



# La Crosse Area Planning Committee

*Metropolitan Planning Organization  
Serving the La Crosse/La Crescent Urbanized Area*

Peter Fletcher, Director Jackie Eastwood, Transportation Planner  
La Crosse County Administrative Center  
212 6<sup>th</sup> Street North ☎ Room 2300 ☎ La Crosse, WI 54601  
PH: 608.785.5977 Website: [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo)

## LA CROSSE COUNTY NOTICE OF MEETING

<b>COMMITTEE OR BOARD:</b>	<b>LA CROSSE AREA PLANNING COMMITTEE</b>
<b>DATE OF MEETING:</b>	<b>WEDNESDAY, November 16, 2022</b>
<b>MEETING PLACE:</b>	<b>ROOM 1700 ADMINISTRATIVE CENTER 212 6<sup>TH</sup> STREET N, LA CROSSE, WI 54601 THE MEETING WILL BE HELD IN PERSON WITH THE OPTION TO ATTEND VIRTUALLY VIA TEAMS – SEE MEETING ACCESS/ MONITORING INSTRUCTIONS DETAILED BELOW</b>
<b>TIME OF MEETING:</b>	<b>4:30 P.M.</b>
<b>PURPOSE OF MEETING:</b>	<b>Bi-Monthly Meeting</b>
1.	Call to Order and Roll Call
2.	Public comment (5 minutes time limit per comment)
3.	Approval of minutes of the September 21, 2022 LAPC meeting
4.	Approve the 2023-2026 Transportation Improvement Program - <i>Resolution 14-2022</i>
5.	Adopting Minnesota Department of Transportation Performance Measure 2 (pavement/bridge condition) and Performance Measure 3 (travel time reliability) - <i>Resolution 15-2022</i>
6.	Adopting Wisconsin Department of Transportation Transit Asset Management Targets - <i>Resolution 16-2022</i>
7.	Approving La Crosse Area Planning Committee 2023 Unified Planning Work Program - <i>Resolution 17-2022</i>
8.	Presentation “La Crosse Corridor Study Update” – Wisconsin Department of Transportation Study Team
9.	Directors Report
10.	Other Business
11.	Future Agenda Items -TIP Amendment
12.	Next Regular Meeting of LAPC: Wednesday, January 18, 2023
13.	Adjourn

**Public Access: Any person may access/monitor the meeting utilizing the following options.**

### MEETING ACCESS/MONITORING INSTRUCTIONS:

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

[Click here to join the meeting](#)

**Option 2: Join by phone (audio only): 1-262-683-8845, and enter 512250944# at the prompt**

[+1 262-683-8845](tel:+12626838845),512250944# United States, Kenosha

Phone Conference ID: 512 250 944#

*If you need assistance accessing or participating in this meeting, please contact LAPC staff as soon as possible by phone at 608-785-6141, by email at [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org), or in person at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.*

*Yog tias koj xav tau kev pabcuam kom nkag mus lossis koom nrog hauv lub rooj sib tham no, thov hu rau LAPC cov neeg ua haujlwm kom sai li sai tau hauv xovtooj ntawm 608-785-6141, lossis email rau [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org), lossis tus kheej rau 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.*

*Si necesita ayuda para acceder o participar en esta reunión, comuníquese con el personal de LAPC lo antes posible por teléfono al 608-785-6141, por correo electrónico a [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org), o en persona en 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.*



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## NOTICES FAXED/MAILED TO:

### NEWS MEDIA

La Crosse Tribune  
Other Media

### OTHERS

LAPC Technical Committees  
Public Participation Process List

## DEPARTMENTS

County Administrator  
Corporation Counsel  
County Clerk  
Facilities

## COMMITTEE MEMBERS

Linda Seidel, Chair  
Patrick Barlow, Vice Chair  
Monica Kruse  
Mitch Reynolds/Barb Janssen  
Scott Schumacher  
Mike Poellinger  
Tim Candahl  
Stan Hauser/Jerry Monti  
Joshua Johnson  
Kim Smith  
Bob Stupi

**MEMBERS:** If unable to attend, please contact Peter Fletcher, MPO Director at 608-785-5977.

**\*PUBLIC COMMENT:** The Committee may receive information from the public, but the Committee reserves the right to limit the time that the public may comment and the degree to which members of the public may participate in the meeting.

**PERSONS WITH DISABILITY:** If you need accommodation to access/monitor this meeting, please contact the County Clerk's Office at (608)785-9581 as soon as possible.

The LAPC reserves the right to reconsider issues taken up at previous meetings. Documents are emailed and/or mailed to LAPC Policy Board members; please contact the LAPC office to obtain copies. If you have a disability and need assistance participating in this meeting, please contact Jackie Eastwood at 608.785.6141 or at [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org) as soon as possible in advance of the meeting.

**DATE NOTICE FAXED/MAILED/POSTED: November 8, 2022**

**This meeting may be recorded and any such recording is subject to  
Disclosure under the Wisconsin Open Records Law**



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## **LA CROSSE AREA PLANNING COMMITTEE Minutes of September 21, 2022 Held in person and via Microsoft Teams**

<b>MEMBERS PRESENT:</b>	Patrick Barlow, Linda Seidel, Mike Poellinger, Stan Hauser, Kim Smith, Bob Stupi, Josh Johnson, Mitch Reynolds, Monica Kruse, Tim Candahl
<b>MEMBERS EXCUSED:</b>	Scott Schumacher
<b>OTHERS PRESENT:</b>	Peter Fletcher, Jackie Eastwood, Erin Klar (Recorder), Barb Janssen, Jane Klekamp, Kathleen Stewart, Francis Schelfhout, James Kuehn, Jim Longhurst, Larry Kirch

### **CALL TO ORDER**

Chair Linda Seidel called the meeting to order at 4:30 p.m. Roll call was taken and a quorum was called.

**PUBLIC COMMENT: None.**

### **APPROVAL OF MINUTES OF THE JULY 20, 2022 LAPC MEETING**

**MOTION** by Poellinger/Reynolds to approve the minutes of the July 20, 2022 La Crosse Area Planning Committee meeting. **Motion carried unanimously; one excused (Schumacher).**

### **APPROVE AMENDING THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (RESOLUTION 8-2022)**

The La Crosse Area Planning Committee approved the 2022-2025 TIP on November 17, 2021. Six projects have been added to the TIP project list: (1) STH 16, La Crosse – Sparta (Veterans Park to CTH M). Pavement Replacement, Design Anticipated in 2022 and Construction Anticipated in 2027-2028 (2) Grand Crossing Trail Reconstruction, East Avenue/Myrick Park Drive north to Cottonwood/Grand Crossing Trail Intersection, Bicycle/Pedestrian Facilities, Design Anticipated in 2023, Construction Anticipated in 2024/2025 (3) Wagon Wheel Trail Link, Eastern Terminus of MN Wagon Wheel Trail to Cameron Avenue Bridge, Bicycle/Pedestrian Facilities, Design Anticipated in 2022, Construction Anticipated in 2024/2025 (4) Goose Island Connector Trail, CTH GI to Sunnyside Drive, Bicycle/Pedestrian Facilities, Design Anticipated in 2024, Construction Anticipated in 2025/2026 (5) La Crosse Bicycle & Pedestrian Master Plan Update, City of La Crosse, Safe Routes Planning/Non-Infrastructure, Design/Planning Anticipated in 2022 (6) West Salem Traffic Study & SRTS Plan, West Salem School District, SRTS Planning/Non-Infrastructure, Design/Planning Anticipated in 2022. **MOTION** by Reynolds/Poellinger to approve. **Motion carried unanimously; one excused (Schumacher)**



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## **APPROVING WISCONSIN DEPARTMENT OF TRANSPORTATION SAFETY TARGETS (RESOLUTION 9-2022)**

Metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures and agree to plan and program projects so that they contribute to the accomplishment of State HSIP targets or commit to quantifiable HSIP targets for the metropolitan planning area.

<b>Safety Performance Measure</b>	<b>2017-2021 Baseline</b>	<b>WisDOT 2023 Target</b>
Number of fatalities	599.2	587.2
Rate of fatalities per 100 million vehicle miles traveled	0.956	0.937
Number of serious injuries	3,107.2	3,044.3
Rate of serious injuries per 100 million vehicle miles traveled	4.956	4.857
Number of non-motorized fatalities and serious injuries	371.4	364.0
<b>MOTION</b> by Kruse/Poellinger to approve. <b>Motion carried unanimously; one excused (Schumacher).</b>		

## **APPROVING MINNESOTA DEPARTMENT OF TRANSPORTATION SAFETY TARGETS (RESOLUTION 10-2022)**

Metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures and agree to plan and program projects so that they contribute to the accomplishment of State HSIP targets or commit to quantifiable HSIP targets for the metropolitan planning area.

<b>Safety Performance Measure</b>	<b>2017-2021 Baseline</b>	<b>WisDOT 2023 Target</b>
Number of fatalities	397.0	352.4
Rate of fatalities per 100 million vehicle miles traveled	0.695	0.582
Number of serious injuries	1,664.0	1,463.4
Rate of serious injuries per 100 million vehicle miles traveled	2.908	2.470
Number of non-motorized fatalities and serious injuries	280.8	258.4
<b>MOTION</b> by Poellinger/Hauser to approve. <b>Motion carried unanimously; one excused (Schumacher).</b>		

## **APPROVING LA CROSSE MUNICIPAL TRANSIT UTILITY TRANSPORTATION AGENCY SAFETY PLAN TARGETS (RESOLUTION 11-2022)**

The La Crosse Municipal Transit Utility (MTU) has coordinated with the La Crosse Area Planning Committee in the development of its PTASP safety targets and has approved and certified its Public Transportation Agency Safety Plan. The LAPC has 180 days from the approval of the MTU targets to either agree to plan and program projects so that they contribute to the accomplishment of those targets or coordinate with the agency to develop planning area-wide targets. LAPC agrees to plan and program projects that contribute to the accomplishment of the following MTU PTASP targets for 2023



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Measure	Fixed Route	Complementary Paratransit
Total number of reportable fatalities	0.0	0.0
Rate of reportable fatalities per 100,000 VRM	0.0	0.0
Total number of reportable injuries	0.0	0.0
Rate of reportable injuries per 100,000 VRM	0.0	0.0
Total number of reportable safety events	2.0	1.0
Rate of reportable safety events per 100,000 VRM	0.23	1.01
Average distance between major mechanical failures	10,282.37	5,495.3
<b>MOTION</b> by Reynolds/Poellinger to approve. <b>Motion carried unanimously; one excused (Schumacher).</b>		

## **APPROVING ONALASKA SHARED RIDE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN TARGETS (RESOLUTION 12-2022)**

the Onalaska Shared Ride (OSR) has coordinated with the La Crosse Area Planning Committee in the development of its PTASP safety targets and has approved and certified its Public Transportation Agency Safety Plan. The LAPC has 180 days from the approval of the MTU targets to either agree to plan and program projects so that they contribute to the accomplishment of those targets or coordinate with the agency to develop planning area-wide targets.

Measure	Target
Total number of reportable fatalities	0.0
Rate of reportable fatalities per 100,000 VRM	0.0
Total number of reportable injuries	0.6
Rate of reportable injuries per 100,000 VRM	0.2
Total number of reportable safety events	1.0
Rate of reportable safety events per 100,000 VRM	0.3
Average distance between major mechanical failures	322,848.9
<b>MOTION</b> by Johnson/Poellinger to approve. <b>Motion carried unanimously; one excused (Schumacher).</b>	

## **APPROVE LA CROSSE AREA PLANNING COMMITTEE PUBLIC PARTICIPATION PLAN UPDATE (RESOLUTION 13-2022)**

The Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) was signed into law in 2021 and codified in 23 United States Code (USC) 134(i)(6), Participation by Interested Parties, requires MPOs to develop a participation plan in consultation with all interested parties. The LAPC participation plan was updated to include a virtual participation component for all of its meetings and input activities and the use of web-based tools for public information and input. The LAPC participation plan was updated to address the need for improved outreach to and participation by members and representatives of disadvantaged communities. The LAPC participation plan was updated to include a project cost threshold for TIP amendments and minor updates to contact references were necessary to reflect changes in staff. Discussion ensued.



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**MOTION** by Poellinger/Hauser to approve. **Motion carried unanimously; one excused (Schumacher).**

## **APPROVE MEMORANDUM OF UNDERSTANDING BETWEEN MNDOT, LAPC, AND MTU**

The purpose of this MOU is to establish and maintain a continuing, cooperative and comprehensive (3-C) transportation planning and programming process as defined and required by the United States Department of Transportation (USDOT) regulations.

**MOTION** by Kruse/Reynolds to approve. **Motion carried unanimously; one excused (Schumacher).**

## **UPDATE ON TIP PROJECT NUMBER 243-19-020 (I-90 OVERLAY AND BRIDGE IMPROVEMENTS)**

Last meeting Don Smith appeared regarding a TIP amendment – Project 243-19-020 I-90 Bridge Overlay. He brought up the I-90 Bike/Ped connection and the consideration of bridge hangers or bike/ped trail accommodations on I-90 Wisconsin Bridges. LAPC staff was directed to find out more information and WIS DOT indicated it will consider bike/ped accommodations on I-90 bridges when they are scheduled for replacement.

## **DRAFT 2023 LAPC UNIFIED PLANNING WORK PROGRAM (UPWP)**

Report must be prepared to receive state and federal planning dollars each year. LAPC is receiving additional federal planning dollars in the amount of \$65,000 in 2023. New work plan activities for 2023 can be broken down to (1) Administration; (2) Short range planning; (3) Long range planning; (4) TIP; and (5) Local Studies. The UPWP will be considered for approval at the November meeting.

## **DIRECTORS REPORT**

- Working on arranging meeting with transportation partners.
- Another TAP solicitation will be taking place on the WI side. Larger amount of funding. Encouraged communities that have bike/ped programs needs or Safe Routes to school to apply.
- Application for port statistical area has been submitted.

**OTHER BUSINESS** - none noted.

## **FUTURE AGENDA ITEMS**

- TIP Approval
- 2023 UPWP Approval

**NEXT MEETING DATE: Wednesday, November 16, 2022 at 4:30 p.m.**

**MOTION** by Poellinger/Johnson to adjourn the meeting at 5:25 p.m. **Motion carried unanimously; one excused (Schumacher).**

Disclaimer: The above minutes may be approved, amended or corrected at the next committee meeting.

Recorded by Erin Klar



2023-  
2026 TIP

## Draft LAPC Transportation Improvement Program



To be approved on  
November 16, 2022





# 2023 - 2026 Transportation Improvement Program

for the

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

## STAFF:

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

Peter Fletcher, Executive Director

Phone: 608.785.5977

E-mail: [pletcher@lacrossecounty.org](mailto:pletcher@lacrossecounty.org)

OR

Jackie Eastwood, Transportation Planner

Phone: 608.785.6141

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

At:

La Crosse Area Planning Committee

La Crosse County Administrative Center

212 6<sup>th</sup> St N, Room 2300

La Crosse, WI 54601

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

To request this document in an alternate format, please contact Jackie Eastwood at 608.785.6141 or at [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org).

# La Crosse Area Planning Committee

## POLICY BOARD

**Linda Seidel, Chair**  
Chair, Town of Medary

**Mitch Reynolds**  
Mayor, City of La Crosse

**Kim Smith**  
Mayor, City of Onalaska

**Mike Poellinger**  
Mayor, City of La Crescent

**Patrick Barlow, Vice Chair**  
President, Village of Holmen

**Timothy L. Candahl**  
Chair, Town of Shelby

**Scott Schumacher**  
President, Village of West Salem

**Joshua Johnson**  
Chair, Town of Campbell

**Stan Hauser**  
Chair, Town of Onalaska

**Bob Stupi**  
Chair, Town of Holland

**Monica Kruse**  
Chair, La Crosse County Board

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

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



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## Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

## Acronyms

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

# Introduction

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

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

The 2023-2026 TIP is developed in accordance with the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law signed into law in 2021 and codified in 23 United States Code 134 Metropolitan Transportation Planning. It includes projects and programs consistent with *Beyond Coulee Vision 2040*—the metropolitan transportation plan (MTP) for the MPA—approved by the LAPC on September 16, 2020.

