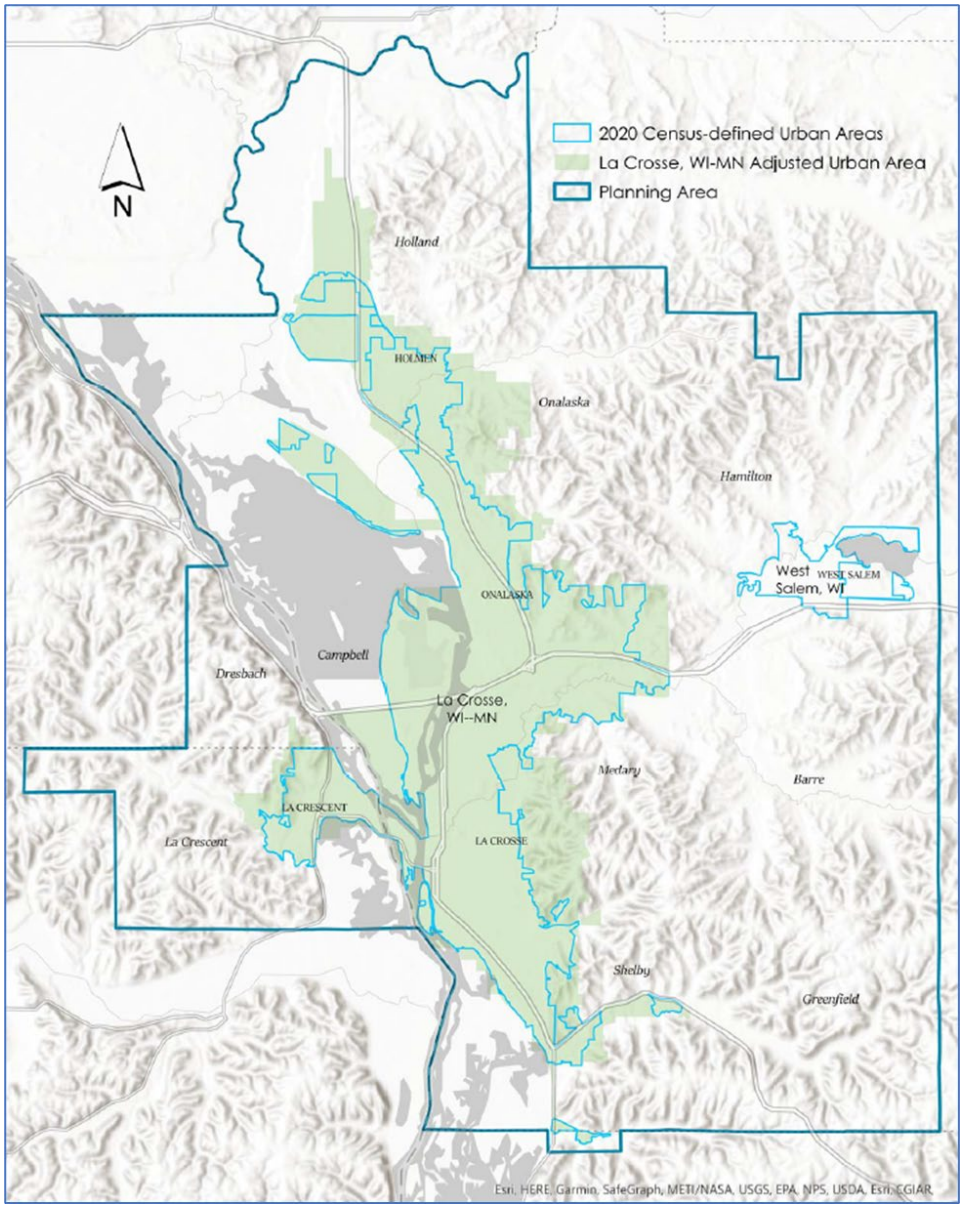


Figure 1: LAPC planning boundaries.

Governance and Organizational Structure

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

- City of La Crescent, MN
- City of La Crosse, WI
- City of Onalaska, WI
- Village of Holmen, WI
- Village of West Salem, WI
- Village of French Island, 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 three—an Executive Director, Senior Transportation Planner, and Associate 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.

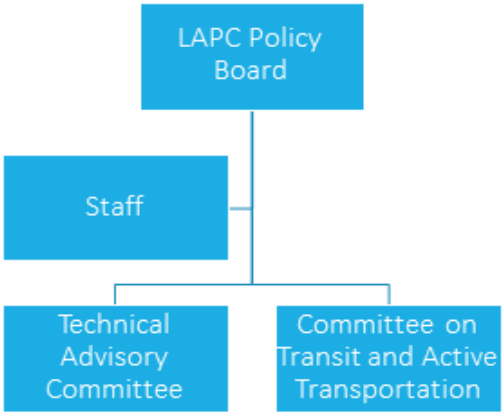


Figure 2: LAPC Committee Structure

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 in its committees convenient. This includes scheduling meetings in locations with good transit service and online 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	*Moving Ahead to 2055*; approved September 17, 2025.
Transportation Improvement Program (TIP)	*2027-2030 LAPC Transportation Improvement Program*, approved on October 21, 2026.
Planning Work Program (PWP)	*2027 LAPC Planning Work Program*; approved on October 21, 2026.
Public Participation Plan	*Public Participation Plan for the La Crosse Area Planning Committee*; approved on September 21, 2022.
MPO Cooperative Agreements	WisDOT/LAPC/MTU, May 8, 2017; MOU between MnDOT/LAPC/MTU, October 12, 2022; Intermunicipal Agreement for Metropolitan Planning Organization, approved September 15, 2021
Metropolitan Planning Area Boundary	Approved by the LAPC and MnDOT on March 20, 2013; approved by WisDOT on July 30, 2013.
Annual Listing of Obligated Projects	2025 list of obligated projects posted on the LAPC website: https://www.lacrossecounty.org/mpo.

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the *Title VI Non-Discrimination Program and Limited-English Proficiency Plan* approved on May 17, 2023.
- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the *Title VI Non-Discrimination Program and Limited-English Proficiency Plan* approved on May 17, 2023 and in the *Public Participation Plan for the La Crosse Area Planning Committee* approved on September 21, 2022.
- **Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26.** 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 September 21, 2022. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in the staff office at 212 6th St N, Room 1600, 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 September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.** The LAPC complies with this requirement through the policies identified in the *Public Participation Plan for the La Crosse Area Planning Committee* approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.** The LAPC complies with this requirement through the policies identified in the *Public Participation Plan for the La Crosse Area Planning Committee* approved on September 21, 2022. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in our office at 212 6th St N, Room 1600, La Crosse, WI 54601.

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

TIP Update Activities

Public Notification and Comment

The 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.

The 2027-2030 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 September 16, 2026, to coordinate with the MnDOT State TIP process.

TABLE 1: GENERAL SCHEDULE FOR TIP REVIEW AND APPROVAL

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

TIP Amendment Process

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

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

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

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

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

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

Project Prioritization Process

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

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

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

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

STP-U Project Selection Policies

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

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

3. Selection criteria will be included that awards additional points for having project design and right of way acquisition completed.
4. A municipality has the option of transferring STP-U funds from one STP-U-approved project to another STP-U-approved project with the following criteria:
    a. The municipality must drop one project completely when moving funding to another approved STP-U project.
    b. Any re-allocation of funds from one approved STP-U project to another will require action by the TAC and LAPC.
    c. Project sponsors are limited to two substitutions per project.
5. If an STP-U-funded project fails to meet, or is not anticipated to meet, the schedule assigned by the municipality and/or WisDOT, and the municipality has not transferred the funds according to the policy (4.) above, the TAC may re-allocate the funding in the following order:
    a. Allocate the funding to one or more other STP-U projects that are not funded up to 80% federal.
    b. Allocate the funding to a new STP-U-eligible project in accordance with the LAPC project selection criteria. The new project (or project phase) must meet the STP-U cycle timeline and be funded with at least 50% federal dollars.
6. If the amount of STP-U funding available is greater than two years of 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 Illustrative Projects List lists projects that are anticipated, but for which funding has not yet been identified.
- The List of Projects Removed from the TIP lists the status of projects that have been removed from the previous 4-year TIP.
- The Wisconsin *Local Roads Improvement Program (LRIP) Open Projects Summary Report* lists local road projects in the planning area. The LRIP list is located on the Wisconsin DOT website.
- The List of Annual Obligated Projects lists projects for which state and federal funding are obligated. The list is posted on the Transportation Improvement Program page of the LAPC website.

TIP Projects List

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

Project Number: Each project is assigned a unique number in the form 243-yy-###. The first part, "243," identifies the metropolitan area. The second part, "yy," identifies the year that the project entered the TIP (for example, "21" means that the project entered the TIP in 2021). 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 Const (Reconstruction)
- Major(E) (Major Expansion)
- Br Rehab (Bridge Rehabilitation)
- ER (Emergency Relief)
- Br Repl (Bridge Replacement)
- Rail
- Safety
- Transit
- Other

Project Costs: Project costs are listed 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).

Project Groupings: The projects in the table are grouped by mode: Road, Bicycle and Pedestrian, Transit, Rail, and Other. Some projects have multiple modes (i.e., roadway reconstruction project that is also adding protected bike lanes and updating pedestrian crossings for ADA compliance). These projects are listed in the mode group that is the primary focus. Projects listed in "Other" include non-infrastructure projects.

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

TABLE 2: PROJECT FUNDING SOURCES

FUNDING SOURCE*	CODE
Federal Highway Programs	
National Highway Performance Program	NHPP
Surface Transportation Block Grant Program	STBG
Surface Transportation Program	STP
Transportation Alternatives Program	TAP
Highway Safety Improvement Program	HSIP
Federal Lands Access Program	FLAP
Federal Emergency Relief (Flooding)	ER
Bridge Formula Program	BFP
Carbon Reduction Program	CRP
Safe Streets For All	SS4A
National Electric Vehicle Infrastructure Program	NEVI
Federal Transit Programs	
Urbanized Area Formula Grant	5307
Clean Fuels Grant Program	5308
Bus and Bus Facilities Program	5339
Enhanced Mobility of Seniors & Individuals with Disabilities	5310
Rural Area Formula Grants	5311
Other Federal Programs	
Rail Crossing Elimination Program	RCE
Intelligent Transportation Systems Program	ITS
State and Local Funding	
Major Highway Projects (Wisconsin)	MAJOR
Wisconsin or Minnesota State Funds (includes transit funds)	SF
Municipality Local Funds	LF

Year of Expenditures (YOE) in the TIP Projects List

Project costs presented in the TIP are expressed in Year of Expenditure (YOE) dollars and are reflected in both the individual project phase and total improvement cost levels and shown in program revenues. Inflationary projections for cost and revenue in years 2028-2030 have been incorporated into the project totals by the following compound rates: 2028- 2.93%; 2029- 5.72%; and 2030- 8.73%. Locally sponsored projects and MnDOT-sponsored projects incorporate YOE adjustments at the time of project application and award. WisDOT-sponsored projects and transit operating assistance projects are not initially programmed in YOE dollars; therefore, inflationary adjustments are applied to project costs programmed in fiscal years 2028 through 2030. These adjustments are applied to each project phase and the corresponding total improvement cost. The inflationary adjustment utilizes a compounded annual inflation rate derived from the S&P Global Index, as presented in the February 2026 Wisconsin Transportation Projects Commission (TPC) Report.

TABLE 3: 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

ROAD

ID	Agency	State ID	Description	Type	Fund Types (All)	Total Cost	Prior	2027	2028	2029	2030	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW
243-27-011	State of Minnesota	8581-02	I 90, JOINTS AND DRAINAGE REPAIRS FOR BRIDGE NOS. 85801 & 85802 OVER MISSISSIPPI RIVER (Ref. TIP #s 243-24-026 & 243-25-026)	Bridge Rehab	Local, NHPP, State-MN	$12,000,000	$0	$0	$0	$0	$12,000,000	$0	$5,400,000	$600,000	$6,000,000	$0	$12,000,000	$0	$0	$0	$0
243-26-019	State of Wisconsin	7570-05-01, 7570-05-71	STH 16, La Crosse - Sparta (Wagon Drive Intersection), Median Changes, Design Obligated 2026, Construction Anticipated 2029	Safety	HSIP, HSIP (Infl), State-WI, State-WI (Infl)	$680,506	$152,114	$0	$0	$528,392	$0	$0	$475,553	$204,953	$0	$0	$528,392	$0	$0	$152,114	$0
243-26-018	City of Onalaska	5991-02-79, 5991-02-80	12th Ave, City of Onalaska (Oak Forest Dr Intersection), Roundabout, Design Obligated 2026, Construction Anticipated 2029	Safety	HSIP, Local	$972,909	$27,700	$0	$0	$945,209	$0	$0	$850,688	$0	$122,221	$0	$945,209	$0	$0	$27,700	$0
243-26-017	State of Wisconsin	1640-03-32, 1640-03-62	US 14, La Crosse - Westby (CTH M to Cemetery Ln), Pav'd Shldr/Rumbles, Design Obligated 2026, Construction Anticipated 2029	Safety	HSIP, HSIP (Infl), State-WI, State-WI (Infl)	$576,926	$93,141	$0	$0	$483,785	$0	$0	$435,406	$141,520	$0	$0	$483,785	$0	$0	$93,141	$0
243-26-016	State of Wisconsin	1630-03-08, 1630-03-76, 1630-03-78	USH 53, La Crosse - Galesville (STH 157 to Sand Lake Rd) Pavement Replacement, Design Anticipated in 2026, Construction Anticipated in 2031-2032, Construction Advanceable to 2029	Pavement Replacement	HSIP, NHPP, State-WI	$12,170,500	$578,000	$0	$0	$0	$0	$11,592,500	$9,822,650	$2,347,850	$0	$0	$11,592,500	$0	$0	$578,000	$0
243-25-026	State of Minnesota	8581-01	RESURFACE MAINLINE BRIDGES ON I-90 OVER MISSISSIPPI, DRESBACH BRIDGES 85801 & 85802 (Ref. TIP #s 243-24-026 & 243-27-011)	Bridge Rehab	Local, NHPP, State-MN	$10,000,000	$0	$0	$10,000,000	$0	$0	$0	$4,500,000	$500,000	$5,000,000	$10,000,000	$0	$0	$0	$0	$0
243-25-024	State of Wisconsin	1641-03-07, 1641-03-27, 1641-03-77	Mormon Coulee Road/USH 14, City of La Crosse, Birch Street Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2025, Real Estate Anticipated in 2027, Construction Anticipated in 2029/2030	System Preservation	HSIP, HSIP (Infl), Local, State-WI, State-WI (Infl)	$932,463	$20,000	$5,661	$0	$906,802	$0	$0	$816,122	$96,341	$20,000	$0	$906,802	$0	$0	$20,000	$5,661
243-25-022	State of Wisconsin	1009-13-92	Various Highways, SW Region Pavement Marking (Epoxy Pavement Marking), approximately 17 miles of the approximate 185 miles is within LAPC on WIS 16, WIS 33 and WIS 157, Construction Obligated in 2025, Construction Anticipated in 25-26	System Preservation	State-WI, STBG	$3,453,734	$3,453,734	$0	$0	$0	$0	$0	$3,420,002	$33,732	$0	$0	$3,453,734	$0	$0	$0	$0
243-25-018	State of Wisconsin	1070-00-05, 1070-00-85	IH 90 (La Crosse to Sparta) Dresbach Bridges (B-32-222 & 223), Joint Replacement & Drainage System Repairs, Design Anticipated in 2026, Construction Anticipated in 2030 (other State Let - reimbursement to MN-DOT)	Bridge Rehab	NHPP, NHPP (Infl), State-WI, State-WI (Infl)	$4,168,471	$544,500	$0	$0	$0	$3,623,971	$0	$3,751,624	$416,847	$0	$0	$3,623,971	$0	$0	$544,500	$0
243-24-040	State of Wisconsin	5200-03-04, 5200-03-84	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint & Repair - Bridge Rahabilitation. Design Obligated in 2025, Construction Anticipated in 2032 (Advanceable to 2030-2031)	System Preservation / Bridge Rehab	NHPP, State-WI	$3,162,500	$642,500	$0	$0	$0	$0	$2,520,000	$2,016,000	$1,146,500	$0	$0	$2,520,000	$0	$0	$642,500	$0

243-24-039	State of Wisconsin	7570-05-36, 7570-05-66	STH 16 (La Crosse to Sparta), Moos Rd Intersection, Design Obligated in 2025, Construction Anticipated in 2028-2029	System Preservation	HSIP, HSIP (Infl), NHPP, NHPP (Infl), State-WI, State-WI (Infl)	$1,191,426	$74,010	$0	$1,117,416	$0	$0	$0	$993,794	$197,632	$0	$0	$1,117,416	$0	$0	$74,010	$0
243-24-038	State of Minnesota	2805-75	**ELLE** ON MN 16 FROM 0.37 MI. W. TH 61 TO TH 61, ON TH 61 FROM 0.3 MI E TH 16/61 TO 4TH ST. LT, BITUMINOUS MILL AND OVERLAY - TIED PROJET 2801-91	Pavement Replacement	Local, NHPP, State-MN	$2,500,000	$0	$0	$2,500,000	$0	$0	$0	$2,015,145	$459,855	$25,000	$0	$2,500,000	$0	$0	$0	$0
243-24-031	City of La Crosse	5991-07-84, 5991-07-85	Green Bay Street, City of La Crosse, 9th Street South to 14th Street S, Reconstruct, Design Obligated in 2024, Construction Anticipated in 2029	Reconstruction	Local, STBG	$1,708,150	$22,750	$0	$0	$1,685,400	$0	$0	$1,040,000	$0	$668,150	$0	$1,685,400	$0	$0	$22,750	$0
243-24-030	City of Onalaska	5991-02-77, 5991-02-78	CTH SS. City of Onalaska, 12th Avenue S. to Crossing Meadow Dr, Pavement Replacement, Design Obligated in 2024, Construction Anticipated in 2027-2028	Pavement Replacement	Local, STBG	$639,195	$14,145	$625,050	$0	$0	$0	$0	$379,100	$0	$260,095	$0	$625,050	$0	$0	$14,145	$0
243-24-029	La Crosse County	5991-08-12, 5991-08-13	CTH MH, Village of Holmen, Briggs Road to CTH HD, Pavement Replacement, Design Obligated in 2024, with Construction Anticipated in 2028	Pavement Replacement	Local, STBG	$1,368,758	$25,658	$0	$1,343,100	$0	$0	$0	$849,500	$0	$519,258	$0	$1,343,100	$0	$0	$25,658	$0
243-24-028	La Crosse County	7077-00-00, 7077-00-70	CTH W, CTH D - CTH M (Johnson Coulee Creek Bridge B-32-0001), Bridge Replacement, Design Obligated in 2024, with Construction Anticipated in 2027-2028	Bridge Replacement	BFP, Local	$993,445	$114,845	$878,600	$0	$0	$0	$0	$775,612	$0	$217,833	$0	$878,600	$0	$0	$114,845	$0
243-24-027	State of Wisconsin	5120-03-04, 5120-03-24, 5120-03-74, 5120-03-76	STH 33/State Road, City of La Crosse, Losey Blvd to East City Limits (including Bridge Rehab B-32-0083), Pavement Replacement, Design Obligated in 2025, Real Estate Anticipated in 2028, Construction Anticipated in 2032	System Preservation / Bridge Rehab	Local, State-WI, State-WI (Infl), STBG	$8,572,711	$1,000,000	$0	$113,316	$0	$0	$7,459,395	$5,508,740	$2,240,501	$823,470	$0	$7,459,395	$0	$0	$1,000,000	$113,316
243-24-026	State of Wisconsin	1070-00-04, 1070-00-84	IH 90 (La Crosse to Sparta) Dresbach Bridges (B-32-222 & 223), Polymer Deck Overlays, Design Obligated in 2024, Construction Anticipated in 2028 (other State Let - reimbursement to MN-DOT) (Ref. TIP #s 243-25-026 & 243-27-011)	Bridge Rehab	NHPP, NHPP (Infl), State-WI, State-WI (Infl), STP	$6,022,023	$770,000	$0	$5,252,023	$0	$0	$0	$5,419,821	$602,202	$0	$0	$5,252,023	$0	$0	$770,000	$0
243-23-034	City of La Crosse	5991-07-82, 5991-07-83	Losey Boulevard, City of La Crosse, Mormon Coulee Road to Ward Avenue, Reconstruct, Design Obligated in 2024, Construction anticipated in 2027-2028 *Total Improvement Cost: $2,173,343	Reconstruction	HSIP, Local	$2,739,565	$80,965	$2,658,600	$0	$0	$0	$0	$1,710,000	$0	$1,029,565	$0	$2,658,600	$0	$0	$80,965	$0
243-23-033	City of La Crosse	5991-07-80, 5991-07-81	Losey Boulevard, City of La Crosse, Main Street Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2024, Construction Obligated in 2026	System Preservation	HSIP, Local	$820,002	$820,002	$0	$0	$0	$0	$0	$690,568	$0	$129,434	$0	$767,863	$0	$0	$52,139	$0
243-23-030	La Crosse County	5991-08-10, 5991-08-11	CTH OT, STH 35 - CTH SN, Pavement Replacement, Design Obligated in 2023, with Construction Anticipated in 2026	Pavement Replacement	Local, STBG	$2,974,079	$2,974,079	$0	$0	$0	$0	$0	$2,332,596	$0	$641,483	$0	$2,915,745	$0	$0	$58,334	$0

243-23-029	La Crosse County	7269-00-01, 7269-00-71	Casberg Coulee Road, Town of Holland, Long Coulee Creek Bridge Replacement of B-32-095, Design Obligated in 2023, Construction Obligated in 2024	Bridge Replacement	BFP, Local, State-WI, STBG, STP	$836,019	$836,019	$0	$0	$0	$0	$0	$601,234	$146,919	$87,866	$0	$728,847	$0	$0	$107,172	$0
243-23-025	City of La Crosse	5991-07-67, 5991-07-68, 5991-07-69	Monitor Street, City of La Crosse, Rose Street to Lang Drive, Reconstruct, Design Obligated in 2023, Construction Anticipated in 2027-28	Reconstruction	Local, STBG	$3,363,135	$39,326	$3,323,809	$0	$0	$0	$0	$1,726,000	$0	$1,637,135	$0	$3,323,809	$0	$0	$39,326	$0
243-23-023	State of Wisconsin	1630-09-01,02, 21, 22, 23, 24, 25, 26, 27, 28, 51, 60, 70, 71, 72, 73, 74, 75, 76, 77, 78	USH 53, La Crosse - Galesville (STH 35 to IH 90), Reconstruct, Design Obligated in 2023 & 2026, Construction Anticipated 2028-2032, Master Group TIP #: 243-22-021	Reconstruction	MAJORS - WI, MAJORS - WI (BONDS), MAJORS - WI (Infl), NHPP, NHPP (Infl), STBG	$148,381,751	$19,962,089	$303,000	$2,309,299	$32,089,723	$40,012,640	$53,705,000	$109,567,816	$38,813,935	$0	$0	$126,836,409	$0	$0	$19,946,622	$1,598,720
243-23-022	State of Wisconsin	5221-09-00, 01, 22, 23, 24, 25, 26, 52, 53, 72, 73, 74, 75, 76	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Reconstruct, Design Obligated 2023 & 2024, Master Group TIP #: 243-22-021, Real Estate Anticipated 2026-2027, Construction Anticipated 2028-2030, *Total Improvement Cost: $82,400,000	Reconstruction	Local, MAJORS - WI, MAJORS - WI (BONDS), MAJORS - WI (Infl), NHPP, State-WI, STBG, STBG (Infl)	$91,214,920	$9,366,169	$2,716,316	$37,457,156	$41,675,279	$0	$0	$64,907,585	$26,240,619	$66,716	$0	$78,576,213	$0	$0	$7,303,682	$5,335,025
243-23-021	State of Wisconsin	7575-09-02	STH 16, La Crosse - Sparta (STH 35 to IH 90), includes WIS 157 from WIS 16 to IH 90, Preliminary Engineering/NEPA, Reconstruct, Design Obligated in 2023, Master Group TIP #: 243-22-021	Reconstruction	MAJORS - WI, MAJORS - WI (BONDS)	$1,792,860	$1,792,860	$0	$0	$0	$0	$0	$0	$1,792,860	$0	$0	$0	$0	$0	$1,792,860	$0
243-23-020	State of Wisconsin	7575-09-01, 7575-09-21, 7575-09-71, 7575-09-72	STH 16, La Crosse - Sparta (USH 53 to STH 35), Preliminary Engineering/NEPA, Pavement Replacement, Design Obligated in 2024, Real Estate Anticipated in 2026, Construction Anticipated in 2028, Master Group TIP #: 243-22-021	Pavement Replacement	Local, Local (Infl), MAJORS - WI, MAJORS - WI (BONDS), MAJORS - WI (Infl), STBG, STBG (Infl)	$6,204,722	$1,244,522	$0	$4,960,200	$0	$0	$0	$3,111,474	$1,990,156	$1,103,092	$0	$4,960,200	$0	$0	$994,522	$250,000
243-23-015	La Crosse County	5096-00-00	CTH O, CTH OA - CTH M, Bridge Replacement of B-32-020. Design Obligated in 2023. Construction not Currently Scheduled/Obligated	Bridge Replacement	Local	$14,144	$14,144	$0	$0	$0	$0	$0	$0	$0	$14,144	$0	$0	$0	$0	$14,144	$0
243-22-034	State of Wisconsin	7570-05-06, 7570-05-26, 7570-05-76	STH 16, La Crosse - Sparta (Veterans Park to CTH M), Pavement Replacement, Design Obligated in 2022, Real Estate Anticipated in 2027 and Construction Anticipated in 2029	Pavement Replacement	NHPP, NHPP (Inflation), State-WI, State-WI (Infl), STP	$4,445,374	$317,420	$0	$4,127,954	$0	$0	$0	$3,402,363	$1,043,011	$0	$0	$4,127,954	$0	$0	$307,309	$10,111
243-22-030	State of Wisconsin	5991-02-03, 5991-02-23, 5991-02-73, 5991-02-76	STH 157 - Main St. City of Onalaska (5th Ave S TO 0.05 East of 17th Ave), Pavement Replacement, Design Obligated in 2022, ROW	Pavement Replacement	Local, Local (Infl), NHPP,	$7,265,404	$493,000	$0	$0	$6,772,404	$0	$0	$3,399,539	$1,227,884	$2,637,981	$0	$6,772,404	$0	$0	$460,000	$33,000