## About the LAPC

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

## Urbanized Area

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

## Metropolitan Planning Area (MPA)

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

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

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

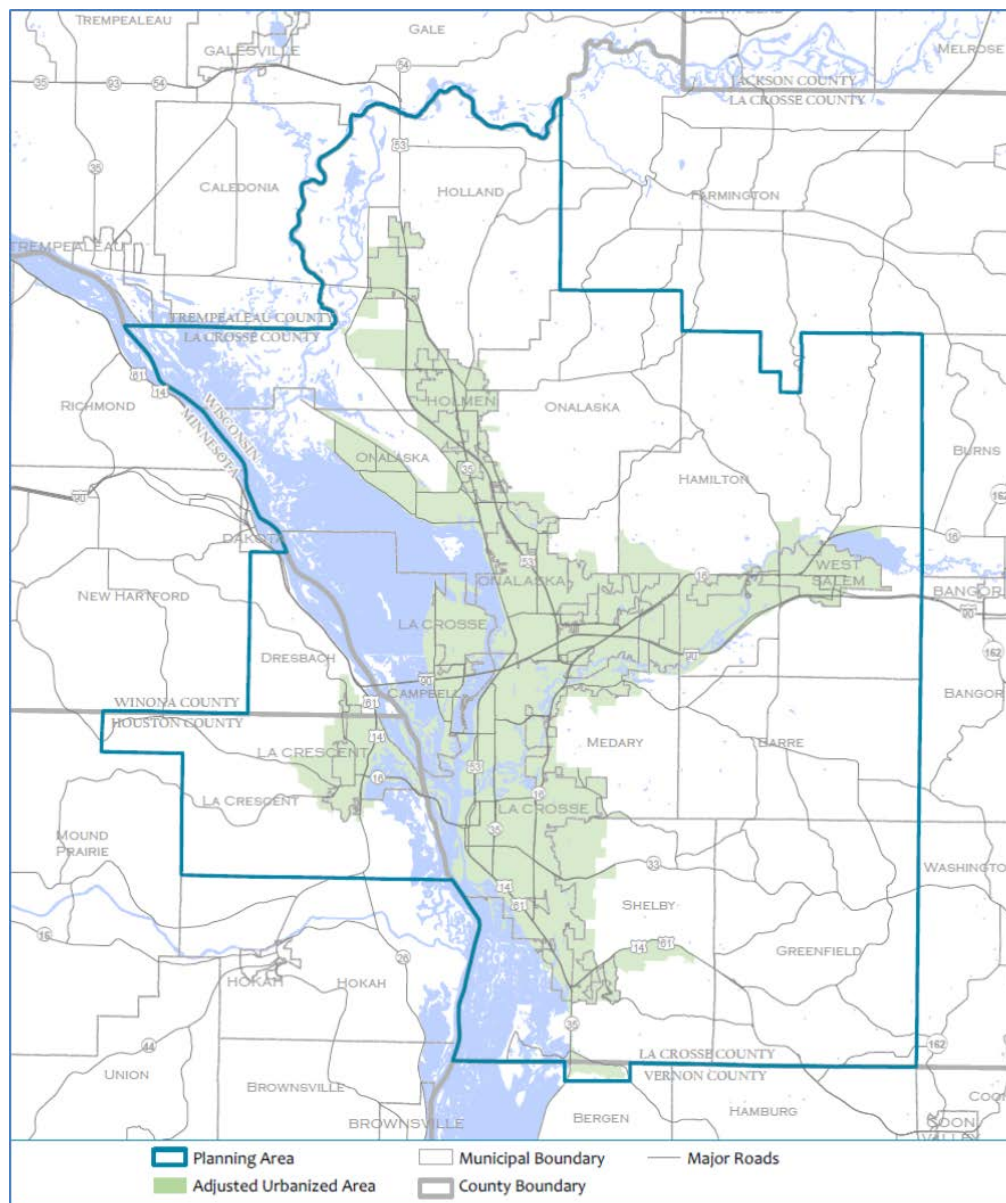


Figure 1: Metropolitan planning area and adjusted urbanized area.

## Governance and Organizational Structure

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

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

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

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

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

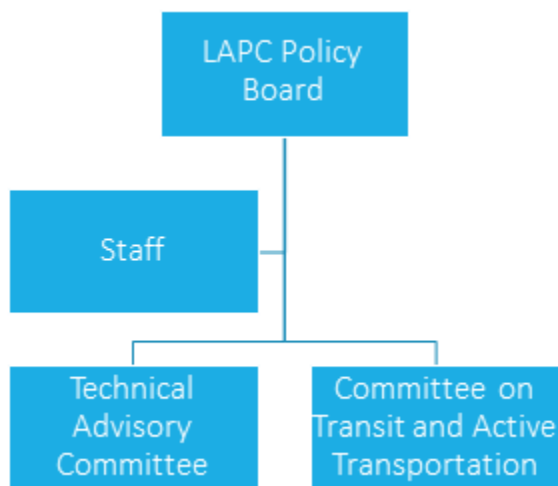


Figure 2: LAPC Committee Structure

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

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

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

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# TIP Planning Process

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

## Self-Certifications and Federal Certifications

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

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

Transportation Plan	<a href="#"><i>Beyond Coulee Vision 2040: A Performance-based Approach to Moving People and Goods</i></a> ; approved September 16, 2020.
Transportation Improvement Program (TIP)	<a href="#">2022-2025 LAPC Transportation Improvement Program</a> , approved on November 17, 2021.
Planning Work Program (PWP)	<a href="#">2022 Final LAPC Planning Work Program</a> ; approved on November 17, 2021.
Public Participation Plan	<a href="#">Public Participation Plan for the La Crosse Area Planning Committee</a> ; approved on September 21, 2022.
MPO Cooperative Agreements	<a href="#">WisDOT/LAPC/MTU</a> , May 8, 2017; <a href="#">MOU between MnDOT/LAPC/MTU</a> , October 12, 2022; <a href="#">Intermunicipal Agreement for Metropolitan Planning Organization</a> , 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	<a href="#">2021 list of obligated projects</a> posted on the LAPC website: <a href="https://www.lacrossecounty.org/mpo">https://www.lacrossecounty.org/mpo</a> .

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017.
- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts.

The 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](http://www.lacrossecounty.org/mpo) and in the staff office at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.
- **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on 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](http://www.lacrossecounty.org/mpo) and in our office at 212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601.

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

## TIP Update Activities

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### Public Notification and Comment

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

The 2023-2026 TIP public notice, resolution, and a record of public comments are included in [Appendix A](#).

### General TIP Schedule

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

The Minnesota project list was approved July 20, 2022 to coordinate with the MnDOT State TIP process.

**TABLE 1: GENERAL SCHEDULE FOR TIP REVIEW AND APPROVAL**

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

### TIP Amendment Process

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

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

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

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

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

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

## Project Prioritization Process

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

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

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

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

## STP-U Project Selection Policies

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

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

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

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# TIP Projects Lists

The TIP includes six types of projects lists:

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

## TIP Projects List

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

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

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

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

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

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

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

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

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

## TIP Grouped Projects List

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

TABLE 3: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

2023 - 2026 Transportation Improvement Program Project List November 16, 2022						2023 (x\$1000)										2024 (x\$1000)										2025 (x\$1000)										2026 (x\$1000)										Source of Funds
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total																					
243-23-005 243-24-005 243-25-005 243-26-005		State of Wisconsin / Minnesota	SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Br Rehab	PE ROW Const Total																						NHPP																			
243-23-010 243-24-010 243-25-010 243-26-010		Various Municipalities	SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Other	PE ROW Const Total	138.0			34.5	172.5					Design Continued												TAP																			
243-23-011 243-24-011 243-25-011 243-26-011		State of Wisconsin / Minnesota	SW Region/District 6 Emergency Repair Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	ER	Non Infr ROW Infr Total																						ER																			
243-19-020	1070-04-34, 64	State of Wisconsin	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Replacement B-32-73. Design Obligated in 2019, Construction Obligated in 2023, Construction in 2024	Sys Pres / Br Repl	PE ROW Const Total				Design Continued							Construction Continued											NHPP																			
243-20-027	1074-00-31, 61	State of Wisconsin	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-57). Design Obligated in 2022, Construction Anticipated in 2027	Sys Pres	PE ROW Const Total				Design Continued							Design Continued				Design Continued							NHPP																			
243-18-017	1071-07-06, 76, 96	State of Wisconsin	IH-90, STH 16 to CTH C, Pavement & Bridge Replacements (B-32-23, 24, 25, 26, 27, 28), Design Anticipated 2023, Construction Anticipated after 2030	Pav Rep / Br Rep	PE ROW Const Total	1,524.8	169.4			1,694.2					Design Continued				Design Continued								NHPP																			
243-13-011	1071-08-04, 74	State of Wisconsin	IH 90, STH 16 Interchange Area. (S Kinney Coulee Rd to CTH C) Interchange Improvements. Bridge replacements B-32-0053, -0054. Design anticipated in 2023. Construction anticipated after 2030	Re Const / Br Repl	PE ROW Const Total	1,290.0	143.3			1,433.3					Design Continued				Design Continued								NHPP																			
243-18-018	1070-04-03, 73	State of Wisconsin	IH-90, STH 157 Interchange Reconstruction, Design Anticipated 2023, Construction Anticipated after 2030	Re Const	PE ROW Const Total	788.4	87.6			876.0					Design Continued				Design Continued								NHPP																			
243-20-016	5250-06-72, 74	State of Wisconsin	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated after 2030	Sys Pres	PE ROW Const Total				Design Continued							Design Continued				Design Continued							NHPP																			
243-20-028	5250-06-73, 75	State of Wisconsin	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated after 2030	Sys Pres	PE ROW Const Total				Design Continued							Design Continued				Design Continued							NHPP																			
243-22-018	1630-03-03, 73	State of Wisconsin	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Obligated in 2022, Construction Anticipated in 2028	Sys Pres	PE ROW Const Total				Design Continued							Design Continued				Design Continued							NHPP																			
243-22-019	1630-03-04, 74	State of Wisconsin	USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2028	Sys Pres	PE ROW Const Total				Design Continued							Design Continued				Design Continued							NHPP																			
243-22-021	1630-09-00	State of Wisconsin	USH 53, USH 14/61 - IH 90 (PE thru Environmental Document) Study - Includes USH 14/61, USH 53, WIS 16, WIS 35), Reconstruct, Design obligated 2022, Construction TIP #s: 243-20-016, 243-20-028	Re Constr	PE ROW Const Total				Design Continued							Design Continued				Design Continued							MAJORS																			
243-20-031	1640-01-05, 75	State of Wisconsin	USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design obligated 2020, Construction scheduled for 2024-2025	Sys Pres	PE ROW Const Total				Design Continued							Design Continued											NHPP																			
243-13-015	1641-02-02, 22, 42, 53, 54, 70, 72, 80, 82, 3700-10-79	State of Wisconsin	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2021, Construction in 2022-2023	Re Const	PE ROW Const Total				Design Continued							Design Continued											HSIP NHPP ITS																			
243-19-022	5200-03-33, 63	State of Wisconsin	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair. Design Obligated in 2019, Construction Anticipated 2024	Sys Pres	PE ROW Const Total				Design Continued							Design Continued											NHPP																			
243-14-026	5163-07-02, 20, 24, 42, 52, 53, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, Construction 2025 (Advanceable to 2024)	Re Const	PE ROW Const Total				Design Continued							Design Continued				Design Continued							NHPP																			
243-11-024	7575-07-03, 23, 73, 83	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Construction in 2022.	Sys Pres	PE ROW Const Total				Design Continued							Design Continued											HSIP NHPP																			
243-11-028	7575-01-01, 05, 80	State of Wisconsin	STH 16, Gillette St. to STH 157. Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design (Environmental Document to PS&E for bridges B-32-0111 and B-32-0115), Final Design to begin in 2023. (Construction obligated in 2025, Construction in 2026)	BR Repl	PE ROW Const Total		2,000.0			2,000.0					Design Continued				Design Continued								NHPP																			
243-19-017	7575-01-35, 66	State of Wisconsin	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair, Design Obligated in 2019, Construction Anticipated in 2025	Sys Pres	PE ROW Const Total				Design Continued							Design Continued											NHPP																			

2023 - 2026 Transportation Improvement Program Project List																							Source of Funds			
November 16, 2022						2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					2026 (x\$1000)					
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	
243-20-029	7570-05-00, 70	State of Wisconsin	STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Anticipated in 2024	Sys Pres	PE ROW Const Total																					HSIP
243-19-034	7575-01-06, 26, 76	State of Wisconsin	STH 16, La Crosse - Sparta (Losey Blvd to South Kinney Coulee Rd), Repair, Mill and Overlay, Design Obligated in 2020 and Construction Anticipated in 2025	Sys Pres	PE ROW Const Total																					NHPP
243-22-034	7570-05-06, 76	State of Wisconsin	STH 16, La Crosse - Sparta (Veterans Park to CTH M), Pavement Replacement, Design Anticipated in 2022 and Construction Anticipated in 2027-2028	Sys Pres	PE ROW Const Total																					NHPP
243-19-035	7140-00-02, 82	State of Wisconsin	STH 35, La Crosse - Trempealeau (Black River Bridges B-32-016 and B-32-018), Replacement, Design Obligated in 2019 and Constructed in 2025-2026	Br Repl	PE ROW Const Total																					STBG
243-21-002	1630-03-00, 80	State of Wisconsin	USH 53, La Crosse - Galesville (B-32-131, 132, 135, 136, 139, 140), Bridge Rehabilitations, Design Obligated in 2022, Construction Anticipated in 2028	Sys Pres	PE ROW Const Total																					NHPP
243-20-030	5120-05-04, 74	State of Wisconsin	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2026/2027	Sys Pres	PE ROW Const Total																					STBG
243-19-023	7930-08-01, 21, 71	State of Wisconsin	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) Includes Bridge Rehab B-32-018.1, Design Obligated in 2019, Construction Anticipated in 2023-2024	Sys Pres	PE ROW Const Total																					STBG
243-22-030	5991-02-03, 73, 76	State of Wisconsin	STH 157 - Main St, City of Onalaska (5th Ave S to 0.05 East of 17th Ave), Pavement Replacement, Design Anticipated in 2023, Construction Anticipated in 2029	Pav Repl	PE ROW Const Total																					NHPP
243-20-017	5347-00-00	La Crosse County	CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design, Obligated in 2020, Potential BUILD-TIGER grant or STBG project for Construction.	Reconst	PE ROW Const Total																					LF
243-20-022	7049-00-00, 70	La Crosse County	CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, with Construction anticipated in 2023-2024.	Br Repl	PE ROW Const Total																					STBG
243-20-023	7323-00-01, 71	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2020, with Construction anticipated in 2023-2024	Br Repl	PE ROW Const Total																					STBG
243-22-029	5991-02-05, 74, 75	La Crosse County	CTH ZM, Town of Onalaska, CTH Z - CTH OT, Pavement Replacement, Design Anticipated in 2022, with Construction Anticipated in 2022 (Actual Construction in 2023)	Pav Repl	PE ROW Const Total																					STBG
243-21-013	5991-02-61, 62	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Anticipated in 2023	Sys Pres	PE ROW Const Total																					HSIP
243-22-022		City of Onalaska	Theater Road, STH 16 to Midwest Drive, Design Obligated in 2022, Construction Anticipated in 2024	Reconstr	PE ROW Const Total																					MSIS
243-22-023	5991-02-67, 68	City of Onalaska	Midwest Drive, Theater Road to Main Street, Reconstruct, Design Obligated in 2022, Construction Anticipated in 2024-2025	Reconstr	PE ROW Const Total																					STBG
243-22-024	5991-07-60, 61, 62	City of La Crosse	6th Street, Cass Street to State Street, Reconstruct, Design Anticipated in 2023, Construction Anticipated in 2025	Reconstr	PE ROW Const Total																					STBG
243-19-026	1641-03-04, 26	City of La Crosse	Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-75, 7575-07-70 for Construction).	Sys Pres	PE ROW Const Total																					HSIP
243-19-027	1641-03-75	City of La Crosse	USH 14/51, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022 with Construction in 2023	Sys Pres	PE ROW Const Total																					HSIP
243-19-029	7575-07-70	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022.	Sys Pres	PE ROW Const Total																					HSIP
243-22-025	5991-00-21, 22	Village of West Salem	City Loop Drive, East Jefferson Street to Neshonoc Road, Resurfacing, Design Obligated in 2022, Construction Anticipated in 2024-2025	Sys Pres	PE ROW Const Total																					STBG