			Anticipated in 2026, Construction Anticipated in 2029 (Advanceable to 2028)		NHPP (Infl), State-WI, State-WI (Infl)															
243-22-027	La Crosse County	5346-00-01, 5346-00-71	Drogseth Road, Town of Barre, Bostwick Creek Bridge Replacement P-32-903 (new B-32-231), Design Obligated in 2022, Construction Obligated in 2024	Bridge Replacement	Local, State-WI, STP	$626,991	$626,991	$0	$0	$0	$0	$0	$485,034	$121,258	$20,699	$0	$612,831	$0	$0	$14,160	$0
243-22-024	City of La Crosse	5991-07-60, 5991-07-61, 5991-07-62	6th Street, City of La Crosse, Cass Street to State Street, Reconstruct, Design Obligated in 2022, Construction Obligated in 2025	Reconstruction	Local, STBG	$2,896,322	$2,896,322	$0	$0	$0	$0	$0	$1,656,321	$0	$1,240,001	$0	$2,853,569	$0	$0	$42,753	$0
243-22-022	City of Onalaska	5991-02-70, 5991-02-71	Theater Road, City of Onalaska, CTH OS to Midwest Drive, Resurface, Design Obligated in 2023, Construction Obligated in 2025	System Preservation	Local, STBG	$492,256	$492,256	$0	$0	$0	$0	$0	$351,395	$0	$140,861	$0	$480,183	$0	$0	$12,073	$0
243-22-021	State of Wisconsin	1630-09-00	USH 53, USH 14/61 - IH 90 (PE thru Environmental Document/Study - Includes USH 14/61, USH 53, WIS 16, WIS 35), Reconstruct, Design obligated 2022, Other related TIP #'s: 243-20-016, 243-20-028, 243-23-020, 243-23-021, 243-23-022, 243-23-023	Reconstruction	MAJORS - WI (BONDS), State-WI	$979,957	$979,957	$0	$0	$0	$0	$0	$0	$979,957	$0	$0	$0	$0	$0	$979,957	$0
243-22-019	State of Wisconsin	1630-03-04, 1630-03-24, 1630-03-74	USH 53, La Crosse - Galesville (Sand Lake Rd to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Real Estate Anticipated in 2031, Construction Anticipated in 2031-2032 (Advanceable to 2029)	Pavement Replacement	NHPP, State-WI, STP	$33,503,240	$2,500,000	$0	$0	$0	$0	$31,003,240	$25,421,432	$8,081,808	$0	$0	$30,995,540	$0	$0	$2,500,000	$7,700
243-22-018	State of Wisconsin	1630-03-03, 1630-03-25, 1630-03-73, 1630-03-75, 1630-03-77	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Obligated in 2022, Real Estate Anticipated in 2026, Construction Anticipated in 2028-2029	System Preservation	NHPP, NHPP (Infl), State-WI, State-WI (Infl)	$12,298,738	$1,175,267	$0	$11,123,471	$0	$0	$0	$9,794,322	$2,504,416	$0	$0	$11,123,471	$0	$0	$1,130,767	$44,500
243-21-021	State of Wisconsin	1071-01-02, 1071-01-82	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface & Deck Replacements (B-32-23, 24, & 27), Design Obligated in 2022, Construction Anticipated 2027-2028	System Preservation / Bridge Rehab	NHPP, State-WI	$19,269,548	$651,000	$18,618,548	$0	$0	$0	$0	$17,082,193	$2,187,355	$0	$0	$18,618,548	$0	$0	$651,000	$0
243-21-018	La Crosse County	7272-00-02, 7272-00-72	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Obligated in 2021, Construction Obligated in 2024, Construction in 2025	Bridge Replacement	BFP, Local, State-WI	$576,028	$576,028	$0	$0	$0	$0	$0	$389,968	$97,492	$88,568	$0	$561,868	$0	$0	$14,160	$0
243-21-017	La Crosse County	5436-00-07, 5436-00-77	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Obligated in 2021. Construction Obligated in 2026, Construction in 2026-2027	Bridge Replacement	BFP, Local	$1,554,995	$1,554,995	$0	$0	$0	$0	$0	$1,036,060	$0	$518,935	$0	$1,528,447	$0	$0	$26,548	$0
243-21-016	La Crosse County	5436-00-06	CTH M, CTH I - CTH O, Reconstruct. Design Obligated in 2021. Construction not Currently Scheduled/Obligated	Reconstruction	Local	$16,200	$16,200	$0	$0	$0	$0	$0	$0	$0	$16,200	$0	$0	$0	$0	$16,200	$0
243-21-002	State of Wisconsin	1630-03-00, 1630-03-80	USH 53, La Crosse - Galesville (B-32-131, 132, 135, 136, 139, 140), Bridge Rehabilitations, Design Obligated in 2022, Construction	System Preservation / Bridge Rehab	NHPP, State-WI	$17,203,869	$1,433,869	$0	$0	$0	$0	$15,770,000	$12,616,000	$4,587,869	$0	$0	$15,770,000	$0	$0	$1,433,869	$0

			Anticipated in 2031-2032, (Advanceable to 2029)																	
243-20-031	State of Wisconsin	1640-01-05, 1640-01-75	USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design Obligated 2020, Construction Obligated in 2024-2025	System Preservation	State-WI	$1,367,671	$1,367,671	$0	$0	$0	$0	$0	$0	$1,367,671	$0	$0	$1,258,371	$0	$0	$109,300	$0
243-20-030	State of Wisconsin	5120-05-04, 5120-05-74	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2029 (Advanceable to 2026-2027)	System Preservation	Local, Local (Infl), State-WI, State-WI (Infl), STBG, STBG (Infl)	$8,115,142	$352,770	$0	$0	$7,762,372	$0	$0	$6,460,290	$1,615,072	$39,780	$0	$7,762,372	$0	$0	$352,770	$0
243-20-027	State of Wisconsin	1074-00-31, 1074-00-61	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-57). Design Obligated in 2022, Construction Anticipated in 2027-2028	System Preservation / Bridge Rehab	NHPP, State-WI	$905,484	$88,922	$816,562	$0	$0	$0	$0	$734,906	$170,578	$0	$0	$816,562	$0	$0	$88,922	$0
243-20-017	La Crosse County	5347-00-00	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.	Reconstruction	Local	$22,200	$22,200	$0	$0	$0	$0	$0	$0	$0	$22,200	$0	$0	$0	$0	$22,200	$0
243-19-035	State of Wisconsin	7140-00-02, 7140-00-82	STH 35, La Crosse - Trempealeau (Black River Bridges B-32-016 and B-32-018). Replacement, Design Obligated in 2019 and Construction Anticipated in 2028-2029	Bridge Replacement	State-WI, State-WI (Infl), STBG, STBG (Infl)	$26,791,136	$685,000	$0	$26,106,136	$0	$0	$0	$21,432,909	$5,358,227	$0	$0	$26,106,136	$0	$0	$685,000	$0
243-19-034	State of Wisconsin	3700-10-64, 7575-01-06, 7575-01-26, 7575-01-66, 7575-01-76	STH 16, La Crosse - Sparta (Losey Blvd to South Kinney Coulee Rd). Pavement Repair, Mill & Overlay and Signal Replacement, Design Obligated in 2019, Real Estate Obligated in 2024 and Construction Obligated in 2025, Additional Construction Anticipated in 2028 (Advanceable to 2026)	System Preservation	Local, NHPP, NHPP (Infl), State-WI, State-WI (Infl), STBG	$11,317,618	$9,006,850	$0	$2,310,768	$0	$0	$0	$7,872,347	$3,400,916	$44,355	$0	$10,630,919	$0	$0	$454,098	$232,601
243-19-029	City of La Crosse	7575-07-70	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (TIP 243-19-026), Construction Obligated in 2022.	System Preservation		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
243-19-023	State of Wisconsin	7930-08-01, 7930-08-21, 7930-08-71	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181. Design Obligated in 2019, Real Estate Obligated in 2021, Construction in 2023-2024	System Preservation / Bridge Rehab		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
243-19-020	State of Wisconsin	1070-04-34, 1070-04-64	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Rehabilitation B-32-73. Design Obligated in 2019, Construction Obligated in 2025, Construction in 2026-2027	System Preservation / Bridge Replacement	NHPP, State-WI	$7,714,668	$7,714,668	$0	$0	$0	$0	$0	$6,943,200	$771,468	$0	$0	$6,690,618	$0	$0	$1,024,050	$0

243-19-017	State of Wisconsin	7575-01-35, 7575-01-65	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair. Design Obligated in 2019, Construction Obligated in 2025	System Preservation / Bridge Rehab	NHPP, State-WI	$4,173,762	$4,173,762	$0	$0	$0	$0	$0	$2,965,276	$1,208,486	$0	$0	$3,898,417	$0	$0	$275,345	$0
243-18-017	State of Wisconsin	1071-07-06, 1071-07-76	IH 90, La Crosse - Sparta (STH 16 - CTH C), Pav't & Bridge Replacement, Design Anticipated in 2027, Construction Anticipated beyond the TIP	Pavement Replacement	NHPP, State-WI	$31,218,200	$0	$1,694,200	$0	$0	$0	$29,524,000	$28,096,380	$3,121,820	$0	$0	$29,524,000	$0	$0	$1,694,200	$0
243-14-026	State of Wisconsin	5163-07-02, 5163-07-20, 5163-07-24, 5163-07-42, 5163-07-43, 5163-07-52, 5163-07-53, 5163-07-72, 5163-07-77	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, - UTL 2024, Construction Obligated in 2025-2026	Reconstruction	Local, NHPP, State-WI, STBG	$22,689,120	$22,689,120	$0	$0	$0	$0	$0	$16,717,722	$5,775,435	$195,963	$0	$19,851,301	$0	$0	$2,250,387	$587,432

BICYCLE AND PEDESTRIAN

ID	Agency	State ID	Description	Type	Fund Types (All)	Total Cost	Prior	2027	2028	2029	2030	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW
243-27-014	La Crosse County		Non-Infrastructure, La Crosse County, SRTS, Anticipated 2028-2029	Other	Local, TAP	$598,494	$0	$0	$598,494	$0	$0	$0	$478,795	$0	$119,699	$0	$0	$598,494	$0	$0	$0
243-27-013	City of Onalaska	5991-02-83, 5991-02-84	STH 16 Trail Connection, City of Onalaska (CTH PH - S. Kinney Coulee Rd), TAP, Design Anticipated 2027, Construction Anticipated 2030	Other	Local, TAP	$317,480	$0	$15,000	$0	$0	$302,480	$0	$241,984	$0	$75,496	$0	$302,480	$0	$0	$15,000	$0
243-27-012	City of La Crosse	5991-07-55, 5991-07-56	King Street Greenway, City of La Crosse (3rd Street - 7th Street), TAP, Design Anticipated 2027, Construction Anticipated 2030	Other	Local, TAP	$1,022,142	$0	$15,000	$0	$0	$1,007,142	$0	$805,713	$0	$216,429	$0	$1,007,142	$0	$0	$15,000	$0
243-27-010	City of La Crescent	236-107-001	**CRP**INSTALL RRFB AT A MID-BLOCK CROSSING OF REDWOOD ST EAST IN LA CRESCENT	Other	CRP, Local	$30,000	$0	$0	$0	$30,000	$0	$0	$24,000	$0	$6,000	$0	$30,000	$0	$0	$0	$0
243-26-021	Couleecap	5311S26-JARC5, 5311S26-JARC6	Couleecap WETAP transit operating assistance, mobility management, and vehicle loans. Serves Crawford, La Crosse, Monroe, and Vernon Counties.	Transit	5311, Local	$131,934	$131,934	$0	$0	$0	$0	$0	$98,676	$0	$33,258	$80,400	$0	$0	$51,534	$0	$0
243-26-020	City of La Crescent	236-090-006	CITY OF LA CRESCENT TRAIL EXTENSION ALONG CHESTNUT ST AND HWY 16.	Other	Local, TAP	$2,100,000	$0	$0	$0	$2,100,000	$0	$0	$1,575,000	$0	$525,000	$0	$2,100,000	$0	$0	$0	$0
243-26-020	City of La Crescent	236-090-006	CITY OF LA CRESCENT TRAIL EXTENSION ALONG CHESTNUT ST AND HWY 16.	Other	Local, TAP	$2,100,000	$0	$0	$0	$2,100,000	$0	$0	$1,575,000	$0	$525,000	$0	$2,100,000	$0	$0	$0	$0
243-26-015	State of Wisconsin	1071-05-72	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering, Construction Obligated in 2026	Other	State-WI	$156,637	$156,637	$0	$0	$0	$0	$0	$0	$156,637	$0	$0	$156,637	$0	$0	$0	$0
243-25-028	City of La Crescent	8806-CRPLA-27, 8806-CRPLA-28	**CRP** CITY OF LA CRESCENT: LED STREET LIGHTING UPGRADES, WALNUT STREET FROM S. 3RD ST. TO WALNUT PL., INCLUDING SHORT SEGMENT ON N. 4TH ST.	Other	CRP, Local	$240,000	$0	$120,000	$120,000	$0	$0	$0	$21,000	$0	$219,000	$240,000	$0	$0	$0	$0	$0
243-25-025	City of La Crescent	236-591-003	CITY OF LA CRESCENT - CONSTRUCT 8 WALKING AND BIKING STRUCTURES, CITY OF LA	Other	Local, TAP	$447,200	$0	$447,200	$0	$0	$0	$0	$223,280	$0	$223,920	$447,200	$0	$0	$0	$0	$0