2023 - 2026 Transportation Improvement Program Project List						2023 (x\$1000)										2024 (x\$1000)					2025 (x\$1000)					2026 (x\$1000)					
November 16, 2022						Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds					
243-22-026	5991-00-25, 26	Village of West Salem	Mark Street, East Gariand Street to East Avenue, Resurface, Design Obligated in 2022, Construction Anticipated in 2023-2024	Sys Pres	PE																						STBG				
					ROW																										
					Const	131.9			33.0	164.9																					
					Total	131.9			33.0	164.9																					
243-22-031	5991-00-30, 31	Village of West Salem	Leonard Street, Village of West Salem (Elm Street to Hamilton Street), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2025-2026	Pav Repl	PE																						STBG				
					ROW																										
					Const																										
					Total																										
243-21-016	5436-00-06	La Crosse County	CTH M, CTH I - CTH O, Reconstruct. Design Obligated in 2021. Construction not Currently Scheduled/Obligated	Reconst	PE																						LF				
					ROW																										
					Const																										
					Total																										
243-21-017	5436-00-07, 77	La Crosse County	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction Anticipated in 2024-2025	Br Repl	PE																						STBG				
					ROW																										
					Const																										
					Total																										
243-21-018	7272-00-02, 72	La Crosse County	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Obligated in 2021, Construction Anticipated in 2024-2025	Br Repl	PE																						STBG				
					ROW																										
					Const																										
					Total																										
243-22-027	5346-00-01, 71	La Crosse County	Drogseth Road, Town of Barre, Boshwick Creek Bridge Replacement P-32-903 (new B-32-231), Design Obligated in 2022, Construction Anticipated in 2024	Br Repl	PE																						STBG				
					ROW																										
					Const																										
					Total																										
243-21-019	3700-10-89	State of Wisconsin	Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023	Sys Pres	PE																						ITS				
					ROW																										
					Const																										
					Total																										
243-21-021	1071-01-02, 82	State of Wisconsin	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 in 2026/2027	Sys Pres	PE																						NHPP				
					ROW																										
					Const																										
					Total																										
243-22-035	5991-07-65, 66	City of La Crosse	City of La Crosse, Grand Crossing Trail, Myrick Park Drive to Saint James St, Bicycle/Pedestrian Multi-Use Trail, Design Anticipated in 2023, Construction Anticipated in 2024	Other	PE				76.8	76.8																		TAP			
					ROW																										
					Const						625.4				156.3	781.7															
					Total				76.8	76.8	625.4				156.3	781.7															
243-22-036	5991-07-72, 73	City of La Crosse	City of La Crosse, Wagon Wheel Trail, La Crescent MN to C La Crosse, Bicycle/Pedestrian Multi-Use Trail, Design Anticipated in 2023, Construction Anticipated in 2025	Other	PE				11.8	11.8																	TAP				
					ROW																										
					Const																										
					Total				11.8	11.8																					
243-22-037	5991-06-03, 73	Town of Shelby	T Shelby, Goose Island Trail, CTH GI to Sunnyside Drive, Bicycle/Pedestrian Multi-Use Path, Design Anticipated in 2024, Construction Anticipated in 2024/2025	Other	PE									12.3	12.3												TAP				
					ROW																										
					Const						286.4				71.6	358.0															
					Total						286.4				83.9	370.3															
243-22-038	1009-22-05	City of La Crosse	City of La Crosse, Bike/Ped Plan, City of La Crosse City Wide, Bike/Pedestrian Master Plan Update, Design/Planning Anticipated in 2023	Other	PE	95.0			24.0	120.0																	TAP				
					ROW																										
					Const																										
					Total	95.0			24.0	120.0																					
243-22-039	1009-01-30	West Salem School District	West Salem SRTS Study and Program, West Salem School District, SRTS Improvements, Design/Planning Anticipated in 2023	Other	PE	44.0			11.0	55.0																	TAP				
					ROW																										
					Const																										
					Total	44.0			11.0	55.0																					
243-21-022	1000-74-00, 20, 40, 50, 51, 52, 53, 54, 55, 56, 57, 70, 71	State of Wisconsin	Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2022, ROW Scheduled in 2023, Construction Obligated in 2022 & 2023 (const. until 2026)	Rail	PE																						Rail Safety				
					ROW	230.2			153.5	383.7																					
					Const	27,354.5	5,091.7	8,353.4	5,000.0	45,799.6																					
					Total	27,584.7	5,091.7	8,506.9	5,000.0	46,183.3																					
243-21-023	5991-05-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 0798278), Signal Replacement, Construction in 2023	Rail	PE																						Rail Safety				
					ROW																										
					Const	176.8				176.7	353.5																				
					Total	176.8				176.7	353.5																				
243-22-028	5991-07-46	State of Wisconsin	City of La Crosse, Silms Place (BNSF RR Xing 917431D), Add Roadway Median/Misc, Construction in 2023	Rail	PE																						Rail Safety				
					ROW																										
					Const	77.3				8.6	85.9																				
					Total	77.3				8.6	85.9																				
243-22-020	5991-05-53	State of Wisconsin	City of La Crosse, Silms Place (BNSF RR Xing 917431D), Railroad Operations/Replace Signals, Add Gates/Misc, Construction in 2023	Rail	PE																						Rail Safety				
					ROW																										
					Const	151.5				151.5	303.0																				
					Total	151.5				151.5	303.0																				





TABLE 4: 2023-2026 TIP GROUPED PROJECT LIST

Table 4: 2023 - 2026 TIP Grouped Project List																										
November 16, 2022						2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					2026 (x\$1000)					
Project Number	State ID Number	Sponsor-ing Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds
SW Region/District 6 Bridge Maintenance Project Group																										
SW Region/District 6 Local Emergency Relief (EF) Project Group																										
Transportation Alternatives Program																										
243-21-010	5991-08-03, 73	La Crosse County	Multi-use Trail (S. Kinney Coulee Rd - Landfill Rd), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE																					TAP
					ROW																					
					Const																					
					Total																					
243-21-010	5991-08-04, 74	La Crosse County	Bicycle/Pedestrian Bridge (OTH VP in Veteran's Park), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE																					TAP
					ROW																					
					Const																					
					Total																					
243-21-010	1009-01-25, 26	La Crosse County	Non-Infrastructure, La Crosse County, SRTS, Obligated in 2022 and 2023, Commencement 08/2024	Other	PE	138.0			34.5	172.5																TAP
					ROW																					
					Const																					
					Total	138.0			34.5	172.5																

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## Illustrative Projects List

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

TABLE 5: ILLUSTRATIVE PROJECTS LIST

Sponsoring Agency	Description	Type	Year	Estimated Cost
City of Onalaska	Theater Rd from County Road PH to STH 16; reconstruct; concrete pavement (5 lanes)	Re Const	2020-2023	\$800,000
City of Onalaska	CTH OS from STH 16 to Market Pl; widen to 7 lanes	Re Const	2024-2029	\$100,000
City of Onalaska	East Main St/Green Coulee Rd Corridor Improvements	Sys Pres	2024-2029	\$3,500,000
City of La Crescent	Wagon Wheel Trail Phase 4	Other	2026-2040	\$1,160,000
TBD	Interstate 90 Corridor Shared-Use Trail	Other	2026-2040	\$28,425,600
City of La Crosse	Kinney Coulee Connection shared-use path	Other	2026-2040	\$8,500,000
City of La Crosse	River Point Black River Trail extension	Other	2025-2026	\$2,500,000
City of La Crosse	Green Bay Street from 14 <sup>th</sup> St to East Ave; reconstruct; add bike lanes and lighting	Re Const	2025	\$712,000
City of La Crosse	Green Bay Street from South Ave to 14 <sup>th</sup> St; reconstruct; replace signal, add bike lanes	Re Const	2026	\$2,300,000
City of La Crosse	Losey Blvd from La Crosse to Cass; reconstruct; replace two signals, replace utilities	Re Const	2024	\$6,052,000
City of La Crosse	Losey Blvd from Cass to State Rd; reconstruct; replace utilities	Re Const	2025	\$4,130,000
City of La Crosse	Losey Blvd from State Rd to Ward Ave; reconstruct; replace signal, replace utilities	Re Const	2026	\$5,450,000
City of La Crosse	State St from 16 <sup>th</sup> St to 17 <sup>th</sup> St; reconstruct; replace utilities	Re Const	2025	\$588,000
City of La Crosse	16 <sup>th</sup> St from State St to Main St; reconstruct; replace utilities	Re Const	2025	\$548,000
Town of Shelby	Mormon Coulee Greenway Trail	Other	2026-2040	\$1,800,000

## List of Projects Removed from the TIP

Projects removed from the 2023-2026 TIP are listed in Table 6.

TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2023-2026 TIP

Project Number	State ID Number	Sponsoring Agency	Project Description	Reason for Removal
243-19-021	1070-04-33, 63	State of Wisconsin	IH 90, CTH BW, CTH B and STH 157 EB Bridges (B-32-51, 52, 55) Thin Polymer Overlays	Completed
243-19-015	1074-00-02, 72	State of Wisconsin	IH-90, CTH C to East County Line, Resurface	Completed
243-06-012	1630-08-00	State of Wisconsin	USH 53, USH 14/61 - IH 90, Reconstruction, (TIP # 243-06-013 for all ROW, Utilities, Construction)	TPC decision
243-06-013	1630-08-21, 23, 25, 27, 40, 44, 46, 48, 70, 71, 75, 77, 80, 81, 84, 86, 88, 89	State of Wisconsin	USH 53, USH 14/61 - IH 90, Reconstruction	TPC decision
243-17-013	1630-03-01, 61	State of Wisconsin	USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation	Completed
243-18-015	1640-03-31, 61	State of Wisconsin	USH 14, Brickyard Lane – CTH M, Mill & Overlay	Completed
243-18-024	5160-06-00, 70	State of Wisconsin	STH 35, Genoa – La Crosse (Village of Stoddard North Limit to North Vernon County Line), Mill & Overlay	Completed
243-18-019	7575-00-01, 71	State of Wisconsin	STH 16, Braund Street to CTH OS, Monotubes and Left Turn Lane Improvements	Completed
243-18-025	7570-05-34, 64	State of Wisconsin	STH 16, La Crosse – Sparta (0.27 Miles East of La Crosse River to Big Creek). Mill & Overlay	Completed
243-20-014	3700-10-83	State of Wisconsin	STH 16, La Crosse – Sparta (STH 16/IH 90 Interchange EB/WB Ramps). Monotube Installation	Completed
243-20-019	3700-10-87	State of Wisconsin	STH 16, City of La Crosse (STH 16 & Gillette St), Traffic Signals & Monotubes	Completed
243-20-020	3700-10-88	State of Wisconsin	STH 16, City of La Crosse (Various Highways/ Intersections), Signals Cabinets & Equipment	Completed
243-11-012	5120-03-02, 22, 72	State of Wisconsin	STH 33. Jackson St. City of La Crosse, 3rd St. to 23rd St. Surface (1.67 mi.)	Completed
243-19-012	7048-00-00, 80	State of Wisconsin	CTH C, IH 90 – STH 16 (CTH B & CP RR Bridge B-32-0069(84.10)), Bridge Rehab	Completed
243-14-020	7067-00-00, 70, 71	La Crosse County	CTH SN, CTH OT to Alpine Lane. Reconst, 2-phase: CTH OT to Hanson Rd, incl. Br Repl P-32-127	Completed
243-15-014	5436-00-01, 71	La Crosse County	CTH M, STH 33 - I90 (CTH O to CTH B), Recondition	Completed
243-16-012	5085-00-00, 70	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI	Completed
243-20-021	7323-00-00, 70	La Crosse County	CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement	Completed

TABLE 6: LIST OF PROJECTS REMOVED FROM THE 2023-2026 TIP (continued)

Project Number	State ID Number	Sponsoring Agency	Project Description	Reason for Removal
243-19-024	5991-07-42, 43, 44	City of La Crosse	Gillette St, Caledonia St to STH 35/George St, Reconstruct	Completed
243-19-025	5991-07-36, 37, 38	City of La Crosse	Green Bay St, East Ave to S 22nd St, Reconstruct	Completed
243-19-028	5120-02-70	City of La Crosse	STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes	Completed
243-19-030	5220-04-04, 24, 74	City of La Crosse	STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks	Completed
243-21-014	1062-08-80	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair	Completed
243-21-015	1032-08-80	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair	Completed
243-21-020	1630-00-81	State of Wisconsin	USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair	Completed
243-21-012	5120-02-02, 72	State of Wisconsin	STH 33, City of La Crosse, State Road & Losey Boulevard Intersection	Need for coordination
243-20-035		City of La Crosse	MTU In-Ground and Movable Wheel Engaging Vehicle Hoists	Completed
243-22-032	5991-00-01	City of La Crosse	Two (2) Clean Diesel Buses, City of La Crosse, Public Transportation	Transferred to FTA
243-19-032	5991-02-60	City of Onalaska	Transit Vans, OHWS Public Transit, 5 Transit Vans	Completed
243-22-033	5991-02-69	City of Onalaska	Four (4) Transit Vans, City of Onalaska, OHWS Public Transit	Transferred to FTA
243-20-024	5991-02-01	City of Onalaska	Four (4) Transit Vans	Completed
243-11-010	1009-00-67, 73, 1009-01-03, 04	La Crosse County	Non-Infrastructure, La Crosse County. Equipment; Education, Encouragement, Enforcement and Evaluation Activities	Completed

## Wisconsin LRIP Open Projects County Summary Report

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

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

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

## List of Annual Obligated Projects

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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

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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

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

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

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

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

## Highway Safety

### State Targets

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

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

TABLE 7: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2023

Safety Performance Measure	2017-2021 Baseline	2023 Targets
<i>Fatalities:</i> Number of fatalities	599.2	587.2
<i>Fatality Rate:</i> Fatalities per 100 million vehicle miles traveled	0.956	0.937
<i>Serious Injuries:</i> Number of serious injuries	3,106.4	3,044.3
<i>Serious Injury Rate:</i> Serious injuries per 100 million vehicle miles traveled	4.956	4.857
<i>Non-motorized Fatalities and Serious Injuries:</i> Number of non-motorized fatalities and non-motorized serious injuries	371.4	364.0

Source: Wisconsin Department of Transportation.

MnDOT has elected to retain the targets from 2022 as the targets for 2023.

TABLE 8: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2023

Safety Performance Measure	2017-2021 Baseline	2023 Targets
<i>Fatalities:</i> Number of fatalities	397.0	352.4
<i>Fatality Rate:</i> Fatalities per 100 million vehicle miles traveled	0.695	0.582
<i>Serious Injuries:</i> Number of serious injuries	1,664.0	1,463.4
<i>Serious Injury Rate:</i> Serious injuries per 100 million vehicle miles traveled	2.908	2.470
<i>Non-motorized Fatalities and Serious Injuries:</i> Number of non-motorized fatalities and non-motorized serious injuries	280.8	258.4

Source: Minnesota Department of Transportation.