			CRESCENT - SAE ROUTES TO SCHOOL																	
243-25-021	City of Onalaska	5991-02-81, 5991-02-82	East Avenue Sidewalk, City of Onalaska, Century Pl to Oak Park Dr, Carbon Reduction Program (CRP), Design Obligated 2025, Construction Anticipated 2027-2028	Other	CRP, Local	$503,386	$503,386	$0	$0	$0	$0	$0	$391,393	$0	$111,993	$0	$489,241	$0	$0	$14,145	$0
243-25-020	City of La Crosse	5991-07-50, 5991-07-51	2nd Street Cycle Track Upgrade, City of La Crosse, Market St to La Crosse St, Carbon Reduction Program (CRP), Design Obligated 2026, Construction Anticipated 2028-2029	Other	CRP, Local	$422,633	$14,145	$0	$408,488	$0	$0	$0	$326,790	$0	$95,843	$0	$408,488	$0	$0	$14,145	$0
243-25-012	State of Wisconsin	5120-03-05, 5120-03-25, 5120-03-75	STH 33, La Crosse - Cashton (Wedgewood Drive to Southdale Dr) Curb Ramps for WisDOT ADA Trans Plan, Design Obligated in 2025, Real Estate Anticipated in 2028, Construction Anticipated in 2032	Other	State-WI, State-WI (Infl), STBG	$300,866	$166,300	$0	$5,661	$0	$0	$128,905	$103,124	$197,742	$0	$0	$128,905	$0	$0	$166,300	$5,661
243-24-034	Village of Holmen	7269-00-03, 7269-00-73	Holland Bluff Trail, Village of Holmen (CTH MH to Bluffview Court), Multi-Use Path, Design Obligated in 2024, Construction Anticipated in 2027-2028	Other	Local, TAP	$365,530	$11,760	$353,770	$0	$0	$0	$0	$283,016	$0	$82,514	$0	$353,770	$0	$0	$11,760	$0
243-24-033	Town of Holland	7269-03-00, 7269-03-70	CTH MH, Town of Holland (Sunrise Lane to Briggs Drive), Multi-Use Path, Design Obligated in 2024, Construction Anticipated in 2027-2028	Other	Local, TAP	$1,012,836	$11,760	$1,001,076	$0	$0	$0	$0	$800,861	$0	$211,975	$0	$1,001,076	$0	$0	$11,760	$0
243-24-032	City of La Crosse	5991-07-86, 5991-07-87	City of La Crosse, Avon Street, St. Cloud Street to Moore Street, Greenway, Design Obligated in 2025, Construction Anticipated in 2027-2028	Other	Local, TAP	$896,325	$11,760	$884,565	$0	$0	$0	$0	$707,652	$0	$188,673	$0	$884,565	$0	$0	$11,760	$0
243-23-031	Town of Holland	7269-00-02, 7269-00-72	Holland Bluff Trail, Town of Holland (Bluffview Ct. to Sylvester Rd.), Multi-Use Path, Design Obligated in 2024, Construction Obligated in 2026	Other	Local, TAP	$371,626	$371,626	$0	$0	$0	$0	$0	$285,301	$0	$86,325	$0	$311,626	$0	$0	$60,000	$0
243-22-037	Town of Shelby	5991-06-03, 5991-06-73	T Shelby, Goose Island Trail, CTH GI to Sunnyside Drive, Bicycle/Pedestrian Multi-Use Path, Design Obligated in 2023, Construction Obligated in 2025/2026	Other	Local, TAP	$338,386	$338,386	$0	$0	$0	$0	$0	$264,853	$0	$73,533	$0	$331,066	$0	$0	$7,320	$0
243-22-036	City of La Crosse	5991-07-72, 5991-07-73	City of La Crosse, Wagon Wheel Trail, La Crescent MN to C La Crosse, Bicycle/Pedestrian Multi-Use Trail, Design Obligated in 2023, Construction Anticipated in 2027-2028	Other	Local, TAP	$8,359,787	$28,200	$8,331,587	$0	$0	$0	$0	$4,010,400	$0	$4,349,387	$0	$8,331,587	$0	$0	$28,200	$0
243-22-035	City of La Crosse	5991-07-65, 5991-07-66	City of La Crosse, Grand Crossing Trail, Myrick Park Drive to Saint James St, Bicycle/Pedestrian Multi-Use Trail, Design Obligated in 2023, Construction Obligated in 2025 *Total Improvement Cost: $793,447	Other	Local, TAP	$793,447	$793,447	$0	$0	$0	$0	$0	$625,350	$0	$168,097	$0	$781,687	$0	$0	$11,760	$0

TRANSIT

ID	Agency	State ID	Description	Type	Fund Types (All)	Total Cost	Prior	2027	2028	2029	2030	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW
243-26-023	Lamers		Operating Assistance and Capital Cost of Contracting: La Crosse - Green Bay Intercity Bus Service. (Brown, La Crosse, Monroe, Outagamie, Portage, Waupaca, and Wood Counties)	Transit	5311, State-WI	$993,251	$993,251	$0	$0	$0	$0	$0	$671,863	$321,388	$0	$584,125	$0	$0	$409,126	$0	$0
243-26-022	Jefferson Lines		Operating assistance: La Crosse - Milwaukee intercity bus service. (Dane, Jefferson, La Crosse, Milwaukee, Monroe, Sauk, and Waukesha Counties)	Transit	5311, State-WI	$1,080,778	$1,080,778	$0	$0	$0	$0	$0	$540,389	$540,389	$0	$0	$0	$0	$1,080,778	$0	$0
243-26-021	Couleecap	5311S26-JARC5, 5311S26-JARC6	Couleecap WETAP transit operating assistance, mobility management, and vehicle loans. Serves Crawford, La Crosse, Monroe, and Vernon Counties.	Transit	5311, Local	$131,934	$131,934	$0	$0	$0	$0	$0	$98,676	$0	$33,258	$80,400	$0	$0	$51,534	$0	$0
243-26-014	Aptiv, Inc.		One (1) medium roof bariatric side-load transit vehicle replacement.	Transit	5310, Local	$87,200	$87,200	$0	$0	$0	$0	$0	$65,400	$0	$21,800	$87,200	$0	$0	$0	$0	$0
243-26-013	Crawford County		One (1) side-load minivan replacement vehicle. Serves Crawford, Vernon, Grant, La Crosse, and Monroe Counties.	Transit	5310, Local	$85,500	$85,500	$0	$0	$0	$0	$0	$64,100	$0	$21,400	$85,500	$0	$0	$0	$0	$0
243-26-012	Vernon Area Rehabilitation Center		One (1) medium-large bus replacement vehicle. Servies Sauk, Columbia, Richland, Juneau, La Crosse, Vernon, Crawford, an d Adams Counties.	Transit	5310, Local	$128,100	$128,100	$0	$0	$0	$0	$0	$96,100	$0	$32,000	$128,100	$0	$0	$0	$0	$0
243-25-023	La Crosse County	5331S25-CRS13	Purchase Replacement Std 30 Ft Bus	Transit	5311, Local	$200,000	$200,000	$0	$0	$0	$0	$0	$160,000	$0	$40,000	$200,000	$0	$0	$0	$0	$0
243-25-019	Couleecap		Vehicle Loans, Operating Assistance (WETAP). Crawford, La Crosse, Monroe, and Vernon Counties	Transit	Local, State-WI	$144,400	$144,400	$0	$0	$0	$0	$0	$0	$95,600	$48,800	$78,000	$0	$0	$66,400	$0	$0
243-25-015	Monroe County		One (1) High Roof Rear Entry Transit Vehicle Replacement. Serves La Crosse and Monroe Counties	Transit	5310, Local	$83,200	$83,200	$0	$0	$0	$0	$0	$62,400	$0	$20,800	$83,200	$0	$0	$0	$0	$0
243-25-014	Vernon Area Rehabilitation Center		One (1) medium-large bus replacement vehicle.	Transit	5310, Local	$150,500	$150,500	$0	$0	$0	$0	$0	$112,900	$0	$37,600	$150,500	$0	$0	$0	$0	$0
243-24-036	City of Onalaska	5991-02-41	City of Onalaska, Two (2) Transit Vans (DriftLink - Van Replacement), OHWS Public Transit, Obligation Anticipated in 2028	Transit	Local, STBG	$360,000	$0	$0	$360,000	$0	$0	$0	$288,000	$0	$72,000	$360,000	$0	$0	$0	$0	$0
243-23-036	City of La Crosse		MTU Two (2) Hybrid Replacement Buses. NOTE: Was incorrectly listed as 243-23-012 project number in previous TIP cycles.	Transit	5307, Local	$580,232	$580,232	$0	$0	$0	$0	$0	$1,280	$0	$578,952	$580,232	$0	$0	$0	$0	$0
243-23-018	Center for Independent Living		Call Center, Mobility Management and Operating Assistance. Serves La Crosse County and 41 Other Wisconsin Counties	Transit	5310, Local	$1,245,600	$1,245,600	$0	$0	$0	$0	$0	$704,700	$0	$540,900	$272,800	$0	$0	$972,800	$0	$0
243-23-017	Aptiv, Inc.		One (1) Bariatric Van, Side-load. Vehicle Replacement. Serves La Crosse, Monroe, Jackson, and Walworth Counties	Transit		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
243-23-013	City of La Crosse		Two (2) Clean Diesel Buses, City of La Crosse, Public Transportation, Obligation Anticipated in 2023	Transit	5339, Local	$1,241,300	$1,241,300	$0	$0	$0	$0	$0	$884,500	$0	$356,800	$1,241,300	$0	$0	$0	$0	$0

243-22-013	Vernon County		Mobility Management, Volunteer Driver Program and Vernon County Mini Bus. Serves locations in La Crosse Area	Transit	5310, Local	$96,000	$96,000	$0	$0	$0	$0	$0	$64,400	$0	$31,600	$26,500	$0	$0	$69,500	$0	$0
243-13-013	La Crosse County		Scenic Mississippi Regional Transit (SMRT) La Crosse, Crawford, Monroe, and Vernon Counties	Transit	5311, Local, State-WI	$2,240,955	$1,129,355	$555,800	$555,800	$0	$0	$0	$1,120,478	$172,873	$947,604	$0	$0	$0	$2,240,955	$0	$0
243-09-015	City of La Crescent	TRF-3780-24, TRF-3780-25, TRF-3780-26, TRF-3780-27	SECT 5307: City of La Crescent Transit Operating Assistance	Transit	5307, Local	$2,062,058	$790,372	$411,636	$423,736	$436,314	$0	$0	$431,680	$0	$1,630,378	$0	$0	$0	$2,062,058	$0	$0
243-03-043	City of Onalaska	11.12.15, 11.93.02	Onalaska / Holmen / West Salem Public Transit. Operating Assistance	Transit	5307, 5307 (Infl), Local, Local (Infl), State-WI, State-WI (Infl)	$5,267,488	$1,706,400	$853,200	$878,200	$902,003	$927,685	$0	$2,500,390	$1,211,300	$1,555,798	$0	$0	$0	$5,267,488	$0	$0
243-03-039	City of La Crosse		MTU Operating Assistance	Transit	5307, 5307 (Infl), Local, Local (Infl), State-WI, State-WI (Infl)	$34,509,073	$11,179,200	$5,589,600	$5,753,376	$5,909,325	$6,077,572	$0	$17,254,537	$6,843,657	$10,410,879	$0	$0	$0	$34,509,073	$0	$0
243-03-037	La Crosse County		MiniBus, Volunteer Driver	Transit	Local, Local (Infl), State-WI, State-WI (Infl)	$2,176,881	$705,200	$352,600	$362,931	$372,768	$383,382	$0	$0	$1,813,862	$363,019	$0	$0	$0	$2,176,881	$0	$0

RAIL

ID	Agency	State ID	Description	Type	Fund Types (All)	Total Cost	Prior	2027	2028	2029	2030	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW
243-25-017	City of La Crescent		RAILROAD CROSSING ELIMINATION (RCE) PLANNING GRANT, LA CRESCENT RAIL CORRIDOR SAFETY IMPROVEMENTS, PLANNING ANTICIPATED IN 2027-2027	Rail	Local, RCE	$287,000	$287,000	$0	$0	$0	$0	$0	$229,600	$0	$57,400	$0	$0	$0	$0	$287,000	$0
243-25-016	La Crosse County		Railroad Crossing Elimination (RCE) Planning Grant, Brice Prairie Rail Safety and Grade Separation Plan, Comprehensive Planning and Environmental Linkages (PEL) Study, Planning Anticipated in 2026-2027	Rail	Local, RCE	$910,000	$910,000	$0	$0	$0	$0	$0	$728,000	$0	$182,000	$0	$0	$0	$0	$910,000	$0
243-24-021	State of Wisconsin	5349-02-51	Town of Hamilton, Linse Road (Soo Line RR Xing 390914X), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Rail	Rail Safety	$357,362	$357,362	$0	$0	$0	$0	$0	$357,362	$0	$0	$0	$357,362	$0	$0	$0	$0
243-24-020	State of Wisconsin	5991-00-50	Village of West Salem, CTH B/Oak Avenue (Soo Line RR Xing 390921H), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Rail	Rail Safety	$377,009	$377,009	$0	$0	$0	$0	$0	$377,009	$0	$0	$0	$377,009	$0	$0	$0	$0

243-24-019	State of Wisconsin	5991-00-52	Village of West Salem, Mill Street (Soo Line RR Xing 390917T), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Rail	Rail Safety	$376,094	$376,094	$0	$0	$0	$0	$0	$376,094	$0	$0	$0	$376,094	$0	$0	$0	$0
243-24-018	State of Wisconsin	5991-00-51	Village of West Salem, Leonard Street (Soo Line RR Xing 390920B), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Rail	Rail Safety	$458,982	$458,982	$0	$0	$0	$0	$0	$458,982	$0	$0	$0	$458,982	$0	$0	$0	$0
243-24-015	State of Wisconsin	5991-06-10	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Geometric Improvements, Design Obligated in 2024, Construction Anticipated in 2027 (TIP 243-21-023)	Rail	State-WI	$25,250	$25,250	$0	$0	$0	$0	$0	$0	$25,250	$0	$0	$0	$0	$0	$25,250	$0
243-22-020	State of Wisconsin	5991-05-53	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Railroad Operations/Replace Signals, Add Gates/Misc, Construction Obligated in 2023	Rail	Local, Rail Safety	$213,692	$213,692	$0	$0	$0	$0	$0	$106,846	$0	$106,846	$0	$213,692	$0	$0	$0	$0
243-21-023	State of Wisconsin	5991-05-52	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction Obligated in 2022, Construction Scheduled in 2027 (Design TIP 243-24-015)	Rail	Local, Rail Safety	$555,500	$0	$555,500	$0	$0	$0	$0	$277,750	$0	$277,750	$0	$555,500	$0	$0	$0	$0
243-21-022	State of Wisconsin	1000-74-00, 20, 21, 40, 41, 50, 51, 53, 54, 55, 58, 59, 70, 72, 73, 1000-75-50, 51, 52, 56, 1000-77-50, 51, 52, 53, 54, 1000-78-50, 51, 52, 53, 54, 55, 56, 57, 58, 59 1000-79-51	Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021-2022, ROW Scheduled in 2025, Construction Obligated in 2024-2027 (const. until 2030)	Rail	Local, Rail Safety, State-MN, State-WI	$62,974,082	$54,465,112	$8,508,970	$0	$0	$0	$0	$31,800,000	$26,174,082	$5,000,000	$0	$56,113,131	$0	$0	$6,370,951	$490,000

OTHER

ID	Agency	State ID	Description	Type	Fund Types (All)	Total Cost	Prior	2027	2028	2029	2030	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW
243-25-013	La Crosse County		LAPC's Safe Streets For All (SS4A) Comprehensive Safety Action Plan, Planning Obligated in 2025 and 2026	Other	Local, SS4A	$350,000	$350,000	$0	$0	$0	$0	$0	$280,000	$0	$70,000	$0	$0	$0	$0	$350,000	$0
243-24-037	State of Minnesota	8806-CRPLA-27, 8806-CRPLA-28	**CRP** LAPC CARBON REDUCTION SET ASIDE	Other		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
243-24-035	La Crosse County	1009-24-28	Non-Infrastructure, La Crosse County, SRTS, Anticipated in 2027 and 2028, Commencement 06/2028	Other	Local, TAP	$503,247	$0	$503,247	$0	$0	$0	$0	$402,598	$0	$100,649	$0	$0	$503,247	$0	$0	$0
243-24-025	City of La Crescent	236-080-005, 236-080-006	**CRP** City of La Crescent: Lease 2 Electric Vehicles for Municipal Use	Other	CRP, Local	$44,000	$44,000	$0	$0	$0	$0	$0	$32,000	$0	$12,000	$44,000	$0	$0	$0	$0	$0

Illustrative Projects List

The illustrative projects list (Table 4) 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. This list was developed in partnership with local municipalities during the update of the Metropolitan Transportation Plan (MTP), *Moving Ahead to 2055*.

TABLE 4: ILLUSTRATIVE PROJECTS LIST

Sponsoring Agency	Description	Type	Year	Estimated Cost
City of Onalaska	Theater Rd at County Road PH to STH 16; intersection improvements	Re Const	TBD	$800,000
City of Onalaska	East Main St from STH 16 to Market Pl; widen to 7 lanes	Re Const	2028-2030	$300,000
City of Onalaska	Sand Lake Rd from Main St to Redwood St; reconstruction and replacement of utilities	Re Const	2031	$3,700,000
City of Onalaska	12th Ave S from Green St to Main St; reconstruct; replace utilities	Re Const	2031	$1,200,000
City of Onalaska	East Ave from Spruce St to Riders Club Rd; reconstruct; add sidewalk and bike lane	Re Const	2030	$1,900,000
City of Onalaska	Sand Lane Rd from Redwood St to Rider Club Rd; reconstruct; additional access point and intersection improvements at Redwood St	Re Const	2031	$2,800,000
City of Onalaska	Installation of bike lanes along the Quincy Street corridor	Re Const	2029	$30,000
City of Onalaska	Reconstruction/reconfiguration of S Kinney Coulee Road; roundabout and right-in/right-out entrances	Re Const	2029	$2,500,000
City of La Crescent	Wagon Wheel Trail Phase 4	Other	2026-2040	$1,160,000
City of La Crescent	Corridor Safety Study between I-90 and South 14th Street	Other	2030-2040	$1,320,000
City of La Crescent	Root River Trail development and construction; connecting between City of La Crescent, Hokah, and Houston, MN	Other	2035-2045	$9,000,000
City of La Crescent/MnDOT	STH 16 In City of La Crescent; converting 4-lanes to 2-lanes	Re Const	2031-2040	TBD
TBD	Interstate 90 Corridor Shared-Use Trail	Other	2027-2040	$28,425,600
La Crosse County	CTH B from Clinton St to CTH BW/Lakeshore Drive	Re Const	2027-2030	$9,000,000
La Crosse County	CTH B from STH 16 to Sablewood Drive	Re Const	2027-2030	$2,230,000
Town of Holland	Phase 2 County Road MH Trail	Other	TBD	$948,118
Town of Holland	Old NA from CTH XX to STH 35; paving shoulders and adding bike lanes	Other	2030-2040	$1,320,000

Village of Holmen	Holmen Drive from CTH M to end of La Crosse County jurisdiction	Re Cond	2030	$1,500,000
City of La Crosse	Clinton Street Protected Bike Lane	Other	TBD	$439,593
City of La Crosse	Ranger Drive Protected Bike Lane	Other	2028-2029	$1,500,000
City of La Crosse	22nd Street/Hillview Ave Greenway	Other	TBD	$1,173,988
City of La Crosse	7th Street Protected Bike Lane	Other	TBD	$986,960
City of La Crosse	Farnam Street Greenway	Other	TBD	$966,565
City of La Crosse	Kinney Coulee Connection shared-use path	Other	TBD	$8,500,000
City of La Crosse	River Point Black River Trail extension	Other	TBD	$2,500,000
City of La Crosse	Losey Blvd from La Crosse to Cass; reconstruct; replace two signals, replace utilities	Re Const	TBD	$6,052,000
City of La Crosse	Losey Blvd from Cass to State Rd; reconstruct; replace utilities	Re Const	TBD	$4,130,000
City of La Crosse	Losey Blvd from State Rd to Ward Ave; reconstruct; replace signal, replace utilities	Re Const	TBD	$5,450,000
City of La Crosse	State St from 15th St to 17th St; reconstruct; replace utilities	Re Const	2027	$1,300,000
Town of Shelby	Mormon Coulee Greenway Trail	Other	2026-2040	$1,800,000

List of Projects Removed from the TIP

Projects removed from the 2027-2030 TIP are listed in Table 5.

TABLE 5: LIST OF PROJECTS REMOVED FROM THE 2027-2030 TIP

Project Number	Sponsoring Agency	Project Description	Reason for Removal
243-11-024	State of WI	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Construction in 2022-2023	Completed
243-13-015	State of WI	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2023, Construction Obligated in 2022-2023	Completed
243-19-022	State of WI	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair. Design Obligated in 2019, Construction Obligated in 2024	Completed
243-19-023	State of WI	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181. Design Obligated in 2019, Real Estate Obligated in 2021, Construction in 2023-2024	Completed
243-19-029	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (TIP 243-19-026), Construction Obligated in 2022.	Completed
243-20-023	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2020, with Construction Obligated in 2023	Completed
243-20-029	State of WI	STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Obligated in 2024	Completed
243-21-013	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Obligated in 2023	Completed
243-22-015	Aptiv, Inc.	One (1) Bariatric Van, Side-load. Serves La Crosse, Monroe, Jackson, and Walworth Counties	Completed
243-23-017	Aptiv, Inc.	One (1) Bariatric Van, Side-load. Vehicle Replacement. Serves La Crosse, Monroe, Jackson, and Walworth Counties	Completed
243-22-016	Monroe County	One (1) Bariatric Van, Side-load. Serves La Crosse and Monroe Counties	Completed
243-22-023	City of Onalaska	Midwest Drive, City of Onalaska, Theater Road to Main Street, Reconstruct, Design Obligated in 2022, Construction Obligated in 2024	Completed
243-22-025	Village of West Salem	City Loop Drive, East Jefferson Street to Neshonoc Road, Resurfacing, Design Obligated in 2022, Construction Obligated in 2024	Completed
243-22-026	Village of West Salem	Mark Street, East Garland Street to East Avenue, Pavement Replacement with Sewer/Water Replacement, Design Obligated in 2022, Construction Obligated in 2023	Completed

243-22-028	State of WI	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Add Roadway Median/Misc, Construction Obligated in 2023	Completed
243-22-038	City of La Crosse	City of La Crosse, Bike/Ped Plan, City of La Crosse City Wide, Bike/Pedestrian Master Plan Update, Design/Planning Obligated in 2023	Completed
243-22-039	West Salem School District	West Salem SRTS Study and Program, West Salem School District, SRTS Improvements, Design/Planning Obligated in 2023	Completed
243-23-012	La Crosse County	CTH FO, CTH F - CTH OA (Construct Wider Paved Shoulders), Highway Safety Project, Design Obligated in 2023, with Construction Obligated in 2025	Completed
243-23-019	Tri-State Ambulance	One (1) Rear-Entry Minivan. Vehicle Replacement. Serves Vernon and La Crosse Counties	Completed
243-23-024	City of La Crosse	Green Bay Street, City of La Crosse, 22nd Street South to Losey Blvd, Reconstruct, Design Obligated in 2023, Construction Obligated in 2024, Construction in 2025	Completed
243-23-028	La Crosse County	Lease - Replacement <30' Buses	Completed
243-23-032	City of La Crosse	Various Highways, City of La Crosse (Various Highways), Traffic Signal Rehab (Ped), Construction Obligated in 2024	Completed
243-23-035	La Crosse County	CTH M, Town of Barre - Town of Bangor (Russian Coulee Crk Bridge B-32-0239, Bridge Replacement of B-32-14, Design Obligated in 2019. Construction Obligated in 2025	Completed
243-24-012	City of La Crosse	MTU AVL (automatic vehicle location) System	Completed
243-24-022	City of La Crosse	C La Crosse, Bicycles & Racks (Various Locations), Bicycles & Racks Purchases, Obligated in 2025	Completed
243-24-023	Kwik Trip	Kwik Trip Store #762 City of La Crosse I-90 A, Install Four EV Chargers, Wisconsin Electric Vehicle Infrastructure Program, Construction Anticipated in 2024	Completed
243-24-024	State of WI	Various Highways, SW Region Pavement Marking (Epoxy Pavement Marking), approximately 20.7 miles of 186.3 miles is within LAPC on WIS 16 and US 14, Construction Obligated in 2024, Construction 2024-2025	Completed

List of Projects Substantially Completed in 2025-2026

Projects that were substantially completed in 2025 and 2026 but remain in the 2027-2030 TIP are listed in Table 6.

TABLE 6: LIST OF PROJECTS SUBSTANTIALLY COMPLETED IN 2025 AND 2026

Project Number	Sponsoring Agency	Project Description	Status
243-14-026	State of WI	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, -UTL 2024, Construction Obligated in 2025-2026	Letting in August 2025; substantially complete
243-19-017	State of WI	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair. Design Obligated in 2019, Construction Obligated in 2025	Letting in January 2025; substantially complete
243-19-020	State of WI	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Rehabilitation B-32-73. Design Obligated in 2019, Construction Obligated in 2025, Construction in 2026-2027	Letting in August 2025; substantially complete
243-20-017	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.	No scheduled R/E or const.; design complete
243-20-031	State of WI	USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design Obligated 2020, Construction Obligated in 2024-2025	Letting in September 2024; substantially complete
243-21-016	La Crosse County	CTH M, CTH I - CTH O, Reconstruct. Design Obligated in 2021. Construction not Currently Scheduled/Obligated	No scheduled R/E or const.; design complete
243-21-017	La Crosse County	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Obligated in 2021. Construction Obligated in 2026, Construction in 2026-2027	Letting in March 2026; substantially complete
243-21-018	La Crosse County	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Obligated in 2021, Construction Obligated in 2024, Construction in 2025	Letting in November 2024; substantially complete
243-22-020	State of WI	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Railroad Operations/Replace Signals, Add Gates/Misc, Construction Obligated in 2023	Letting in January 2023; substantially complete
243-22-022	City of Onalaska	Theater Road, City of Onalaska, CTH OS to Midwest Drive, Resurface, Design Obligated in 2023, Construction Obligated in 2025	Letting in February 2025; substantially complete
243-22-024	City of La Crosse	6th Street, City of La Crosse, Cass Street to State Street, Reconstruct, Design Obligated in 2022, Construction Obligated in 2025	Letting in February 2025; substantially complete