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

### Performance Monitoring<sup>1</sup>

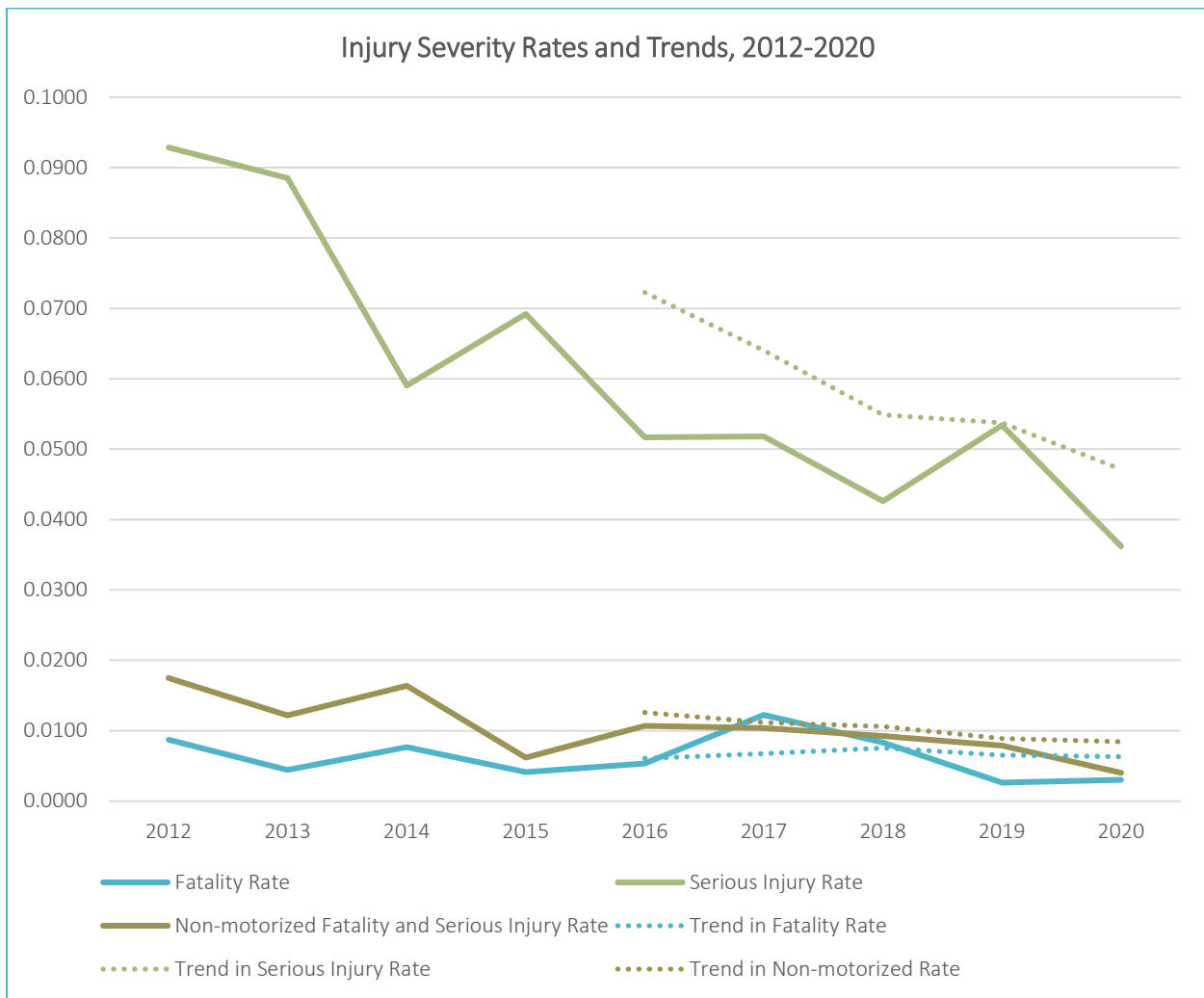
Fatalities in the planning area in 2020 (3) were down 55.9% from the 5-year average for 2016-2020 (6.8) while serious injuries in 2020 (36) were significantly down—41.0% from 2019 and 29.7% from the 5-year

<sup>1</sup> The safety discussion for the planning area was not updated to a baseline of 2017-2021 because vehicle miles traveled in Wisconsin is not available for 2021.



average for 2016-2020. In 2020, the planning area experienced its lowest total of non-motorized fatalities and serious injuries (4) since before 2010.

The rates (number of occurrences per million vehicle miles traveled) for fatalities, serious injuries, and non-motorized fatalities and serious injuries for 2012-2020 are shown in Figure 3 along with the trends in the moving averages from 2012-2016 to 2016-2020. From 2012-2016 to 2016-2020, the 5-year averages for the serious injury and non-motorized rates declined 34.8% and 32.9%, respectively. The change in the 5-year average fatality rate between the two time periods increased 4.2%--down 3.5 percentage points from the 2022-2025 TIP (2012-2016 to 2015-2019).



**Figure 3: Injury severity rates and trends, 2012-2020.** Rates are calculated using MPA totals and La Crosse County VMT. *Data sources:* TOPS Lab, UW-Madison; WisDOT website; MnDOT.

## Highway and Bridge Condition and Performance

### State Targets

Table 9 lists the federal performance measures for the National Highway Performance Program (NHPP) and the targets established by the Wisconsin and Minnesota DOTs. Wisconsin DOT made no adjustments to their 4-year targets as is allowed by federal regulation at the period midpoint. Minnesota DOT, on the other hand, adjusted their 4-year targets for bridges in “good” condition for Interstate reliability.

TABLE 9: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM TARGETS, 2018-2021

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

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

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

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

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

Sources: Wisconsin and Minnesota Departments of Transportation.

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

### Performance Monitoring

Table 10 reports the pavement and bridge condition and travel time reliability in the metropolitan planning area (MPA) for 2018 and 2019.

Over 73% of Wisconsin Interstate pavements (2018)<sup>2</sup> and over 70% of Minnesota Interstate pavements (2019) in the MPA are rated “good.” None of the Interstate in the MPA is rated “poor.”

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

<sup>2</sup> Pavement condition for Wisconsin pavements has not yet been made available for 2019.

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

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

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

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

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

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

## Transit Asset Management (TAM)

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

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

Table 11 summarizes the performance for all bus, cutaway, and minivan vehicles (the types of vehicles used by MTU or OSR) assessed in the State TAM Plan. WisDOT established targets whose percentages are

rounded down from the respective percentage of vehicles exceeding the ULB. Under these targets, the rolling stock performance for MTU and OHWSPT vehicles meets State targets.

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

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

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

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

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

### Public Transportation Agency Safety Plan (PTASP)

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

The LAPC, having approved these targets at its September 21, 2022 meeting, hereby, commits to planning and programming projects that will support our transit agencies in meeting their targets.

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

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

## How the TIP Supports State and Transit Agency Targets

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

A total of 73 projects are programmed in this TIP. Sixteen of the projects are transit capital and/or operations projects; 11 are HSIP projects (4 are rail safety); 8 are TAP projects, which could be considered safety projects as they will provide safe options for bicycle and pedestrian travel; 21 are National Highway Performance Program (NHPP) projects (two are also HSIP projects); 14 are Surface Transportation Block Grant (STBG) projects; 1 is a Major project; 1 is Municipal Street Improvement Supplemental (MSIS); and 2 are locally funded. The TIP also includes two ITS projects—one of which is also a HSIP/NHPP project.

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

As summarized in the table, 11 (15.1%) of the projects will improve pavement condition through pavement replacement, overlays, etc., rehabilitation, or reconstruction on the Interstate and non-Interstate NHS; 10 (13.7%) projects will improve the pavement on or replace bridges; 19 (26.0%) are intended to improve safety; and 3 (4.1%) will improve vehicle condition (state of good repair) and reliability (average distance between major mechanical failures) for transit. Seven (9.6%) of the projects could improve travel time reliability measures through new facilities, roundabouts, or ITS (monotubes, left-turn lanes, signal equipment).

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

Performance Measure Category	2023-2026 TIP	
	# Projects	% of All TIP Projects
Safety (HSIP)	11	15.1
Safety (TAP)	8	11.0
Transit (SGR)	3	4.1
Transit reliability	3	4.1
Pavement Condition*	11	15.1
Bridge condition*	10	13.7
System Performance*	7	9.6
Freight (Interstate)	0	0.0

\*For the Interstate and non-Interstate NHS.

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# Community Impact Assessment

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

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

- *Low-income* refers to a person whose median household income is below 150%<sup>3</sup> the U.S. Department of Health and Human Services (HHS) poverty guidelines. Data source: C17002 Ratio of Income to Poverty Level.
- *Minority* refers to a person who identifies with being American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian or Other Pacific Islander, or some other race that is not White. Data source: B03002 Hispanic or Latino Origin by Race.
- *Limited-English proficient* refers to a person for whom English is not their primary language and who speaks English less than very well. Data source: S1601 Language Spoken at Home.
- *Disabled* refers to a person who reported having any one of the following difficulties: hearing, vision, cognitive, ambulatory, self-care, or independent living. Data source: B18101 Sex by Age by Disability Status.

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

Figure 4 illustrates the projects programmed within the four-year window of the 2023-2026 TIP in relation to Census tracts identified as having a high percentage of minority, low-income, LEP, and/or disabled persons. A tract is defined as “high percentage” when the lower-bound percentage (estimate minus the margin of error) of the tract is higher than the upper-bound percentage for the planning area (estimate plus the margin of error or 11.03% for minority, 20.63% for low-income, 2.98% for LEP, and 12.38% for disabled).

Table 14 summarizes the demographics for the high-percentage tracts. All the populated areas of the tracts are in the city of La Crosse.<sup>4</sup>

The environmental justice indicators discussed here as well as the indicators developed through the Justice40 Initiative can be viewed in the 2023-2026 TIP map located on our [web mapping](#) page.

<sup>3</sup>This threshold is consistent with the definition of “low-income” found in 49 U.S.C. 5302 as amended by MAP-21.

<sup>4</sup> The populated area of tract 3 is in downtown La Crosse. The tract also includes area of the Mississippi River in the town of Campbell.

TABLE 14: TRACTS WITH A HIGH PERCENTAGE<sup>1</sup> OF MINORITY, LOW-INCOME, LEP, OR DISABLED PERSONS, 2015-2019

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

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

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

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

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

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

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

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

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

Table 15 shows the projects that fall within or border tracts with a high percentage of minority, low-income, LEP, and/or disabled persons. Projects are labeled in the projects map (Figure 4) with the last five digits of the LAPC project number listed in tables 3 and 4. Only projects with a known physical location are illustrated.

New facilities and reconstruction projects have the greatest potential to negatively impact populations because they involve acquiring property and working outside the existing right-of-way. Of the 13 projects that are within or border developed areas of high-percentage tracts, only two (243-13-015 and 243-14-026) have the potential to impact disadvantaged populations.

Project 243-13-015 is likely to impact disabled populations because of the high percentage of disabled living in tract 9 and the number of disabled that depend on the services at Aptiv. Because South Ave is a bus route and has several stops within the project area, members from other disadvantaged groups may



also be impacted. Discussions between project staff and interested parties to address current and potentially new issues have been ongoing.

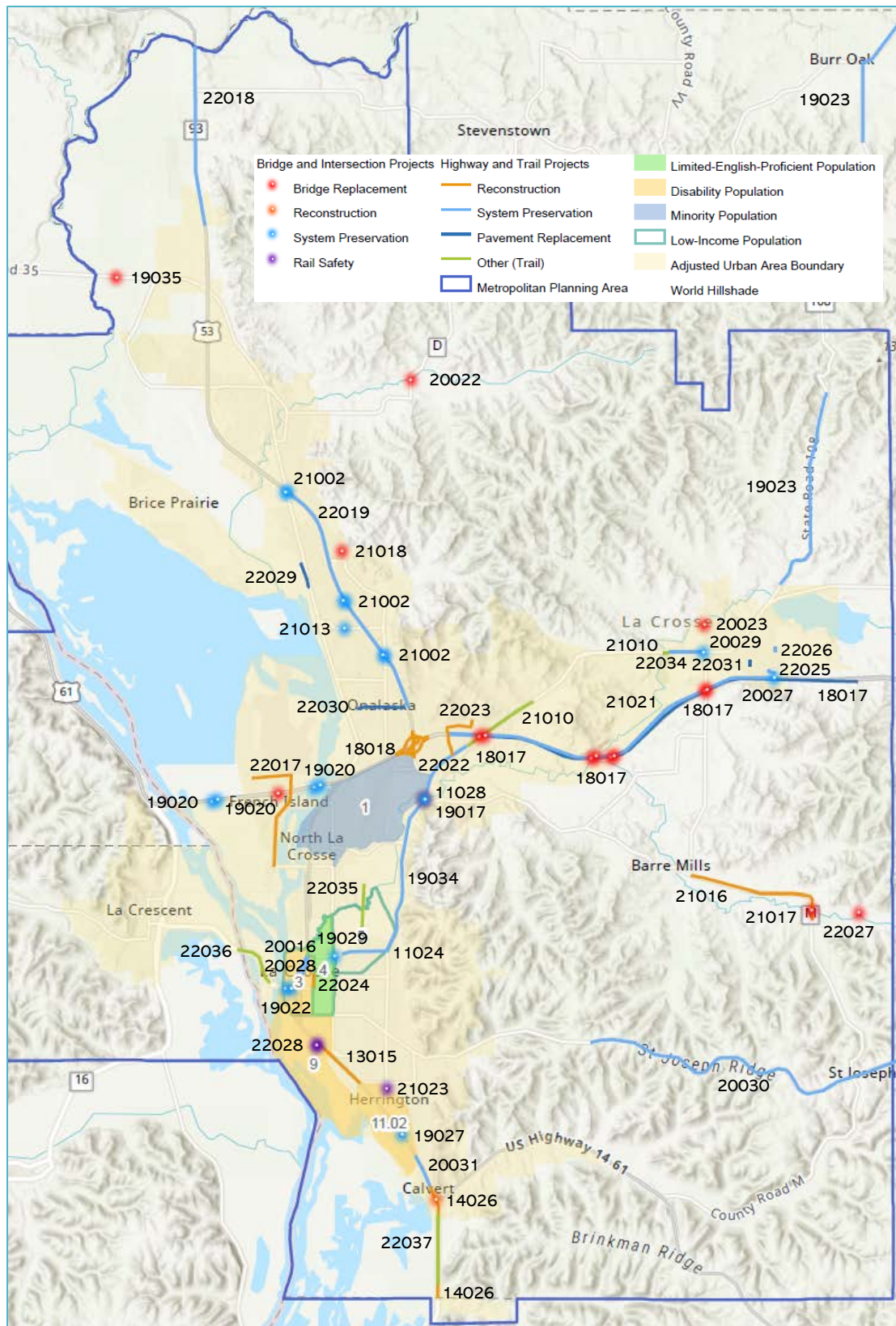
Project 243-14-026 appears to potentially impact the disabled in tract 11.02, but reconstruction does not directly affect residences or businesses and the project will improve conditions for non-motorized travel with improved pedestrian crossings and grading for a new trail (project 243-22-037) on the west side of STH 35.

The other projects occur within right-of-way, involve pavement improvements, or improve safety at intersections.

TABLE 15: PROJECTS WITHIN OR BORDERING HIGH PERCENTAGE TRACTS<sup>1</sup>

Project	Minority	Low-Income	LEP	Disabled
<b>243-11-024</b> STH 16 (La Crosse St), Oakland St to Losey Blvd, patch and overlay	-----	Tract 5	-----	-----
<b>243-13-015</b> USH 14, South Avenue; Green Bay St. to Ward Ave., Reconstruct roadway and improve intersections	-----	-----	-----	Tract 9
<b>243-14-026</b> STH 35, La Crosse County Line to Garner Pl, reconstruct STH 35/USH 14/61 intersection	-----	-----	-----	Tract 11.02
<b>243-19-022</b> USH 14, Cameron Ave and Cass St structures, paint and repair	-----	Tract 3	-----	-----
<b>243-19-027</b> USH 14/61, Mormon Coulee Rd/Broadview Pl intersection, left-turn lanes/monotubes	-----	-----	-----	Tract 11.02
<b>243-19-029</b> STH 16/35, West Ave/La Crosse St intersection, left-turn lanes/monotubes	-----	Tracts 4, 5	Tract 4	-----
<b>243-20-016</b> USH 53, 3 <sup>rd</sup> St from Cass St to 2 <sup>nd</sup> St, pavement replacement	-----	Tract 3	-----	-----
<b>243-20-028</b> USH 53, 4 <sup>th</sup> St from Cass St to 2 <sup>nd</sup> St, pavement replacement	-----	Tract 3	-----	-----
<b>243-20-031</b> USH 14, Marion Rd to Garner Pl, mill & overlay	-----	-----	-----	Tract 11.02
<b>243-21-023</b> Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement	-----	-----	-----	Tract 11.02
<b>243-22-024</b> 6th Street, Cass Street to State Street, Reconstruct	-----	Tracts 3, 4	Tract 4	Tract 3
<b>243-22-028</b> City of La Crosse, Sims Place (BNSF RR Xing 917431D), Add Roadway Median/Misc	-----	-----	-----	Tract 9
<b>243-22-035</b> City of La Crosse, Grand Crossing Trail, Myrick Park Drive to Saint James St, Bicycle/Pedestrian Multi-Use Trail	-----	Tract 5	-----	-----

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



**Figure 4: 2023-2026 TIP projects.** The five-digit numbers correspond to the last five digits of the LAPC TIP number in Table 3. Click on the image to view the web map and make Justice40 indicators visible.