243-22-027	La Crosse County	Drogseth Road, Town of Barre, Bostwick Creek Bridge Replacement P-32-903 (new B-32-231), Design Obligated in 2022, Construction Obligated in 2024	Letting in January 2024; substantially complete
243-22-035	City of La Crosse	City of La Crosse, Grand Crossing Trail, Myrick Park Drive to Saint James St, Bicycle/Pedestrian Multi-Use Trail, Design Obligated in 2023, Construction Obligated in 2025 *Total Improvement Cost: $793,447	Letting in February 2026; substantially complete
243-22-037	Town of Shelby	T Shelby, Goose Island Trail, CTH GI to Sunnyside Drive, Bicycle/Pedestrian Multi-Use Path, Design Obligated in 2023, Construction Obligated in 2025/2026	Letting in August 2025; substantially complete
243-23-029	La Crosse County	Casberg Coulee Road, Town of Holland, Long Coulee Creek Bridge Replacement of B-32-095, Design Obligated in 2023, Construction Obligated in 2024	Letting in August 2024; substantially complete
243-23-030	La Crosse County	CTH OT, STH 35 - CTH SN, Pavement Replacement, Design Obligated in 2023, with Construction Anticipated in 2026	Letting in January 2026; substantially complete
243-23-033	City of La Crosse	Losey Boulevard, City of La Crosse, Main Street Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2024, Construction Obligated in 2026	Letting in January 2026; substantially complete
243-24-018	State of WI	Village of West Salem, Leonard Street (Soo Line RR Xing 390920B), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Letting in November 2024; substantially complete
243-24-019	State of WI	Village of West Salem, Mill Street (Soo Line RR Xing 390917T), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Letting in November 2024; substantially complete
243-24-020	State of WI	Village of West Salem, CTH B/Oak Avenue (Soo Line RR Xing 390921H), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Letting in November 2024; substantially complete
243-24-021	State of WI	Town of Hamilton, Linse Road (Soo Line RR Xing 390914X), Railroad Warning Device, Construction Obligated in 2024, Construction in 2025-2026	Letting in November 2024; substantially complete
243-25-013	La Crosse County	LAPC's Safe Streets For All (SS4A) Comprehensive Safety Action Plan, Planning Obligated in 2025 and 2026	Plan approval end of 2026
243-25-022	State of WI	Various Highways, SW Region Pavement Marking (Epoxy Pavement Marking), approximately 17 miles of the approximate 185 miles is within LAPC on WIS 16, WIS 33 and WIS 157, Construction Obligated in 2025, Construction Anticipated in 25-26	Letting in October 2025; substantially complete
243-26-015	State of WI	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering, Construction Obligated in 2026	Letting in June 2026; substantially complete

List of Annual Obligated Projects

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

Performance Monitoring

Background

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

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

Target Setting & Performance Monitoring

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

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

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

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

Highway Safety

State Targets

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

WisDOT targets are adjusted from the 2020-2024 baseline to reflect a goal of a 2% reduction in each measure. MnDOT targets for 2026 remain the same as 2025 due to not meeting the targets in 2025 from the 2019-2023 baseline. Neither WisDOT nor MnDOT achieved the 2025 target and were not better than the baseline.

TABLE 7: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2026

Safety Performance Measure	2020-2024 Baseline	2026 Targets
Fatalities: Number of fatalities	599.0	587.0
Fatality Rate: Fatalities per 100 million vehicle miles traveled	0.930	0.911
Serious Injuries: Number of serious injuries	3,227.60	3,163
Serious Injury Rate: Serious injuries per 100 million vehicle miles traveled	5.002	4.902
Non-motorized Fatalities and Serious Injuries: Number of non-motorized fatalities and non-motorized serious injuries	400.4	392.4

Source: Wisconsin Department of Transportation.

TABLE 8: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2026

Safety Performance Measure	2020-2024 Baseline	2026 Targets
Fatalities: Number of fatalities	442.4	352.4
Fatality Rate: Fatalities per 100 million vehicle miles traveled	0.780	0.582
Serious Injuries: Number of serious injuries	1,854.0	1,463.4
Serious Injury Rate: Serious injuries per 100 million vehicle miles traveled	3.264	2.470
Non-motorized Fatalities and Serious Injuries: Number of non-motorized fatalities and non-motorized serious injuries	303.6	258.4

Source: Minnesota Department of Transportation.

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

Performance Monitoring[1]

Fatalities in the planning area in 2024 (6) were higher than the 5-year average for 2020-2024 (5.4), and serious injuries in 2024 (92) were significantly higher than the 5-year average (70.8). In 2020, the planning area experienced its lowest total of non-motorized fatalities and serious injuries (5) since before 2010. This continued to increase in 2024 to a total of (14) non-motorized fatalities and serious injuries, much higher than the 5-year average (9).

The rates (number of occurrences per million vehicle miles traveled) for fatalities, serious injuries, and non-motorized fatalities and serious injuries for 2015-2024 are shown in Figure 3 along with the trends in the moving averages from 2020-2024. From 2015-2019 to 2020-2024, the 5-year averages for the serious injury and non-motorized rates declined 14.5% and 21.1%, respectively.

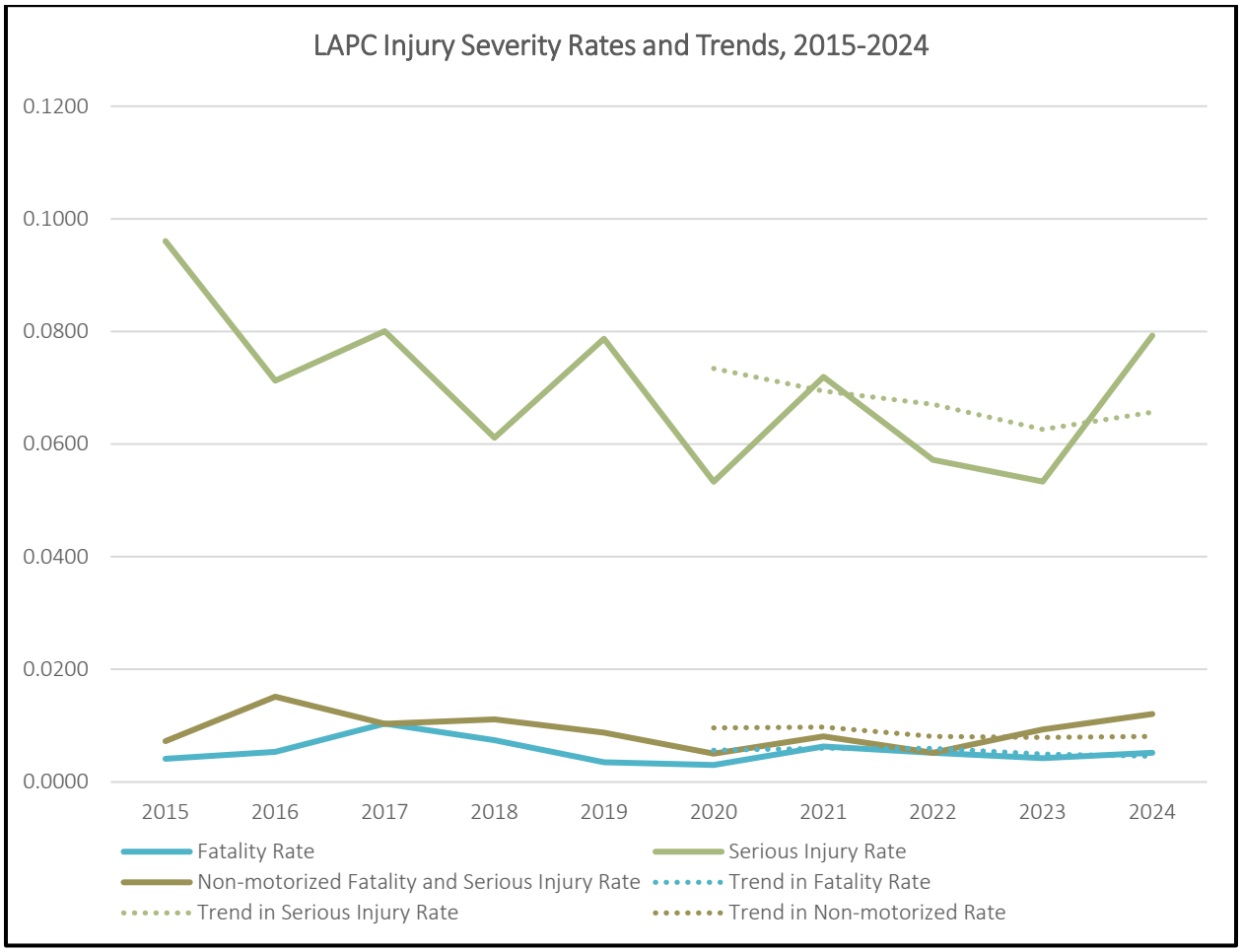


Figure 3: Injury severity rates and trends, 2015-2024. Rates are calculated using MPA totals and La Crosse County VMT. *Data sources:* TOPS Lab, UW-Madison; WisDOT website; MnDOT.

[1] The safety discussion for the planning area was not updated to a baseline of 2021-2025 because vehicle miles traveled in Wisconsin is not available for 2025.

Highway and Bridge Condition and Performance

State Targets

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

TABLE 9: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM TARGETS, 2023-2025

Performance Measure	2-yr target (2023)		4-yr target (2025)	
	WisDOT	MnDOT	WisDOT	MnDOT
Pavement Condition				
Interstate – Percentage pavements in "Good" condition	60%	60%	60%	60%
Interstate – Percentage pavements in "Poor" condition	4%	2%	4%%	2%
Non-Interstate NHS – Percentage pavements in "Good" condition	30%	55%	30%	40%
Non-Interstate NHS – Percentage pavements in "Poor" condition	10%	2%	10%	2%
Bridge Condition				
Percentage of NHS bridges by deck area in "Good" condition	49%	30%	48%	20%
Percentage of NHS bridges by deck area in "Poor" condition	3%	5%	3%	5%
Travel Time Reliability				
Interstate – Percent of person-miles traveled that are reliable	92.5%	82%	93%	82%
Non-Interstate NHS – Percent of person-miles traveled that are reliable	91%	90%	89.5%	90%
Interstate – Truck travel time reliability index	1.3	1.4	1.3	1.4

Sources: Wisconsin and Minnesota Departments of Transportation.

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

Performance Monitoring

Table 10 reports the pavement and bridge condition and travel time reliability in the metropolitan planning area (MPA) for 2022 and 2023 and 2024 only for the Minnesota-side of the planning area due to Wisconsin data not available yet.

In 2023, over 83% of Wisconsin interstate pavements and over 79% of Minnesota intestate pavements in the MPA are rated "good." Small portions of our Minnesota interstate and non-interstate pavements were rated "poor", 2.1% and 2.2% respectfully, just barely over the state's 2-year target of 2%. In the same year, 1% of our Wisconsin interstate pavements were rated "poor", whereas roughly a quarter (24.5%) of our Wisconsin non-interstate pavements were rated "poor" and did not meet the state's 2-year target of 10%.

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

Performance Measure	2023		2025	
	WI MPA	MN MPA	WI MPA	MN MPA
Pavement Condition				
Interstate – Percentage pavements in "Good" condition	60%	60%	60%	60%
Interstate – Percentage pavements in "Poor" condition	4%	2%	4%%	2%
Non-Interstate NHS – Percentage pavements in "Good" condition	30%	55%	30%	40%
Non-Interstate NHS – Percentage pavements in "Poor" condition	10%	2%	10%	2%
Bridge Condition				
Percentage of NHS bridges by deck area in "Good" condition	49%	30%	48%	20%
Percentage of NHS bridges by deck area in "Poor" condition	3%	5%	3%	5%
Travel Time Reliability				
Interstate – Percent of person-miles traveled that are reliable	92.5%	82%	93%	82%
Non-Interstate NHS – Percent of person-miles traveled that are reliable	91%	90%	89.5%	90%
Interstate – Truck travel time reliability index	1.3	1.4	1.3	1.4

Sources: Wisconsin and Minnesota Departments of Transportation; 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 DriftLink (Onalaska Shared Ride) must either develop their own TAM plan or participate in a group TAM plan. La Crosse MTU and DriftLink have both opted to join the Wisconsin group TAM plan. And having done so, the LAPC commits to plan and program projects that will support those targets. Performance measures relevant to our area include:

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

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

The State targets for **Equipment** are 40.5% for automobiles (non-revenue) and 39.6% for trucks or other rubber-tired vehicles (non-revenue). The State target for **Facilities** is 10%.

TABLE 11: STATE OF GOOD REPAIR FOR ROLLING STOCK FOR LA CROSSE MUNICIPAL TRANSIT UTILITY (MTU) AND ONALASKA SHARED RIDE (OSR), 2026 TARGETS

Vehicle Type	ULB[1] (years)	2026 TAM[2] Target	Wisconsin (2023)[3]		MTU		DriftLink	
			# Vehicles	>ULB	# Vehicles	>ULB	# Vehicles	>ULB
Bus	12	18.5%	27	18.5%	8	39.1%	0	0.0%
Cutaway	7	40.0%	208	40.0%	0	0.0%	0	0.0%
Van	4	35.5%	38	35.5%	0	0.0%	4	21.1%

[1]Useful life benchmark.

[2]Wisconsin Department of Transportation Transit Asset Management (TAM) Plan 2023-2026, updated September 2025.

[3]State of Wisconsin only available for 2023 at this time.

Source: Federal Transit Authority, NTD; 2024 TAM Performance Tool.

Public Transportation Agency Safety Plan (PTASP)

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

The LAPC, having approved these targets at its September 16, 2026, meeting, hereby, commits to planning and programming projects that will support our transit agencies in meeting their targets. *This TIP document will be updated once new 2027 PTASP targets are received and updated by the LAPC.*

TABLE 12: PUBLIC TRANSIT AGENCY SAFETY PLAN MEASURES AND TARGETS, 2024 & 2026

Measure	La Crosse MTU (2024)		DriftLink (2026)
	Fixed-Route Target	Paratransit Target	Shared-Ride Target
Total number of reportable fatalities	0.0	0.0	0.0
Rate of reportable fatalities per 100K VRM	0.0	0.0	0.0
Total number of reportable injuries	0.0	0.0	0.0
Rate of reportable injuries per 100K VRM	0.0	0.0	0.0
Total number of reportable safety events	2.0	1.0	1.0
Rate of reportable safety events per 100K VRM	0.23	0.80	0.1
Average distance between major mechanical failures	8,913.8	8,899.6	322,848.9

How the TIP Supports State and Transit Agency Targets

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

A total of 109 projects is programmed in this TIP. 21 of the projects are transit capital and/or operations projects; eight (8) are HSIP projects and seven (7) are rail safety; thirteen (13) are TAP projects, which could be considered safety projects as they will provide safe options for bicycle and pedestrian travel; 22 are National Highway Performance Program (NHPP) projects (two (2) are also HSIP projects); 18 are Surface Transportation Block Grant (STBG) projects (four (4) are also NHPP); five (5) are a Major project (two (2) are also NHPP projects and three (3) are also STBG); and three (3) are locally funded.

Table 13 summarizes the TIP projects by their potential to impact one or more of the federal performance measures. The table does not include transit operations projects or projects that occur on non-NHS roads. Some projects may impact measures within more than one category and thus are counted more than once.

As summarized in the table, 10 (9.2%) of the projects will improve pavement condition through pavement replacement, overlays, etc., rehabilitation, or reconstruction on the Interstate and non-Interstate NHS; 19 (17.4%) projects will improve the pavement on or replace bridges; 21 (19.2%) are intended to improve safety; and 11 (10.1%) will improve vehicle condition (state of good repair) and reliability (average distance between major mechanical failures) for transit. 29 (26.6%) of the projects could improve system performance and travel time reliability measures through reconstruction, new facilities, roundabouts, or ITS (monotubes, left-turn lanes, signal equipment).

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

	2027-2030 TIP	
Performance Measure Category	# Projects	% of All TIP Projects
Safety (HSIP)	8	7.3
Safety (TAP)	13	11.9
Transit (SGR)	11	10.1
Transit reliability	11	10.1
Pavement Condition*	10	9.2
Bridge condition*	19	17.4
System Performance*	29	26.6
Freight (Interstate)	6	5.5

*For the Interstate and non-Interstate NHS.

Community Impact Assessment

Based on FHWA's Office of Planning, Environment, and Realty (HEP), a community impact assessment is an iterative process to evaluate the effects of a transportation action on a community and its quality of life. The assessment process is an integral part of transportation planning and project development that shapes the outcome of transportation decisions. It involves understanding the needs of communities and documenting the existing and anticipated social environment of a community with and without the proposed action. The information gleaned from this iterative process can inform decisions concerning transportation planning, project alternatives, design, and implementation. (FHWA Community Impact Assessment)

LAPC develops a community impact assessment for inclusion in the TIP document to evaluate how proposed transportation investments may affect communities, economy, and the environment, with consideration given to promoting positive outcomes.

Potential Impact of Projects on Community Impact Areas

Figure 4 illustrates the projects programmed within the four-year window of the 2027-2030 TIP. 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. However, the projects will also have a positive impact by improving safety and transportation options with bike lanes and pedestrian crossing enhancements.

Table 14 lists the reconstruction projects in the 2027-2030 TIP.

TABLE 14: COMMUNITY IMPACT ASSESSMENT OF RECONSTRUCTION PROJECTS

Project Title	Project ID	Potential Impact
STH 35, La Crosse County Line to Garner Pl (STH 35 / USH 16/61 Intersect), Reconstr	243-14-026	Potential negative impact from ROW acquisition
CTH B, T Campbell – C La Crosse (Clinton St to Lakeshore Dr), Rconstr	243-20-017	No negative impact
CTH M, CTH I to CTH O, Reconstr	243-21-016	No negative impact
6th St, C La Crosse (Cass St to State St), Reconstr	243-22-024	No negative impact. Positive impact with addition of bike lanes.
STH 16, La Crosse – Sparta (STH 35 to IH 90), Reconstr (MAJORS)	243-23-021	Potential negative impact from ROW acquisition and possible property relocation
STH 35, La Crosse – Trempealeau (USH 14-61 to USH 53), Reconstr (MAJORS)	243-23-022	Potential negative impact from ROW acquisition
USH 53, La Crosse – Galesville (STH 35 to IH 90), Reconstr (MAJORS)	243-23-023	Potential negative impact from ROW acquisition
Monitor St, C La Crosse (Roses St to Lange Dr), Reconstr	243-23-025	No negative impact
Losey Blvd, C La Crosse (Mormon Coulee Rd to Ward Ave), Reconstr	243-23-034	No negative impact
Green Bay St, C La Crosse (9th St S to 14th St S), Reconstr	243-24-031	No negative impact

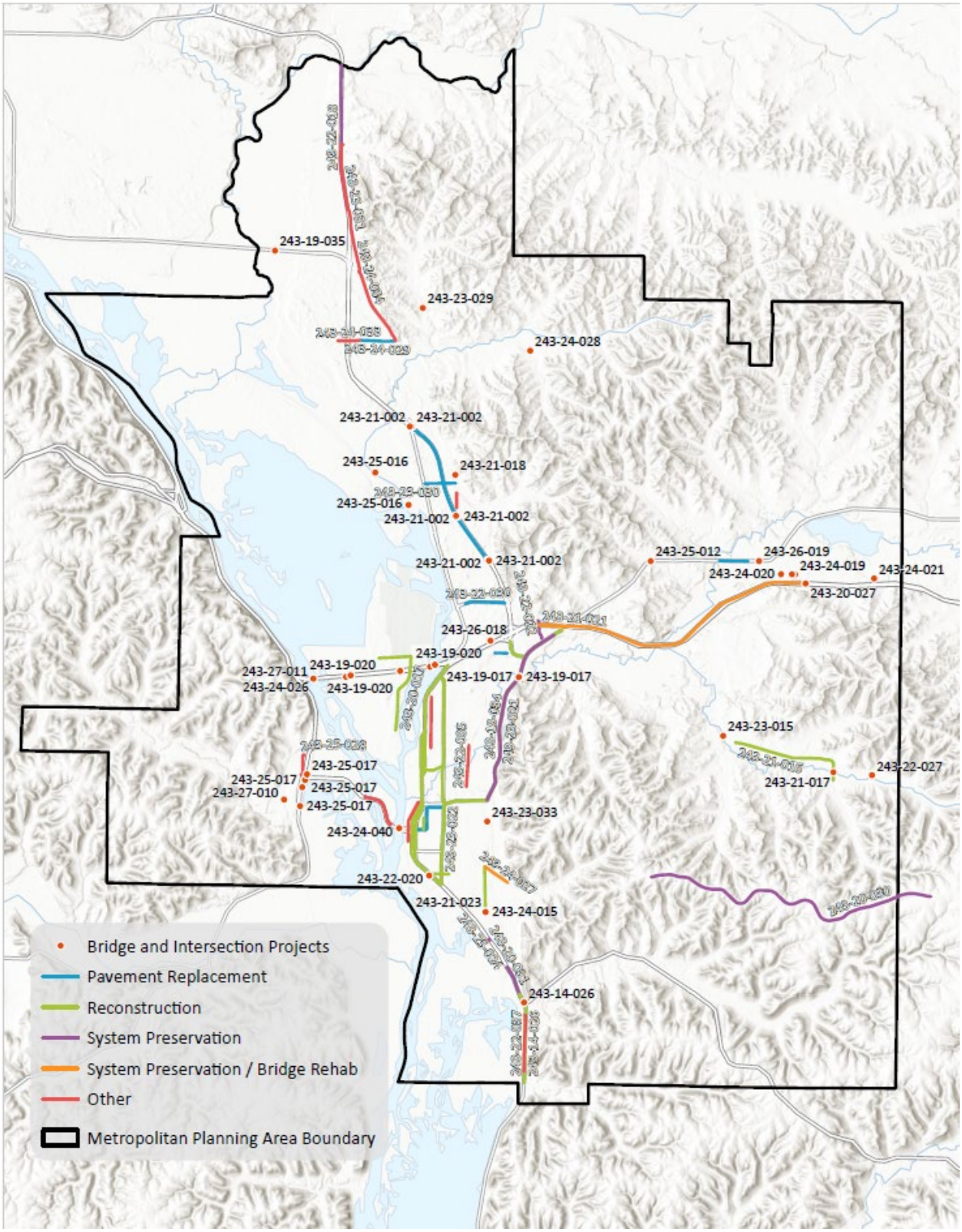


Figure 4: 2027-2030 TIP Projects. The eight-digit numbers correspond to the LAPC TIP number in Table 3.

Financial Plan

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

The four-year totals indicate that estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2027-2030 TIP. There are a few instances where programmed funding appears to exceed estimated available funding when comparing amounts from year to year. There are also instances where projects have been selected and programmed in the previous TIP but have not yet been completed and remain in the TIP but do not require any additional funding (such as transit capital projects). This could be attributed to larger projects, such as freeway reconstruction projects, programmed by WisDOT in the four years of the TIP that can be authorized using Advance Construction allowance from FHWA or funded through alternate funding sources not indicated within this fiscal constraint report. Additionally, the years in the TIP represent calendar years but the State fiscal year runs from July 1 of a year to June 30 of the following year. Depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation that is estimated for a particular calendar year.

Project costs presented in the TIP are expressed in Year of Expenditure (YOE) dollars and are reflected in both the individual project phase and total improvement cost levels and shown in program revenues. Inflationary projections for cost and revenue in years 2028-2030 have been incorporated into the project totals by the following compound rates: 2028- 2.93%; 2029- 5.72%; and 2030- 8.73%. Locally sponsored projects and MnDOT-sponsored projects incorporate YOE adjustments at the time of project application and award. WisDOT-sponsored projects and transit operating assistance projects are not initially programmed in YOE dollars; therefore, inflationary adjustments are applied to project costs programmed in fiscal years 2028 through 2030. These adjustments are applied to each project phase and the corresponding total improvement cost. The inflationary adjustment utilizes a compounded annual inflation rate derived from the S&P Global Index, as presented in the February 2026 Wisconsin Transportation Projects Commission (TPC) Report

TABLE 15: 2027-2030 TIP FINANCIAL PLAN EXPENDITURES

TABLE 15: LAPC 2027-2030 TIP Financial Plan Expenditures							
Funding Source / Program			**2027**	**2028**	**2029**	**2030**	**Total**
FHWA	Highway Safety Improvement Program	HSIP	$ 1,710,000	$ 898,752	$ 2,577,769	$ -	$ 5,186,521
	Surface Transportation Block Grant Program	STBG	$ 2,105,100	$ 53,351,606	$ 39,342,982	$ -	$ 94,799,688
	Surface Transportation Program	STP	$ -	$ -	$ -	$ -	$ -
	National Highway Performance Program	NHPP	$ 19,016,379	$ 27,232,053	$ 28,298,713	$ 40,671,687	$ 115,218,832
	Bridge Formula Program	BFP	$ 683,736	$ -	$ -	$ -	$ 683,736
	Emergency Relief	ER	$ -	$ -	$ -	$ -	$ -
	Intelligent Transportation Systems Program	ITS	$ -	$ -	$ -	$ -	$ -
	Safe Streets and Roads For All	SS4A	$ -	$ -	$ -	$ -	$ -
	Carbon Reduction Program	CRP	$ 9,000	$ 338,790	$ 24,000	$ -	$ 371,790
	Federal Land Access Program	FLAP	$ -	$ -	$ -	$ -	$ -
	National Electric Vehicle Infrastructure	NEVI	$ -	$ -	$ -	$ -	$ -
	Transportation Alternatives Program	TAP	$ 6,427,807	$ 478,795	$ 1,575,000	$ 1,047,697	$ 9,529,299
FTA	Urban Area Formula Grant	5307	$ 3,286,136	$ 3,379,891	$ 3,469,165	$ 3,479,143	$ 13,614,335
	Bus and Bus Facilities Program	5339	$ -	$ -	$ -	$ -	$ -
	Enhanced Mobility of Seniors and Individuals with Disabilities	5310	$ -	$ -	$ -	$ -	$ -
	Rural Area Formula Grants	5311	$ 277,900	$ 277,900	$ -	$ -	$ 555,800
FRA	Rail Safety	Rail Safety	$ 4,003,060	$ -	$ -	$ -	$ 4,003,060
	Railroad Crossing Elimination	RCE	$ -	$ -	$ -	$ -	$ -
Total Federal			$ 37,519,118	$ 85,957,787	$ 75,287,629	$ 45,198,527	$ 243,963,061
State	Wisconsin State Funds including Major Projects and State Transit Funds	WI	$ 8,312,891	$ 21,589,764	$ 22,881,234	$ 10,102,973	$ 62,886,862
	Minnesota State Funds including Construction Oversight	MN	$ 3,506,197	$ 959,855	$ -	$ 600,000	$ 5,066,052
Total State			$ 11,819,088	$ 22,549,619	$ 22,881,234	$ 10,702,973	$ 67,952,914
Local	Local Funds for WI and MN	Local	$ 11,090,691	$ 9,680,119	$ 6,502,113	$ 8,433,372	$ 35,706,295
Total Local			$ 11,090,691	$ 9,680,119	$ 6,502,113	$ 8,433,372	$ 35,706,295
Total Programmed Projects			**$ 60,428,897**	**$118,187,525**	**$104,670,976**	**$ 64,334,872**	**$ 347,622,270**