# Financial Plan

The TIP Financial Plan (Table 16 and Table 17) lists anticipated annual expenditures by source and program (see Table 3).

Table 16 lists TIP expenditures in “year of expense” dollars. Project costs are inflated by 1.89% per year for 2024, 2025, and 2026. Table 17 lists anticipated funding with a 2.00% inflation factor applied to revenues for 2024, 2025, and 2026. This results in \$274,900 in revenues over expenditures.

**TABLE 16: 2023-2026 TIP FINANCIAL PLAN EXPENDITURES (X \$1000 WITH 1.89% ANNUAL INFLATION FACTOR APPLIED TO 2024-2026)**

Anticipated Expenditures (x \$1000 with 1.89% Annual Inflation Factor 2024 - 2026)						
FUNDING SOURCE / PROGRAM		2023	2024	2025	2026	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	29,614.7	575.4	0.0	0.0	30,190.1
	Surface Transportation Block Grant Program (STBG)	6,550.8	3,230.1	13,098.6	3,844.0	26,723.5
	National Highway Performance Program (NHPP)	6,551.1	2,551.3	30,850.3	18,264.8	58,217.5
	Emergency Relief (ER)	0.0	0.0	0.0	0.0	0.0
	Federal Land Access Program (FLAP)	0.0	0.0	0.0	0.0	0.0
	Transportation Alternatives Program (TAP)	278.0	929.0	4,163.4	0.0	5,370.5
Federal Transit Administration	Urban Area Formula Grant (5307)	3,055.3	3,113.1	3,171.9	3,231.9	12,572.2
	Bus and Bus Facilities Program (5339)	1,280.0	0.0	0.0	0.0	1,280.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	0.0	0.0	0.0	0.0	0.0
	Rural Area Formula Grants (5311)	237.5	0.0	0.0	0.0	237.5
<b>Total Federal</b>		<b>47,567.4</b>	<b>10,398.9</b>	<b>51,284.2</b>	<b>25,340.6</b>	<b>134,591.2</b>
Wisconsin	State Funds including Major Projects and State Transit Funds	11,634.4	3,150.7	12,372.1	5,946.7	33,103.9
Minnesota	State Funds Including State Construction Oversight	8,506.9	0.0	0.0	0.0	8,506.9
<b>Total State</b>		<b>20,141.3</b>	<b>3,150.7</b>	<b>12,372.1</b>	<b>5,946.7</b>	<b>41,610.8</b>
Local	Local Shares (Wisconsin)	9,752.6	3,446.6	4,225.7	2,111.6	19,536.5
	Local Shares (Minnesota)	263.0	268.0	273.0	278.2	1,082.2
<b>Total Local</b>		<b>10,015.6</b>	<b>3,714.6</b>	<b>4,498.7</b>	<b>2,389.8</b>	<b>20,618.7</b>
<b>Total Programmed Projects</b>		<b>77,724.3</b>	<b>17,264.2</b>	<b>68,155.0</b>	<b>33,677.1</b>	<b>\$196,820.6</b>

TABLE 17: 2023-2026 TIP FINANCIAL PLAN ESTIMATED AVAILABLE FUNDING (X \$1000 WITH 2.00% ANNUAL INFLATION FACTOR APPLIED TO 2024-2026)

Anticipated Revenues (x \$1000 with 2.00% Annual Inflation Factor 2024 - 2026)						
FUNDING SOURCE / PROGRAM		2023	2024	2025	2026	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	29,614.7	576.0	0.0	0.0	30,190.7
	Surface Transportation Block Grant Program (STBG)	6,550.8	3,233.6	13,126.8	3,856.4	26,767.7
	National Highway Performance Program (NHPP)	6,551.1	2,554.1	30,916.8	18,324.0	58,346.0
	Emergency Relief (ER)	0.0	0.0	0.0	0.0	0.0
	Federal Land Access Program (FLAP)	0.0	0.0	0.0	0.0	0.0
	Transportation Alternatives Program (TAP)	278.0	930.0	4,172.4	0.0	5,380.5
Federal Transit Administration	Urban Area Formula Grant (5307)	3,055.3	3,116.4	3,178.8	3,242.3	12,592.8
	Bus and Bus Facilities Program (5339)	1,280.0	0.0	0.0	0.0	1,280.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	0.0	0.0	0.0	0.0	0.0
	Rural Area Formula Grants (5311)	237.5	0.0	0.0	0.0	237.5
<b>Total Federal</b>		<b>47,567.4</b>	<b>10,410.1</b>	<b>51,394.8</b>	<b>25,422.8</b>	<b>134,795.2</b>
Wisconsin	State Funds including Major Projects and State Transit Funds	11,634.4	3,154.1	12,398.8	5,966.0	33,153.3
Minnesota	State Funds Including State Construction Oversight	8,506.9	0.0	0.0	0.0	8,506.9
<b>Total State</b>		<b>20,141.3</b>	<b>3,154.1</b>	<b>12,398.8</b>	<b>5,966.0</b>	<b>41,660.2</b>
<b>Local</b>	Local Shares (Wisconsin)	9,752.6	3,450.3	4,234.8	2,118.4	19,556.2
	Local Shares (Minnesota)	263.0	268.3	273.6	279.1	1,084.0
<b>Total Local</b>		<b>10,015.6</b>	<b>3,718.6</b>	<b>4,508.4</b>	<b>2,397.5</b>	<b>20,640.2</b>
<b>Total Programmed Projects</b>		<b>77,724.3</b>	<b>17,282.8</b>	<b>68,302.1</b>	<b>33,786.3</b>	<b>\$197,095.5</b>

According to 23 CFR 450.326(j), the TIP “shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways...and public transportation....” Table 18 illustrates the local road and highway operations and maintenance expenses for 2017-2020.

Table 18 illustrates O & M information for local road and Federal-aid highways. The projections provided are based off public road expense/revenue data collected and summarized for local units of government in the planning area. There is no clear data source for Federal-aid highway O & M expenses.

Total O & M expenses in the planning area averaged \$25,562,849 per year in 2020 dollars. Table 19 illustrates the estimated O & M expenses of Federal-aid road miles in planning area.

Table 18: Local Road and Highway Operations and Maintenance Expenses, 2017-2020

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

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

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

Table 19: Highway Operations and Maintenance Cost Projections, 2021-2025

O & M	2020	2021	2022	2023	2024	2025	2026
Expenses <sup>1</sup>	\$8,959,820 <sup>1</sup>	\$9,129,161	\$9,301,702	\$9,477,504	\$9,656,629	\$9,839,139	\$10,025,099
Revenues <sup>2</sup>	\$8,428,910 <sup>2</sup>	\$8,597,488	\$8,769,438	\$8,944,827	\$9,123,723	\$9,306,197	\$9,492,322

<sup>1</sup> Represents the 4-year average (2017-2020) of total local road and highway operation and maintenance expenses for the planning area in 2020 (\$23,892,854) times 37.5% (estimated percent of Federal-aid road miles in planning area); 2021-2026 adjusted by a 1.89% expense inflation rate.

<sup>2</sup> Represents the sum of Wisconsin STH Maintenance and Operations funding, Wisconsin Connecting Highway Aids, and a proportion of Minnesota annual state and federal highway funding; 2021-2026 adjusted by a 2.00% revenue inflation rate.

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

Table 20 illustrates O & M for public transportation providers in the planning area.

Table 20: Anticipated Expenses and Revenues for Transit Operations and Maintenance

<b>Transit O &amp; M Expenses &amp; Revenues</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
Expenses <sup>1</sup>	\$6,864,854	\$6,994,600	\$7,126,798	\$7,261,494	\$7,398,736	\$7,58,573	\$7,681,052
Revenues <sup>2</sup>							
FTA 5307 <sup>3</sup>	2,672,024	2,725,464	2,779,974	2,835,574	2,892,284	\$2,950,131	\$3,009,133
FTA 5311 <sup>4</sup>	308,389	314,557	320,848	327,265	333,810	\$340,486	\$347,296
State Operating Assistance	2,144,738	2,187,633	2,231,385	2,276,013	2,321,533	\$2,367,964	\$2,415,323
Local (farebox, match, etc.)	1,779,136	1,448,719	1,851,013	1,888,033	1,925,794	\$1,964,309	\$2,003,597
<b>Total Revenues</b>	<b>\$6,904,287</b>	<b>\$7,042,373</b>	<b>\$7,183,220</b>	<b>\$7,326,885</b>	<b>\$7,473,421</b>	<b>\$7,622,890</b>	<b>\$7,775,349</b>

<sup>1</sup> 2020 base year from National Transit Database (NTD), 2021-2026 annually inflated by 1.89%. Total expenses for MTU, OHWSPT, and SMRT.

<sup>2</sup> 2020 base year from NTD, 2021-2026 annually inflated by 2.00%. Total revenues for MTU, OHWSPT, and SMRT.

<sup>3</sup> La Crosse Municipal Transit Utility (MTU); Onalaska Shared Ride (OSR).

<sup>4</sup> Scenic Mississippi Regional Transit (SMRT).

Sources: Federal Transit Administration NTD.



# Appendix A: Public Process

## Public Comment

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### Comments and Corrections:

Evan Gross, FTA, provided several significant comments, which were addressed as follows:

- Corrections in Table 3, page 16:
  - Corrected Source of Funds for project 243-23-012 from 5307/5339 to just 5339.
  - Updated federal, state, and local shares for projects 243-03-039 and 243-03-043.
  - Removed “Additional Vans (2017-2022)” from project description in project 243-03-043.
- Updated text and Tables 16 and 17 on pages 35 and 36 to reflect corrections in Table 3.
- Updated Table 6 to show STBG projects 243-22-032 and 243-22-033 were removed because STBG funds were transferred to FTA.
- Updated text and Table 13 on page 29 to assess transit projects by PTASP measures.

## Public Notice and Resolution

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### Public Notices

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

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

### Website

#### **Draft 2023-2026 Annual Transportation Improvement Program**

This notice initiates a minimum 15-day public comment period ending Tuesday, November 8, 2022 for the [draft 2023-2026 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 is from the 2022-2025 TIP and will be updated at the end of the public comment period to reflect this public process. An interactive web map of projects can be viewed from our [web mapping](#) page.

The [Technical Advisory Committee](#) (TAC) will consider the TIP at its November 9 meeting, with the [Policy Board](#) taking final action at its November 16 meeting.

Comments may be submitted directly to Jackie Eastwood at [jeastwood@lacrossecounty.org](mailto:jeastwood@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 Jackie Eastwood at 608-785-6141.

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

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

## E-mail

Good morning, LAPC committee members and interested parties!

This notice announces a minimum 15-day public comment period ending Tuesday, November 8, 2022 for the [Draft 2023-2026 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 is from the 2022-2025 TIP and will be updated at the end of the public comment period to reflect this public process. An interactive web map of projects can be viewed from our [web mapping](#) page.

The [Technical Advisory Committee](#) (TAC) will consider the TIP at its November 9 meeting, with the [Policy Board](#) taking final action at its November 16 meeting.

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

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

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

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

## Jackie Eastwood

Transportation Planner

La Crosse Area Planning Committee, MPO

La Crosse County Administrative Center

212 6<sup>th</sup> St N, Room 2300, La Crosse, WI 54601

PH: 608-785-6141

Cell: 608-792-0520

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

The public notice and draft document were published on the website on Sunday, October 23, 2022. The e-mail to LAPC committee members and interested parties announcing the public comment period and public notice was distributed on Monday, October 24, 2022.



## Resolution Approving the 2023-2026 TIP

The following resolution was approved by the LAPC Policy Board on November 16, 2022.

### RESOLUTION 14-2022

#### APPROVING THE

#### *2023-2026 La Crosse and La Crescent Metropolitan Area Transportation Improvement Program*

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

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

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

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

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

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

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

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

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

**BE IT FURTHER RESOLVED:** that the LAPC approves the 2023-2026 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

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

LA CROSSE AREA PLANNING COMMITTEE

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Linda Seidel, Chair

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Peter Fletcher, Executive Director  
Dated: November 16, 2022

# Appendix B: Minnesota MPO TIP Check List

**MPO:** La Crosse Area Planning Committee

**Contact name:** Jackie Eastwood

**TIP time period:** 2020-2023

Table 21 identifies information that should be covered in TIP as required by 23 CFR 450.

**TABLE 21: 23 CFR 450 REQUIRED ELEMENTS FOR TIP**

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

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	1
450.326(a)	TIP time period	TIP covers at least 4 years.	Yes / No	13-17 Tables 3 and 4
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	41-42 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	39-40 Appendix A
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	23-29
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets.	Yes / No	29
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	13-17 Tables 3 and 4
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	13-16 Table 3

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	13-16 Table 3
450.326(g)(2)	Individual project information	TIP includes estimated <b>total</b> cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	13-16 Table 3
450.326(g)(3)	Individual project information	TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.	Yes / No	13-17 Tables 3 and 4
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	13-17 Tables 3 and 4
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No / NA	No such projects in this TIP
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type.	Yes / No	17 Table 4 grouped projects list
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	41-42 resolution 14-2022

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	35-36 Tables 16 and 17
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	35-36 Tables 16 and 17
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	35-36 Tables 16 and 17
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No / NA	No new funding sources
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No	36 Table 17
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	37-39 Tables 18-20
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	35-39 Tables 16-20
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	36 Table 17
450.326(k)	Financial Constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial Constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	35-39 Tables 16-20
450.326(k)	Financial Constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	Yes / No / NA	
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	8 Link to website
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	20 Table 6
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.	Yes / No	
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	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; 41-42 Resolution 14-2022



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# Appendix C: Contact Information

## LAPC Contact Information

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

### LAPC Website

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

### Executive Director

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### Transportation Planner

Jackie Eastwood  
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### LAPC Subcommittees

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

## Department of Transportation Local Contacts

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### Wisconsin

Wisconsin Department of Transportation  
Southwest Region, La Crosse Office  
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La Crosse, WI 54601  
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- Angela Adams, Southwest Region Deputy Director  
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- Francis Schelfhout, Urban and Regional Planner  
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## Minnesota

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- Kurt Wayne, Principal Transportation Planner  
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E-mail: [kurt.wayne@state.mn.us](mailto:kurt.wayne@state.mn.us)
- Barbara Schreiber, District Transit Project Manager  
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E-mail: [barbara.schreiber@state.mn.us](mailto:barbara.schreiber@state.mn.us)

## Department of Transportation State Contacts

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### Wisconsin

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Madison, WI 53707-7910

Division of Transportation Investment Management  
4822 Madison Yards Way, P.O. Box 7913  
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- Alex Gramovot, Section Chief, Planning  
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# La Crosse Area Planning Committee

## RESOLUTION 14 - 2022

### APPROVING THE

#### ***2023 -2026 La Crosse and La Crescent Metropolitan Area Transportation Improvement Program (TIP)***

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

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

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

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

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

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

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

- 1) the LAPC, MnDOT and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT, Mn/DOT or the transit operator to proceed with federal fund commitment; and
- 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 2023 - 2026 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

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

LA CROSSE AREA PLANNING COMMITTEE

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Linda Seidel, Chair

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Peter Fletcher, Executive Director  
Dated: November 16, 2022



# La Crosse Area Planning Committee

## RESOLUTION 15 - 2022

### **Adopting the Minnesota Department of Transportation Performance Measure Targets for the National Highway Performance Program**

**WHEREAS**, the U.S. Department of Transportation under 23 CFR Part 490 established performance measures for the National Highway Performance Program (NHPP) to include four (4) performance measures for pavement condition, two (2) for bridge condition, and three (3) for travel time reliability; and

**WHEREAS**, the Minnesota Department of Transportation (MnDOT) has established statewide 2-year 2023 and 4-year 2025 targets for each of the measures in accordance with 23 CFR 490.105; and

**WHEREAS**, MnDOT has established statewide two- and four-year targets for NHPP performance measures for the performance period, 2022-2025; and

**WHEREAS**, metropolitan planning organizations (MPOs) must every four (4) years establish targets for each of the NHPP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of the State's NHPP targets or commit to their own quantifiable NHPP targets for the metropolitan planning area; and

**NOW, THEREFORE, BE IT RESOLVED:** that the La Crosse Area Planning Committee agrees to plan and program projects so that they contribute toward the accomplishment of the MnDOT's 2-year and 4-year performance targets for the NHPP:

<b>Measure</b>	<b>2-yr target (2022-2023)</b>	<b>4-yr target (2022-2025)</b>
<i>Pavement Condition</i>		
Interstate – Percentage pavements in “Good” condition	60%	60%
Interstate – Percentage pavements in “Poor” condition	2%	2%
Non-Interstate NHS – Percentage pavements in “Good” condition	55%	55%
Non-Interstate NHS – Percentage pavements in “Poor” condition	2%	2%
<i>Bridge Condition</i>		
Percentage of NHS bridges by deck area in “Good” condition	30%	35%
Percentage of NHS bridges by deck area in “Poor” condition	5%	5%
<i>Travel Time Reliability</i>		
Interstate – Percent of person-miles traveled that are reliable	82.0%	82.0%
Non-Interstate NHS – Percent of person-miles traveled that are reliable	90.0%	90.0%
Interstate – Truck travel time reliability index	1.4	1.4

LA CROSSE AREA PLANNING COMMITTEE

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Linda Seidel, Chair

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Peter Fletcher, Executive Director

Dated: November 16, 2022

# La Crosse Area Planning Committee

## RESOLUTION 16 - 2022

### **Adopting the Wisconsin Department of Transportation Performance Measure Targets for Transit Asset Management (TAM)**

**WHEREAS**, the U.S. Department of Transportation under 49 CFR Part 625 established performance measures for Transit Asset Management (TAM) to include four (4) State of Good Repair (SGR) performance measures for equipment, rolling stock, infrastructure, and facilities; and,

**WHEREAS**, each Tier II transit provider must develop its own TAM plan or participate in a group TAM plan; and,

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) has developed a group TAM Plan for its Tier II subrecipients; and,

**WHEREAS**, the La Crosse Municipal Transit Utility and Onalaska Shared Ride (OSR) have agreed to participate in the WisDOT group TAM Plan; and,

**WHEREAS**, TAM targets must be established annually through a coordinated process among the Sponsor (WisDOT), the Tier II participants (MTU, OSR), and the Metropolitan Planning Organization (La Crosse Area Planning Committee); and,

**NOW, THEREFORE, BE IT RESOLVED:** that the La Crosse Area Planning Committee agrees to coordinate with WisDOT, MTU, and OSR to annually set targets and to plan and program projects so that they contribute toward the accomplishment of those targets:

Measure	2023 Target
<i>Rolling Stock:</i> The percentage of revenue vehicles by type that exceed the useful life benchmark (ULB)	
Automobile	77%
Bus	44%
Cutaway	47%
School Bus	0%
Minivan	51%
Van	27%
<i>Equipment:</i> The percentage of non-revenue service vehicles by type that exceed the ULB	
Automobiles (non-revenue)	33%
Trucks or other Tiered vehicles (non-revenue)	29%
<i>Facilities:</i> The percentage of facilities by group that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale	
Administrative/maintenance facilities	10%

LA CROSSE AREA PLANNING COMMITTEE

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Linda Seidel, Chair

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Peter Fletcher, Executive Director  
Dated: November 16, 2022

2023

# LAPC Planning Work Program



Approved November 16, 2022

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



# 2023 Planning Work Program (PWP)

for the

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

## CONTACTS:

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La Crosse County Administrative Center  
212 6<sup>th</sup> St N, Room 2300  
La Crosse, WI 54601

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

To request this document in an alternate format, please contact Jackie Eastwood at 608.785.6141 or at [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org).

This Planning Work Program is funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation; Wisconsin Department of Transportation; and Minnesota Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation or other funding agencies.



U.S. Department of Transportation  
Federal Transit Administration



U.S. Department of Transportation  
Federal Highway Administration



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# Introduction

## Introduction

The *2023 Planning Work Program for the La Crosse Area Planning Committee* (PWP, work program) presents work activities that the La Crosse Area Planning Committee (LAPC) will undertake as the designated Metropolitan Planning Organization (MPO) for the La Crosse, Wisconsin and La Crescent, Minnesota Metropolitan Planning Area (MPA).

The PWP is developed with the input and cooperation of the local municipalities, agencies, transit providers, and the public through the LAPC Policy Board, technical committees, and public participation process. Input is also sought from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Minnesota and Wisconsin Departments of Transportation (MnDOT and WisDOT). The PWP is developed to be consistent with the guidance provided in the [Wisconsin Department of Transportation Unified Planning Work Program Handbook](#).

The work program implements *Beyond Coulee Vision 2040*, the metropolitan transportation plan (MTP) for the La Crosse and La Crescent area, adopted by the LAPC in September 2020 in accordance with Fixing America's Surface Transportation (FAST) Act, which was signed on December 4, 2015.

## MPO Resolution

Resolution 17-2022 approving the 2023 Planning Work Program is included in [Appendix A](#).

## Self-Certification

Self-certification of the metropolitan planning process in accordance with 23 CFR 450.334(a) is included in the resolution adopting the Planning Work Program. The LAPC certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

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

Transportation Plan	<a href="#">Beyond Coulee Vision 2040: A performance-based approach to moving people and goods</a> ; adopted September 16, 2020
Transportation Improvement Program (TIP)	<a href="#">2022-2025 LAPC Transportation Improvement Program</a> , approved on November 10, 2021
Planning Work Program (PWP)	<a href="#">2022 LAPC Planning Work Program</a> , approved on November 17, 2021
Public Participation Plan	<a href="#">Public Participation Plan for the La Crosse Area Planning Committee</a> approved on September 21, 2022
MPO Cooperative Agreements	<a href="#">WisDOT/LAPC/MTU</a> , May 8, 2017; <a href="#">MOU between MnDOT/LAPC/MTU, October 12, 2022</a> ; <a href="#">Intermunicipal Agreement for Metropolitan Planning Organization</a> , approved September 15, 2021
<a href="#">Metropolitan Planning Area Boundary</a>	Approved by the LAPC and MnDOT on March 20, 2013; approved by WisDOT on July 30, 2013

- **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](#) as approved on November 18, 2020.
- **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](#) as approved on November 18, 2020 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts. The 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](http://www.lacrossecounty.org/mpo) and in our office at 212 6<sup>th</sup> St N, Room 2300, La Crosse County Administrative Center, 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](http://www.lacrossecounty.org/mpo) and in our office at 212 6<sup>th</sup> St N, Room 2300, La Crosse County Administrative Center, La Crosse, WI 54601.

## Operational Procedures and Bylaws

The following agreements that govern the operation of the LAPC are available on the main page of our website at [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo):

- [Cooperative Agreement for Continuing Transportation Planning for the La Crosse, Wisconsin Metropolitan Area \(WisDOT / LAPC / MTU, 2017\)](#)
- [Intermunicipal Agreement for Metropolitan Planning Organization](#) (MN and WI municipalities, LAPC, 2021)
- [Memorandum of Understanding between MnDOT, LAPC and MTU](#) (2022)
- Bylaws of the La Crosse Area Planning Committee (Municipalities, 2021)
- Title VI Non-Discrimination Agreement (LAPC and WisDOT, 2020) is in Appendix B of the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#), November 18, 2020.

## MPO Committees and Membership

### La Crosse Area Planning Committee Policy Board

<b>Linda Seidel, Chair</b> Chair, Town of Medary	<b>Patrick Barlow, Vice Chair</b> President, Village of Holmen	<b>Stan Hauser</b> Chair, Town of Onalaska
<b>Mitch Reynolds</b> Mayor, City of La Crosse	<b>Timothy L. Candahl</b> Chair, Town of Shelby	<b>Bob Stupi</b> Chair, Town of Holland
<b>Kim Smith</b> Mayor, City of Onalaska	<b>Scott Schumacher</b> President, Village of West Salem	<b>Monica Kruse</b> Chair, La Crosse County Board
<b>Mike Poellinger</b> Mayor, City of La Crescent	<b>Joshua Johnson</b> Chair, Town of Campbell	

In addition to the Policy Board, the LAPC has two technical committees: The Technical Advisory Committee (TAC) and the Committee on Transit and Active Transportation (CTAT).

The TAC advises the LAPC on technical aspects of transportation planning. The TAC is the primary review group for most proposals brought before the LAPC and makes recommendations on roadway, freight, and Surface Transportation Program-Urban (STP-U) projects and programs. The CTAT advises the LAPC on a wide range of transit, bicycle, and pedestrian programs and issues, including the Transportation Alternatives Program (TAP).

Membership, representatives, structure, purpose, officers and voting procedures of the technical committees can be found on the “Bylaws and Agreements” page of the LAPC website.

Please see [Appendix B](#) for the schedule of meeting times for LAPC committees.

## MPO Staff and Contractors

Staff responsible for the implementation of the work program are Peter Fletcher, Executive Director, and Jackie Eastwood, Transportation Planner. A new transportation planner will be hired to assist with major updates resulting from the 2020 Decennial Census, planning activities to develop the 2025 MTP, and other functions deemed necessary. Staff will work 100% of their time on MPO work activities as detailed later in this document.

The LAPC does not anticipate contracting with outside agencies in 2023.

## MPO Planning Area

Figure 1 illustrates the LAPC metropolitan planning area (MPA) and the adjusted urbanized area.

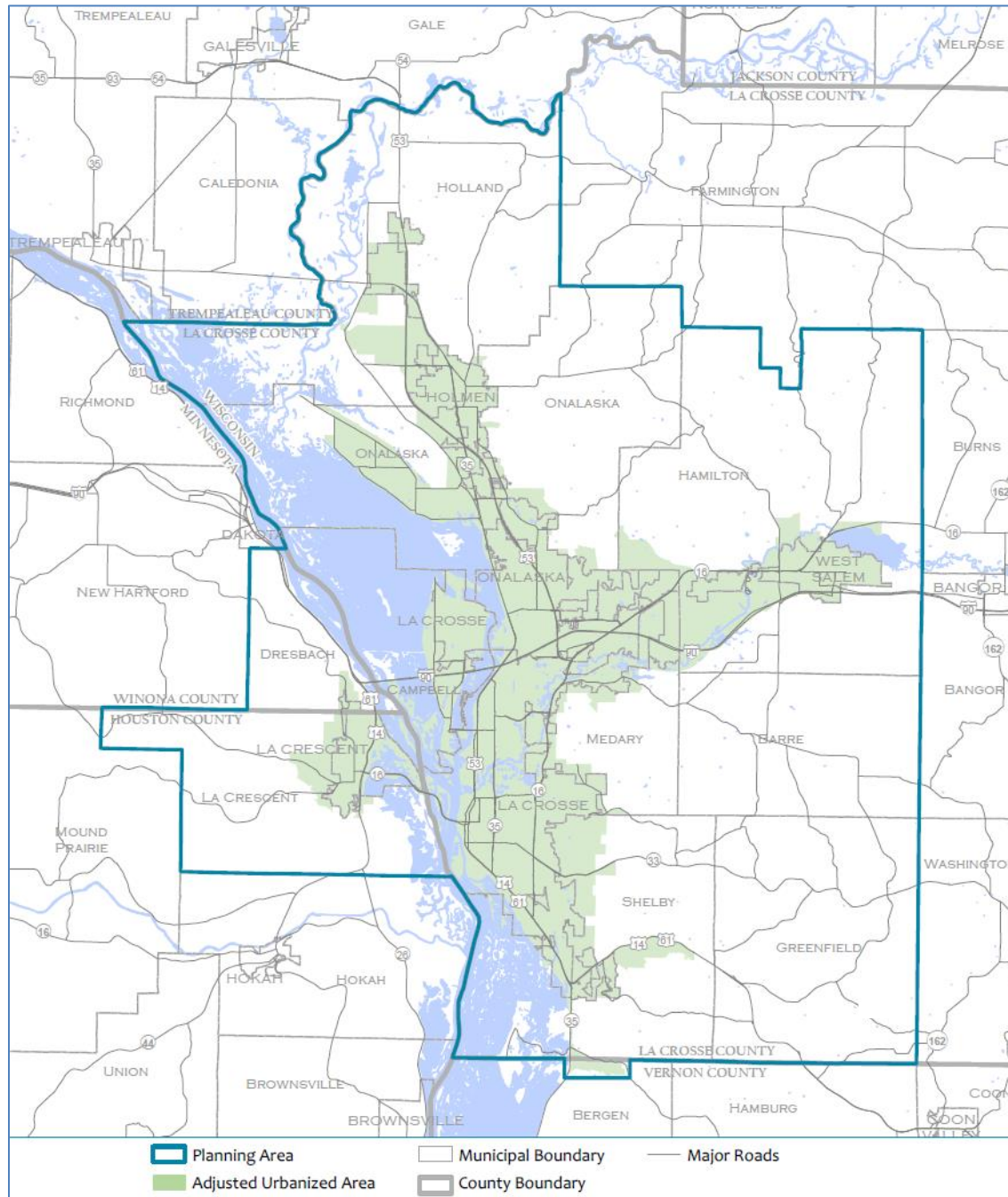


Figure 1: LAPC Metropolitan planning area and adjusted urbanized area.

## Planning Priorities and Planning Factors

In general, the scope of the planning process will consider projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for 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 the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The planning factors are addressed in the LAPC work program elements as shown in Table 1:

Table 1: Work Program Elements Emphasis Areas

WORK PROGRAM ELEMENT	PLANNING FACTOR									
	1	2	3	4	5	6	7	8	9	10
<b>100 Program Support and Administration</b>										
Program Support										
Planning Work Program	X	X	X	X	X	X	X	X	X	X
Training and Travel	X	X	X	X	X	X	X	X	X	X
Program Expenses										
<b>200 Long Range Planning</b>										
Metropolitan Transportation Plan Implementation	X	X	X	X	X	X	X	X	X	X
Public Participation Process and Outreach		X		X	X	X				
Transportation Planning Database	X	X	X	X	X	X	X	X	X	X
Environmental Justice		X		X		X			X	X
Travel Forecasting Model				X			X		X	X
<b>300 Short Range Planning</b>										
Transportation Studies and Projects	X	X	X	X	X	X	X	X	X	X
Modal Planning	X	X	X	X	X	X	X	X	X	X
Technical Assistance		X	X	X		X	X		X	X
<b>400 Transportation Improvement Program</b>										
Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
Minnesota ATP	X	X	X	X	X	X	X	X	X	X
<b>500 Local Studies Federal Share</b>										
Local Studies Federal Share		X	X	X	X	X	X			X



The planning emphasis areas developed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in 2015 will continue to be planning priorities in 2023:

- **Transition to Performance-based Planning and Programming.** This emphasis area includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Because the LAPC has agreed to support the Minnesota and Wisconsin Departments of Transportation (DOTs) performance targets, work activities involve coordinating and collaborating with our DOTs, FHWA, FTA, and transit providers.

The LAPC Transportation Improvement Program reports the Federal performance measures, the performance measure targets, and the anticipated effect of the TIP toward achieving those targets. The Metropolitan Transportation Plan (MTP) includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets and discusses the progress achieved by the LAPC in meeting the targets.

- **Regional Models of Cooperation.** The goal of this emphasis area is to ensure a regional approach to transportation planning by promoting cooperation and coordination between/among local, state, and federal agencies.
- **Ladders of Opportunity.** This last emphasis area concentrates on identifying transportation connectivity gaps in accessing essential services like employment, health care, education, and recreation.