TABLE 16: 2027-2030 TIP FINANCIAL PLAN ESTIMATED AVAILABLE FUNDING

TABLE 15: LAPC 2027-2030 TIP Financial Plan Revenues							
Funding Source / Program			**2027**	**2028**	**2029**	**2030**	**Total**
FHWA	Highway Safety Improvement Program	HSIP	$ 1,710,000	$ 898,752	$ 2,577,769	$ -	$ 5,186,521
	Surface Transportation Block Grant Program	STBG	$ 2,105,100	$ 53,351,606	$ 39,342,982	$ -	$ 94,799,688
	Surface Transportation Program	STP	$ -	$ -	$ -	$ -	$ -
	National Highway Performance Program	NHPP	$ 19,016,379	$ 27,232,053	$ 28,298,713	$ 40,671,687	$ 115,218,832
	Bridge Formula Program	BFP	$ 683,736	$ -	$ -	$ -	$ 683,736
	Emergency Relief	ER	$ -	$ -	$ -	$ -	$ -
	Intelligent Transportation Systems Program	ITS	$ -	$ -	$ -	$ -	$ -
	Safe Streets and Roads For All	SS4A	$ -	$ -	$ -	$ -	$ -
	Carbon Reduction Program	CRP	$ 9,000	$ 338,790	$ 24,000	$ -	$ 371,790
	Federal Land Access Program	FLAP	$ -	$ -	$ -	$ -	$ -
	National Electric Vehicle Infrastructure	NEVI	$ -	$ -	$ -	$ -	$ -
	Transportation Alternatives Program	TAP	$ 6,427,807	$ 478,795	$ 1,575,000	$ 1,047,697	$ 9,529,299
FTA	Urban Area Formula Grant	5307	$ 3,286,136	$ 3,379,891	$ 3,469,165	$ 3,479,143	$ 13,614,335
	Bus and Bus Facilities Program	5339	$ -	$ -	$ -	$ -	$ -
	Enhanced Mobility of Seniors and Individuals with Disabilities	5310	$ -	$ -	$ -	$ -	$ -
	Rural Area Formula Grants	5311	$ 277,900	$ 277,900	$ -	$ -	$ 555,800
FRA	Rail Safety	Rail Safety	$ 4,003,060	$ -	$ -	$ -	$ 4,003,060
	Railroad Crossing Elimination	RCE	$ -	$ -	$ -	$ -	$ -
Total Federal			$ 37,519,118	$ 85,957,787	$ 75,287,629	$ 45,198,527	$ 243,963,061
State	Wisconsin State Funds including Major Projects and State Transit Funds	WI	$ 8,312,891	$ 21,589,764	$ 22,881,234	$ 10,102,973	$ 62,886,862
	Minnesota State Funds including Construction Oversight	MN	$ 3,506,197	$ 959,855	$ -	$ 600,000	$ 5,066,052
Total State			$ 11,819,088	$ 22,549,619	$ 22,881,234	$ 10,702,973	$ 67,952,914
Local	Local Funds for WI and MN	Local	$ 11,090,691	$ 9,680,119	$ 6,502,113	$ 8,433,372	$ 35,706,295
Total Local			$ 11,090,691	$ 9,680,119	$ 6,502,113	$ 8,433,372	$ 35,706,295
Total Programmed Projects			**$ 60,428,897**	**$118,187,525**	**$104,670,976**	**$ 64,334,872**	**$ 347,622,270**

According to 23 CFR 450.326(j), the TIP "shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways…and public transportation…." Table 17 illustrates the local road and highway operations and maintenance expenses for 2020-2023.

Table 17 illustrates O & M information for local roads 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 $20,341,423 per year in 2023 dollars. Table 18 illustrates the estimated O & M expenses of Federal-aid Road miles in planning area.

Table 17: Local Road and Highway Operations and Maintenance Expenses, 2020-2023

Jurisdiction	2020	2021	2022	2023
La Crosse County[1]	$4,140,224	$4,106,369	$4,024,360	$4,774,855
C. La Crosse	$8,001,275	$7,122,129	$8,029,242	$8,287,408
C. Onalaska	$1,605,076	$1,434,298	$1,403,499	$1,263,508
V. French Island[2]	$421,504	$307,071	$515,914	$334,262
V. Holmen	$1,282,257	$1,167,181	$1,048,980	$635,729
V. West Salem	$387,724	$272,771	$407,968	$308,247
T. Barre	$263,865	$279,429	$79,005	$123,129
T. Greenfield	$260,123	$176,481	$155,940	$169,958
T. Hamilton	$437,527	$514,347	$631,112	$603,648
T. Holland	$137,536	$353,062	$600,772	$227,172
T. Medary	$161,281	$192,475	$311,264	$261,183
T. Onalaska	$494,145	$359,521	$413,344	$434,787
T. Shelby	$1,132,266	$1,276,992	$1,218,161	$1,001,947
Houston County[1]	$125,907	$162,050	$146,397	$210,753
C. La Crescent	$456,042	$1,901,698	$2,717,887	$776,863
T. La Crescent	$205,589	$172,714	$257,100	$214,476
Winona County[1]	$108,565	$38,695	$38,300	$55,412
T. Dresbach	$41,460	$24,355	$52,553	$106,555
Total Planning Area	*$19,662,366*	*$19,861,638*	*$22,051,798*	*$19,789,892*

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

[2] French Island (formerly Town of Campbell) was incorporated as a village in May 2026. Data reported for 2020-2023 for T. Campbell but labeled here as V. French Island.

Sources: County and Municipal Revenues and Expenditures Report, Wisconsin Department of Revenue (2020-2023); Minnesota County, City, and Town Finances Reports (2020-2023).

Table 18: Highway Operations and Maintenance Cost Projections, 2023-2030

O & M	Expenses[1]	Revenues[2]
2023	$7,628,034[1]	$7,887,014[2]
2024	$7,851,535	$8,118,104
2025	$8,081,585	$8,355,964
2026	$8,318,376	$8,600,794
2027	$8,562,104	$8,852,797
2028	$8,812,974	$9,112,184
2029	$9,071,194	$9,379,171
2030	$9,336,980	$9,653,981

[1] Represents the 4-year average (2020-2023) of total local road and highway operation and maintenance expenses for the MPA ($20,341,423) times 37.5% (estimated % of Federal-aid Road miles in MPA); 2024-2030 adjusted by a 2.93% expense inflation rate.

[2] Represents the sum of Wisconsin Connecting Highway Aids, and a proportion of Minnesota annual state and federal highway funding from base year 2023 ($7,887,014); 2024-2030 adjusted by a 2.93% revenue inflation rate.

Sources: Wisconsin Department of Transportation; *Moving Ahead to 2055*.

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

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

Transit O & M Expenses & Revenues	2024	2025	2026	2027	2028	2029	2030	2031
Expenses[1]	8,028,242	8,263,469	8,505,589	8,754,803	9,011,319	9,275,350	9,547,118	9,826,849
Revenues[2]								
FTA 5307[3]	4,066,780	4,185,937	4,308,585	4,434,826	4,564,767	4,698,514	4,836,181	4,977,881
State Operating Assistance	1,666,309	1,715,132	1,765,385	1,817,111	1,870,352	1,925,154	1,981,561	2,039,620
Local (farebox, match, etc.)	2,496,302	2,569,444	2,644,728	2,722,219	2,801,980	2,884,078	2,968,581	3,055,561
Total Revenues	8,229,391	8,470,512	8,718,698	8,974,156	9,237,099	9,507,746	9,786,323	10,073,062

[1] 2024 base year from National Transit Database (NTD), 2025-2031 annually inflated by 2.93%. Total expenses for MTU, OHWSPT, and SMRT.

[2] 2024 base year from NTD, 2025-2031 annually inflated by 2.93%. Total revenues for MTU, DriftLink, and SMRT.

[3] La Crosse Municipal Transit Utility (MTU); DriftLink.
Sources: Federal Transit Administration NTD.

Appendix A: Public Process

Public Comment

Comments and Corrections:

Comments and corrections will be updated when available.

Public Notice and Resolution

Public Notices

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

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

Website

Draft 2027-2030 Annual Transportation Improvement Program

This notice initiates a minimum 15-day public comment period ending Tuesday, October 13, 2026, at 5pm for the Draft 2027-2030 Transportation Improvement Program (TIP). This TIP is the annual program that includes not only the project lists but also discussions of performance, performance targets, community impacts, expenses and revenues, projects removed from the TIP, and projects desired to be completed. *Appendix A will be updated at the end of the public comment period to reflect this public process.*

The Technical Advisory Committee (TAC) will consider the TIP at its special October 13 meeting, with the Policy Board taking final action at its special October 21 meeting.

Transportation Improvement Program - Now Available Online!

LAPC has transitioned to a new, online system to manage the Transportation Improvement Program (TIP), using EcoInteractive's Project Tracker system. This interactive tool makes it easier to explore project information, view maps, access the most up-to-date TIP information, and allows for public comments directly through the portal.

You can view the draft 2027-2030 TIP List through our online portal.

TIP projects may also be viewed in the Interactive Map tab in the top ribbon.

To leave a public comment on the new online portal: Click on any **Project** in the list, an expanded project view will pop-up (pictured below), look for the **Comment** button in the top-right portion of the pop-up window, then type your comment and click **Submit**. Your comment will be sent to LAPC staff for review.

Comments may also be submitted directly to Erin Duffer at eduffer@lacrossecounty.org or through our Send Us Your Comments page.

If you need special accommodation or translation into another language to view LAPC plans or programs, please contact Erin Duffer at 608-785-5597.

Yog tias koj xav tau kev pab tshwj xeeb lossis txhais ua lwm hom lus kom pom LAPC cov phiaj xwm lossis phiaj xwm, thov hu rau Erin Duffer ntawm 608-785-5597.

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

E-mail

Good afternoon, LAPC committee members and interested parties!

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You can view the draft 2027-2030 TIP List through our online portal.

TIP projects may also be viewed in the Interactive Map tab in the top ribbon.

To leave a public comment on the new online portal: Click on any **Project** in the list, an expanded project view will pop-up (pictured below), look for the **Comment** button in the top-right portion of the pop-up window, then type your comment and click **Submit**. Your comment will be sent to LAPC staff for review.

Comments may also be submitted directly to Erin Duffer at eduffer@lacrossecounty.org or through our Send Us Your Comments page.

If you need special accommodation or translation into another language to view LAPC plans or programs, please contact Erin Duffer at 608-785-5597.

Yog tias koj xav tau kev pab tshwj xeeb lossis txhais ua lwm hom lus kom pom LAPC cov phiaj xwm lossis phiaj xwm, thov hu rau Erin Duffer ntawm 608-785-5597.

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

Erin Duffer (she/her), AICP
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La Crosse Area Planning Committee, MPO
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The public notice and draft document were published on the website on Monday, September 28, 2026. The e-mail to LAPC committee members and interested parties announcing the public comment period and public notice was distributed on Monday, September 28, 2026.

Resolution Approving the 2027-2030 TIP

The following resolution was by the LAPC Policy Board on October 21, 2026.

La Crosse Area Planning Committee
RESOLUTION 14 – 2026

APPROVING THE
2027-2030 La Crosse and La Crescent Metropolitan Planning Area Transportation Improvement Program (TIP)

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

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

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

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

WHEREAS, the LAPC adopted the *Moving Ahead to 2055* Metropolitan Transportation Plan on September 17, 2025; 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 2027-2030 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

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

LA CROSSE AREA PLANNING COMMITTEE

Patrick Barlow, Chair

Bob Gollnik, Executive Director
Dated: October 21, 2026

Appendix B: Minnesota MPO TIP Check List

MPO: La Crosse Area Planning Committee

Contact name: Erin Duffer

TIP time period: 2027-2030

Table 20 identifies information that should be covered in TIP as required by 23 CFR 450.

TABLE 20: 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, 49-50; 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 20: 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	15-24; Table 3
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	**Yes** / No	51-52; 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	49-50; 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	31-37
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	31-37
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	15-24; Table 3
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	**Yes** / No	15-24; Table 3

TABLE 20: 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	15-24; Table 3
450.326(g)(2)	Individual project information	TIP includes estimated **total** cost (including costs that extend beyond the 4 years of the TIP).	**Yes** / No	15-24; 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	15-24; Table 3
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	**Yes** / No	15-24; 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**	No such projects in this TIP
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	51-52; Appendix A

TABLE 20: 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	43-46; Tables 15 and 16
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	**Yes** / No	43-46; Tables 15 and 16
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	**Yes** / No	43-46; Tables 15 and 16
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No / **NA**	43-46; Tables 15 and 16
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	43-46; Tables 15 and 16
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	**Yes** / No	47-48; Tables 17-19
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	**Yes** / No	43-48; Tables 15-19
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	**Yes** / No	43-46; Tables 15 and 16
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 20: 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	43-46; Tables 15 and 16
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	27-30; Tables 5 & 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	30; Linked to website
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of 23 CFR 450.336.	**Yes** / No	5-6, 51-52; Appendix A

Appendix C: Contact Information

LAPC Contact Information

La Crosse Area Planning Committee
La Crosse County Administrative Center
212 6th Street N, Room 1600
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LAPC Website

www.lacrossecounty.org/mpo

LAPC Subcommittees

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

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Division of Transportation Investment Management
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U.S. Department of Transportation
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