Additional emphasis areas were developed in 2021 and are addressed under the work program elements:

- **Tackling the Climate Crisis – Transition to Clean Energy, Resilient Future.** The goal of this emphasis area is to ensure that transportation plans and infrastructure investments help achieve national greenhouse gas reduction goals.
- **Equity and Justice40 in Transportation Planning.** The goal of this emphasis area is to advance racial equity and support for underserved and disadvantaged communities.
- **Complete Streets.** The goals here are to review current policies, rules, and procedures to determine their impact on safety for all road users and to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.
- **Public Involvement.** The desire of this emphasis area is to increase meaningful public involvement by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.** The purpose of this emphasis area is to ensure coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- **Federal Land Management Agency (FLMA) Coordination.** This emphasis area is like the one above only its concerns are related to access routes and other public roads and transportation services that connect to Federal lands.
- **Planning and Environment Linkages (PEL).** The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.



- **Data in Transportation Planning.** This emphasis area involves incorporating data sharing and consideration into the transportation planning process. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making.

## Summary of 2022 Accomplishments

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- Collaborated with State DOTs and transit agencies on performance measures, targets, and plans.
- Participated in the Area Transportation Partnership (ATP), the Great River Rail Commission, and DOT/MPO/RPC directors' meetings.
- Completed the [2023-2026 TIP](#) and [2023 PWP](#) documents. Created a TIP projects web map to complement the 2023-2026 TIP.
- Updated the [Public Participation Plan](#).
- Processed six TIP amendments and one administrative modification.
- Created a [2022-2025 TIP Projects web map](#) that was updated with draft projects as amendments were up for public comment and approved.
- Created modal and performance monitoring [web maps](#) for better visualization of transportation facilities and conditions.
- Served on the steering committees for the city of La Crosse Climate Action Plan (CAP) and the SE MN Local Human Service Transportation Coordination Plan.
- Continued to coordinate with traffic forecasting staff at WisDOT on data inputs for future update of travel model.
- Provided technical support to La Crosse County for SMRT planning and with the update of the County comprehensive plan.
- Continued working with WisDOT, MnDOT, and other partners on the TCMC.
- Continued coordinating with WisDOT, the Mississippi River Parkway Commission, and the City of La Crosse to align the Mississippi River Trail (MRT) along the Regional Route 1 through South La Crosse.
- Continued to update existing and gather new data for transportation planning purposes.
- Managed the LAPC Local Studies Program.
- Analyzed and updated underserved populations for [web maps](#) and the [2023-2026 Transportation Improvement Program](#).
- Conducted all LAPC Policy Board and advisory committee meetings at locations accessible to persons with disabilities and served by public transportation. Hybrid meetings (in-person and virtual) continued to be offered. To maintain accessibility, special accommodations were considered if requested.
- Provided notice of LAPC Policy Board and advisory committees in accessible formats at least one week prior to a meeting's convening to address requests for special accommodations.
- Began coordinating with La Crosse County GIS Coordinator to shift web maps from the County gallery to an LAPC gallery.
- Participated in Bluffland Coalition, Wisconsin Mississippi River Parkway, Mississippi River Regional Planning Commission, Highway Safety Commission, ATP, La Crosse Bicycle and Pedestrian Advisory Committee meetings.

- Continued updating the website, which included developing a web mapping page with links to TIP, transit, and performance web maps.
- Participated (advisory committee member) in the MnDOT District 6 freight study planning process.
- Provided technical assistance to La Crosse County with updating their comprehensive plan.
- Facilitated discussion with LAPC Policy Board regarding development of local performance targets.
- Utilized county social media platforms for short-range planning activities.

## 2022 Title VI, EJ, and ADA Accomplishments

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- Analyzed and updated underserved populations for [web maps](#) and the [2023-2026 Transportation Improvement Program](#).
- Updated the website with updated Title VI and ADA notices of non-discrimination and grievance procedures in Hmong and Spanish.
- Conducted all LAPC Policy Board and advisory committee meetings at locations accessible to persons with disabilities and served by public transportation. Provided the ability for the public to virtually join or monitor meeting.
- Provided notice of LAPC Policy Board and advisory committees in accessible formats at least one week prior to a meeting's convening to address requests for special accommodations.

## Status of Current Work Program Activities

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All but three activities are anticipated to be completed by year's end. The three activities that will not be completed include:

1. **The land use update.** The update was suspended because of the poor quality in employment data and continuing coordination with the WisDOT traffic forecasting section. The process and demographic inputs for updating the model are still under consideration and review.
2. **Participation in the AARP Thriving. Livable. La Crosse. steering committee.** Participation was suspended early in the year because the activities being worked on were not transportation related. The project was to be completed within two years (2021-2022) but has floundered.
3. **Researching a project scope evaluating infrastructure needs (charging stations/nodes, coordination with DOT "alternative fuel corridors," etc.) of electric vehicles in the planning area.** Staff have facilitated discussions with La Crosse County and the Mississippi River Regional Planning Commission on an "EV Readiness Plan" to address electric vehicle infrastructure in the MPO planning area and region. Initial background information on EV infrastructure/readiness has been collected. With the passing of BIL in late 2021, new programs addressing EV infrastructure/EV planning have begun to be released and it was prudent to evaluate the programs and/or future requirements as well as possible funding options prior to pursuing the development an EV Readiness Plan.

# Program Elements

## Introduction

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The following sections provide detail for the 2022 planning work program elements. Please see [Appendix C](#) for the 2023 PWP Budget and Elements Detail for the more detail on funding sources, staff costs, and hours and schedules, and [Appendix D](#) for the LAPC Indirect Cost Allocation Plan.

### Staff Time Allocation

At the discretion of the Policy Board and as approved by the annual work program, the time the Executive Director devotes to MPO activities may be reduced to perform activities not directly related to transportation planning. It is anticipated that 100% of the Director's time in 2023 will be devoted to MPO activities.

Director: 100% MPO (2,080 hours).

Transportation Planner 1: 100% MPO (2,080 hours).

Transportation Planner 2: 100% MPO (1,760 hours).

## 100 Program Support and Administration

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2023 Staff Hours: 1,572 2023 Budget: \$122,195

### Objective

Program Support and Administration activities include the coordination of technical committee and policy board meetings, staff training and travel, preparing the following year's work program and quarterly accounting. Also included are program expenses<sup>1</sup> (office supplies, printing and mailing, indirect costs, vacation, and holiday time, etc.) that support the operation of the office and compensation of staff.

### Previous Work

These activities have remained relatively constant since the LAPC started back in 1972.

### 2023 Work Goals

#### New for 2023

- Hire transportation planner to assist with new projects and train as replacement for existing transportation planner.
- Update Title VI Plan.

#### Ongoing

- Continue administrating and disseminating information about BIL programs.
- Coordinate TAC, CTAT, and Policy Board meetings.
- Prepare the PWP, quarterly accounting, billing for local dues, and budget (coordinated with La Crosse County).
- Prepare resolutions supporting State performance targets, adopting MPO plans and programs, and supporting local and regional transportation plans and projects.

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<sup>1</sup> Program expenses are in compliance with 23 CFR 420.113 and 2 CFR 200.

- Participate in meetings with FHWA, DOT, RPCs, and other agencies. This includes travel to MPO Directors' meetings (when applicable), training, ATP meetings, technical committee meetings and other activities. Minnesota DOT (MnDOT) requires that \$3,000 of planning funds be used for training.

## Process

LAPC staff continues to update and add content to the LAPC website, which was launched in the first quarter of 2021. Meetings will continue to utilize meeting formats that allow for in-person and virtual participation.

Ongoing activities include those that contribute to the operation of the LAPC as an organization.

## 200 Long-Range Transportation Planning

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2023 Staff Hours: 2,420

2023 Budget: \$111,505

### Objective

The Long-Range Transportation Planning element includes activities that develop, implement, and provide necessary support data for the Metropolitan Transportation Plan (MTP). It also promotes education and outreach to the general public through activities outlined in the Public Participation Plan.

### Previous Work

Recent plans completed include the [MTP](#) (2020) and the [Public Participation Plan](#) (2022).

### 2023 Work Goals

#### New for 2023

- Verify new employment data obtained from WisDOT Travel Forecasting Section.
- Review and adjust 2020 Census-designated urbanized area boundary as coordinated with WisDOT schedule.
- Update functional classification of roads based on adjustment of urbanized area boundary and as coordinated with WisDOT.
- Adjust planning area boundary if needed.
- Update National Highway System in planning area resulting from the removal of State Major project.
- Begin update process of 2025 MTP.
- Develop a comprehensive list of stakeholders, including representatives of affordable housing organizations, for participation in the MTP update process.

#### Continuing

- Work with DOTs and transit agencies to set targets for Federal performance measures.
- Work with WisDOT and consultant on travel model and its inputs for distribution of population and housing. Scenario development that includes population and housing components may begin in 2023.
- Enhance the display and interactivity for web-based annual performance reporting.
- Conduct meetings and/or outreach (brochures, email newsletters/updates, etc.) with LAPC community member boards, councils, planning committees to aid in incorporating MTP goals and policies in local planning documents.
- Engage in active outreach to LAPC member and non-member planning area communities.

- Explore ArcGIS Insights for analysis and visualizations.
- Develop web maps and data visualization tools for the LAPC website.
- Improve the LAPC website for public education and input.
- Serve as a member of the Highway Safety Commission.

#### Ongoing

- Planning Emphasis Areas.
- Post annual performance measures to website.
- Support activities that implement LAPC planning and policy plans and studies.
- Work with DOTs on development and implementation of statewide transportation plans.
- Analyze MTU AVL data for performance and customer service measures.
- Update existing and gather new data for transportation planning purposes.
- Update sustainability indicators for La Crosse County.
- Coordinate regional TSMO activities with DOTs and municipalities.
- Support IT initiatives developed by MnDOT and WisDOT.
- Work with La Crosse County IT for staff maintenance of the LAPC website for public outreach and information.

#### Process

In 2023, major activities anticipated include beginning the update process for several mapping products based on the 2020 Decennial Census delineation of the urbanized area boundary, beginning the update process for the 2025 MTP (major update), continuing to work with WisDOT and consultants on the travel model and its data inputs, and continuing to reach out to LAPC member community boards, councils, and planning committees to aid in incorporating MTP goals and policies in local planning documents. Web mapping for public information and outreach will continue to evolve.

## 300 Short-Range and Multimodal Transportation Planning

2023 Staff Hours: 1,628

2023 Budget: \$77,650

#### Objective

Short-Range and Multimodal Transportation Planning includes activities that improve the safety, efficiency, and service of the transportation system in the short term, typically within the next 10 years, including transit and other multimodal planning activities. All short-range planning activities implement and are consistent with the goals, policies, and objectives of the MTP. Technical assistance to our member communities and to our planning partners falls under this category.

#### Previous Work

Recent work included providing oversight and technical support toward the development of a regional transit development plan (2021), participating on the steering committees for the La Crosse Climate Action Plan and SE Minnesota Local Human Services-Transit Coordination Plan, and providing technical assistance with grant applications.

## 2023 Work Goals

### New for 2023

- Assist local units of government in preparation of Transportation Alternative Program (TAP) and new BIL funding program applications.
- Allocate 2.5% of work program funds as required by the Bipartisan Infrastructure Law (BIL) to Complete Streets planning and activities.
- Initiate development of a Vision Zero comprehensive safety action plan for the planning area.

### Continuing

- Work with our Committee on Transit and Active Transportation (CTAT) and affected communities to plan for additional regional bicycle routes.
- Work with La Crosse County, MRRPC, and local units of government on an “EV Readiness Plan” to address electric vehicle infrastructure in the MPO planning area and region consistent with state/federal criteria.
- Assist transit providers with implementing strategies/recommendations identified in the regional transit development plan.
- Assist communities in integrating TDM best practices into local comprehensive plans and/or policies.
- Work with La Crosse County on the SMRT service, marketing plan implementation, and with the transition to electric buses.
- Serve on the Minnesota Great River Rail Commission.
- Serve on the Blufflands Coalition Committee.
- Assist with TCMC planning and serve on TCMC technical committees.

### Ongoing

- Planning emphasis areas.
- Assist LAPC agency partners and member communities with grant applications when needed.
- Participate on advisory committees for transportation projects when needed.
- Work with the La Crosse Municipal Transit Utility, La Crosse County, and the city of Onalaska to improve transit service in the area.
- Work with lead agencies on transportation studies and projects.
- Promote bicycle, pedestrian, and transit accommodations in area construction projects.
- Provide technical assistance to partner agencies and member communities when needed.

## Process

A regional transit development plan was completed in 2021 for public transit providers serving the LAPC planning area. Staff will assist transit providers in implementing plan recommendations. We will also continue to coordinate with our agency partners and provide technical assistance to our member communities and transit providers as needed. Staff will continue serving on the Minnesota Great River Rail Commission, the Blufflands Coalition Committee and additional transportation committee/commissions as requested.

## 400 Transportation Improvement Program

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2023 Staff Hours: 300

2023 Budget: \$14,144

### Objective

This element ensures that the Transportation Improvement Program (TIP) is updated on an annual basis. The TIP is a four-year listing of transportation projects in the area that will be funded with federal and state dollars. This element also includes participation in the MnDOT District 6 Area Transportation Partnership (ATP).

### Previous Work

The 2023-2026 TIP document and projects list are developed annually. TIP amendments and administrative modifications are processed when necessary.

### 2023 Work Goals

#### Ongoing

- Planning emphasis areas.
- Performance monitoring and investment linkage.
- Publish TIP notices as needed for TIP amendments and for the annual TIP document.
- Maintain TIP project information on website
- Review existing and incorporate new projects.
- Complete a TIP environmental justice analysis.
- Prepare a 4-year TIP document including financial plan.
- Prepare the annual list of obligated projects.
- Serve on the MnDOT District 6 Area Transportation Partnership.
- Manage STP-U, CRP, and TAP processes in coordination with WisDOT.

### Process

The TIP document is updated annually. This update includes public notice of the process, solicitation, and reviews of changes to planned and ongoing projects, preparation of an updated project list, and preparation of a final TIP document. The TIP includes a fiscally constrained financial plan documenting the availability of funds for planned projects. The TIP is also required to include a discussion of the anticipated effect of the TIP toward achieving the performance-measure targets and link the area investment priorities to those targets. The TIP coordination and approval process provides the opportunity to ensure projects and strategies are consistent with the MTP as well as between transportation improvements and local housing, planned growth, and economic development patterns.

The LAPC Executive Director is a designated voting member of the MnDOT District 6 Area Transportation Partnership (ATP). The ATP is responsible for district-wide decisions on federal and state transportation funding and policies. This activity includes participation by the Director at monthly meetings, review of supporting materials, review of Transportation Alternatives Program (TAP) projects, and membership on sub-committees as required.

## 500 Consultant Studies Funding

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2023 Staff Hours: 0

2023 Budget: \$34,124

### Objective

This element accounts for the LAPC studies funded by federal planning funds and local dues. Funding is made available to local units of government in the planning area to assist in transportation/land use related studies.

### Previous Work

Past projects completed through Consultant Studies include *Coulee Vision 2050*, *Bicycle Impact Analysis for the City of La Crosse*, Regional Transit Development Plan (2021) and the Town of Holland Bike and Pedestrian Plan (2022).

### 2023 Work Goals

New for 2023

- The City of La Crescent will utilize “Consultant Studies Funding” to contract services for the development of the Walnut Street Corridor Plan.

### Process

Local studies are funded from a combination of federal planning funds and annual local dues, and the budgeted reserve fund.

In 2023 the City of La Crescent will contract with a planning consultant to develop the Walnut Street Corridor Plan for the City. The corridor plan will be prepared through a public process engaging residents and property owners in the planning of a complete street connection, including options to provide for safe driving, transit, truck route, parking, walking and biking in the corridor while balancing the needs of all stakeholders.



# Appendix A: Resolution Approving the Work Program

## Resolution Approving the 2023 Work Program

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La Crosse Area Planning Committee

RESOLUTION 17-2022

APPROVING THE

*2023 Planning Work Program for the La Crosse Area Planning Committee*

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

**WHEREAS**, the La Crosse Area Planning Committee (LAPC) was created as the MPO for the La Crosse and La Crescent Metropolitan Planning Area through an Intermunicipal Agreement approved by all local units of government located within the La Crosse Planning Area as the metropolitan planning body responsible for performing transportation planning; and

**WHEREAS**, the LAPC is recognized by the Governors of Minnesota and Wisconsin as the transportation planning policy body for the La Crosse and La Crescent Planning Area; and

**WHEREAS**, the LAPC certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of § 450.336 of Title 23:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7. 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;
8. 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;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**NOW, THEREFORE, BE IT RESOLVED:** that the LAPC approves the *2023 Planning Work Program for the La Crosse Area Planning Committee* as being consistent with metropolitan plans and policies; and

**BE IT 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.

**BE IT FURTHER RESOLVED:** that the Chair and Director are authorized to execute all agreements, contracts, and amendments relating to the funding of the Planning Work Program.

**BE IT FURTHER RESOLVED:** that the LAPC commits to providing the local match required for planned projects and programs.

[Insert signature block]

# Appendix B: LAPC Meeting Times and Locations

## LAPC Committee Meeting Times and Locations

Table 3 summarizes the tentative schedules for important meetings that support the planning functions at the LAPC and ensure coordination between the MPO and State and local agencies.

Table 2: Anticipated Schedules and Locations for Important Coordination Meetings

Meeting	Date/Time	Location
Policy Board	4:30 p.m. on 3 <sup>rd</sup> Wednesday of odd* months or as business dictates	La Crosse County Administrative Center
Technical Advisory Committee	2:30 p.m. on 2 <sup>nd</sup> Wednesday of odd months or as business dictates	La Crosse County Administrative Center
Committee on Transit and Active Transportation	3:00 p.m. on 2 <sup>nd</sup> Thursday of odd months or as business dictates	La Crosse County Administrative Center
Mid-year Review	May/June 2023	TEAMS/conference call
Annual Work Program	September/October 2023	TEAMS/conference call
Quarterly WisDOT-MPO-RPC Directors' meetings	4 <sup>th</sup> Tuesday of January, April, July, October 2023	Hill Farms, Madison, WI; TEAMS/conference call
MnDOT MPO Directors' meetings	February, May, November 2023	Location TBD; TEAMS/conference call
Area Transportation Partnership	9:00 a.m. on 2 <sup>nd</sup> Friday of month or as business dictates	MnDOT, Rochester, MN; Remote/conference call

\*January, March, May, July, September, November.

The LAPC, TAC, and CTAT generally meet in Rooms 1700 or 1107 of the La Crosse County Administrative Center at 212 6<sup>th</sup> St N, La Crosse. This location is accessible by public transit and is ADA accessible. Meetings conducted provide a virtual option via TEAMS to encourage more accessibility and opportunities for the public to attend meetings.

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# Appendix C: 2023 PWP Budget and Elements Detail

## 2023 Planning Work Program Budget

Funding Source	Funds 2023	Allocation of Funds (2023)				
		100	200	300	400	500
		Program Support	Long Range Planning	Short Range Planning	TIP Development	Local Studies / Budgeted Reserves
<b>LAPC Revenue</b>						
Minnesota Federal Grant Funds	\$45,141.00	\$16,946.57	\$15,464.00	\$10,768.89	\$1,961.54	
Wisconsin Federal Grant Funds	240,581.00	80,069.03	73,064.19	50,880.74	9,267.85	27,299.20
Minnesota State Funds	11,000.00	4,129.56	3,768.28	2,624.17	477.99	
Local Match for Minnesota Funds	2,750.00	1,032.39	942.07	656.04	119.50	
Wisconsin State Funds	11,181.00	3,721.22	3,395.67	2,364.69	430.72	1,268.70
Local Match for Wisconsin Funds	48,965.00	16,296.32	14,870.64	10,355.67	1,886.27	5,556.10
Local Share Balance (\$51,715.00)	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00
	<b>\$359,618.00</b>	<b>\$122,195.09</b>	<b>\$111,504.84</b>	<b>\$77,650.21</b>	<b>\$14,143.86</b>	<b>\$34,124.00</b>
% of Total Funds		34.0%	31.0%	21.6%	3.9%	9.5%
<b>LAPC Expenses</b>	<b>2023</b>					
<b>Salaries and Fringe</b>						
Director Salary + Fringe	\$123,629.00	\$47,549.62	\$34,057.41	\$36,375.46	\$5,646.52	
Planner 1 Salary + Fringe	89,685.00	18,109.47	53,379.82	13,452.75	4,742.96	
Planner 2 Salary + Fringe*	69,555.00	13,911.00	24,067.61	27,822.00	3,754.39	
<b>Total:</b>	<b>\$282,869.00</b>	<b>\$79,570.09</b>	<b>\$111,504.84</b>	<b>\$77,650.21</b>	<b>\$14,143.86</b>	
<b>Program Expenses</b>						
Office Supplies	1,500.00	1,500.00				
Indirect Costs	16,000.00	16,000.00				
Unemployment & retirees indirect	0.00	0.00				
Duplicating/Printing	650.00	650.00				
Postage (Internal)	50.00	50.00				
Telephone	275.00	275.00				
Cell Phone	1,000.00	1,000.00				
Meals	200.00	200.00				
Lodging	400.00	400.00				
Mileage	1,200.00	1,200.00				
Parking	100.00	100.00				
Public Notice	350.00	350.00				
Publications Costs	0.00	0.00				
Conferences	1,000.00	1,000.00				
Dues	7,000.00	7,000.00				
Software Licenses	6,400.00	6,400.00				
Computers/monitors	5,000.00	5,000.00				
Training	1,500.00	1,500.00				
<b>Total:</b>	<b>\$42,625.00</b>	<b>\$42,625.00</b>				
	\$325,494.00	\$122,195.09	\$111,504.84	\$77,650.21	\$14,143.86	
<b>% OF INTERNAL EXPENSES</b>		37.5%	34.3%	23.9%	4.3%	
<b>Consultant Costs</b>						
64056 Local Studies	\$34,124.00					\$34,124.00
<b>To/From Reserves</b>						
99913 To Reserves	\$0.00					\$0.00
	\$34,124.00					\$34,124.00
	<b>\$359,618.00</b>	<b>\$122,195.09</b>	<b>\$111,504.84</b>	<b>\$77,650.21</b>	<b>\$14,143.86</b>	<b>\$34,124.00</b>
	<b>100.0%</b>	<b>34.0%</b>	<b>31.0%</b>	<b>21.6%</b>	<b>3.9%</b>	<b>9.5%</b>

## 2023 Local Share Dues

The Table illustrates local share dues required to provide matching funds for the MPO planning grant.

UNIT OF GOVERNMENT	Equalized Values for 2023 Dues		LOCAL SHARE
	Equalized Value, 2021	Percent of Total Value	
Town of Campbell	408,376,500	3.58%	\$1,851.02
Town of Medary	213,546,300	1.87%	967.93
Town of Holland	505,260,500	4.43%	2,290.16
Town of Shelby	530,126,700	4.65%	2,402.87
Town of Onalaska	741,235,200	6.50%	3,359.74
City of La Crescent	455,768,600	3.99%	2,065.83
City of La Crosse	4,672,574,900	40.95%	21,179.03
City of Onalaska	2,408,452,900	21.11%	10,916.61
Village of Holmen	959,151,200	8.41%	4,347.47
Village of West Salem	515,012,500	4.51%	2,334.36
<b>TOTAL - LAPC</b>	<b>\$11,409,505,300</b>	<b>100.00%</b>	<b>\$51,715.00</b>

## 2023 Program Elements Detail

	100 Program Support and Administration	Budget \$122,195	Director (Hours) 800	Timeframe Quarter(s)	Planner 1 (Hours) 420	Planner 2 (Hours) 352
Program support	Prepare resolutions of support of state performance targets	\$49,734	590	1,2	210	142
	Coordinate technical committee and Policy Board meetings			1,2,3,4		
	Prepare PWP and quarterly accounting			1,2,3,4		
	Calculate and bill for local dues			1,2		
	Prepare the 2024 budget			2,3		
	Staff training and travel for agency meetings			1,2,3,4		
	Update Title VI Plan			1,2,3,4		
	Continue administrating and disseminating BIL information			1,2,3,4		
	Maintain the LAPC website			1,2,3,4		
Program Expenses	Program expenses. (See budget for details)	\$42,625				
	Vacation, Sick and Holiday Time	\$29,836	210		210	210

200 LONG-RANGE TRANSPORTATION PLANNING						
	200 Long-Range Plan Implementation	Budget \$111,505	Director (Hours) 573	Timeframe Quarter(s)	Planner 1 (Hours) 1,238	Planner 2 (Hours) 609
Planning Emphasis Areas	Performance-based Planning and Programming	\$18,546	173	1,2,3,4	100	100
	Regional Models of Cooperation			1,2,3,4		
	Ladders of Opportunity			1,2,3,4		
	Tackling the Climate Crisis			1,2,3,4		
	Equity and Justice40			1,2,3,4		
	Complete Streets			1,2,3,4		
	Public Involvement			1,2,3,4		
	STRAHNET/FLMA Coordination			1,2,3,4		
	PEL			1,2,3,4		
	Data			1,2,3,4		
MTP Implementa tion	Conduct meetings with LAPC community boards, councils, planning committees to incorporate MTP goals	\$92,958	400	1,2,3,4	1,138	509
	Continue web-based annual performance reporting			1,2,3		
	Review and adjust 2020 Census-designated urbanized area			2,3		
	Work with DOTs on development of statewide plans			1,2,3,4		
	Update functional classification of roads as based on 2020 Census IIA			4		
	Update MPA boundary if needed as based on 2020 Census IIA			1,2		
	Verify Woode's & Poole (WisDOT) employment data			1,2		
	Continue ArcGIS online mapping			1,2,3,4		
	Analyze MTU automatic vehicle location (AVL) data			1,2,3,4		
	Coordinate with DOTs on state transportation plans			1,2,3,4		
	Engage in active outreach to planning area communities			1,2,3,4		
	Continue website information and outreach improvements			1,2,3,4		
	Begin update of 2025 MTP			3,4		
	Support DOT IT initiatives			1,2,3,4		
	Coordinate with WisDOT on the update of the travel model			1,2,3,4		
	Update sustainability indicators for La Crosse County			1		
	Update data in the Transportation Planning Database			1,2,3,4		
	Coordinate regional TSMO activities with DOTs and municipalities			1,2,3,4		
	300 Short-Range and Multimodal Planning	Budget \$77,650	Director (Hours) 612	Timeframe Quarter(s)	Planner 1 (Hours) 312	Planner 2 (Hours) 704
Transpor- tation Studies and Projects	Manage local studies program	\$18,165	250	1,4	40	40
	Initiate work on an "EV Readiness" plan consistent with state/federal requirements.			2,3,4		
	Participate on study and project advisory committees.			1,2,3,4		
	Work with lead agencies on studies and projects			1,2,3,4		
Modal Planning and Technical Assistance	Work with transit agencies to improve transit service	\$25,896	290	1,2,3,4	100	110
	Provide GIS assistance and custom map making			1,2,3,4		
	Continue participating on the MN Great River Rail Commission			1,2,3,4		
	Continue supporting TCMC activities/implementation			1,2,3,4		
	Assist MTU with transit planning			1,2,3,4		
	Assist La Crosse County with S.M.R.T service planning			1,2,3,4		
	Assist agency partners with grant applications if needed			1,2,3,4		
Complete Streets activities (2.5% of \$\$)	Assist communities with Complete Streets activities	\$33,590	72	1,2,3,4	172	554
	Develop a Vision Zero comprehensive safety action plan			1,2,3,4		
	Promote bicycle and pedestrian accommodations			1,2,3,4		
	Continue to plan for additional regional bicycle routes			1,2,3,4		

	<b>400 Transportation Improvement Program</b>	<b>Budget</b>	<b>Director (Hours)</b>	<b>Timeframe Quarter(s)</b>	<b>Planner 1 (Hours)</b>	<b>Planner 2 (Hours)</b>
		<b>\$14,144</b>	<b>95</b>		<b>110</b>	<b>95</b>
Transportation Improvement Program	Monitor performance of projects and link to investments	\$14,144	95	2	110	95
	Provide public notice of TIP update & amendments			1,2,3,4		
	Maintain TIP project information on website			1,2,3,4		
	Process TIP amendments and administrative modifications as needed			1,2,3,4		
	Complete TIP environmental justice analysis			3		
	Prepare 4 year TIP document including financial plan			2,3,4		
	Serve on MnDOT District 6 Area Transportation Partnership			1,2,3,4		
	<b>500 Consultant Studies Funding</b>	<b>Budget</b>	<b>Director (Hours)</b>	<b>Timeframe Quarter(s)</b>	<b>Planner 1 (Hours)</b>	<b>Planner 2 (Hours)</b>
		<b>\$34,124</b>	<b>0</b>		<b>0</b>	<b>0</b>
Consultant Studies	TBD	\$34,124		1,2,3,4		
<b>Total for 2023</b>		<b>\$359,618</b>	<b>2,080</b>		<b>2,080</b>	<b>1,760</b>

2023 Unified Planning Work Program Budget (Mn UPWP Chart)					
UPWP Category	Project Title	Minnesota Federal Funding Amount	Wisconsin Federal Funding Amount	Local Funding Amount	Total Funding Amount
100	Program Support	\$16,946.57	\$80,069.03	\$25,179.48	\$122,195.09
200	Long Range Planning	15,464.00	73,064.19	22,976.66	\$111,504.84
300	Short Range Planning	10,768.89	50,880.74	16,000.58	\$77,650.21
400	TIP Development	1,961.54	9,267.85	2,914.48	\$14,143.86
500	Local Studies		27,299.20	6,824.80	\$34,124.00
	<b>Funding Totals</b>	<b>\$45,141.00</b>	<b>\$240,581.00</b>	<b>\$73,896.00</b>	<b>\$359,618.00</b>
<b>Source of Local Funds:</b>	Local "dues" from MPO member communities, budgeted reserves, and Minnesota and Wisconsin state planning grants.				



# Appendix D: Indirect Cost Allocation Plan

## Office Indirect Costs

Budgeted indirect costs are \$16,000 for 2023. These costs are billed by La Crosse County to partially cover indirect costs of central services departments.

The indirect costs are based on the La Crosse County *Central Services Cost Allocation Plan* based on 2021 financials. The indirect cost allocation plan is prepared in accordance with 2 CFR 200 Subpart E—Cost Principles as guidance for determination of cost allocation and basis selection. The Cost Allocation Plan Certification is shown below under, *Certificate of Cost Allocation Plan*. The Cost Allocation Plan is submitted to the US Department of Health & Human Services as the cognizant federal agency for La Crosse County.

The indirect cost allocation plan distributes the allowable costs of central serviced departments (such as the La Crosse County Finance Department) based on allowable allocation or distribution methodology depending on the nature of cost and benefit provided to its recipients (such as the LAPC staff office). For example, the Finance Department provides accounting, payroll and other financial services to all county departments, including the LAPC.

The indirect cost allocation plan includes a narrative describing the services provided by each central services department and the activities or functions provided to grantee departments benefitting from its services. All costs for each central services department are analyzed to determine if they are allowable for charging to grantee department and to which activity or function they will be allocated from. A detailed distribution showing the actual cost allocation basis is also presented for each function. For example, the Building Use allocation is based on the amount of square feet occupied by the LAPC office.

As shown in Table 3, office indirect costs for the LAPC office are calculated at \$36,864. The LAPC incurs an annual indirect charge of \$16,000. La Crosse County considers additional indirect costs (\$20,864) as an in-kind contribution. Indirect insurance costs include Workers' Compensation and General Liability.

Indirect costs are charged to federal, Wisconsin state and local funding sources. The costs are charged proportional to the billing period. The distribution of costs will depend upon the available federal and state balances when the indirect costs are charged. The maximum federal and state shares will be 80% and 5% respectively. The remaining 15% will be local funding.

Table 3: Central Services Cost Allocation Plan

Central Services Dept	LAPC Office Total Indirect Cost	In-Kind Contribution (La Crosse County)	LAPC Office Indirect Cost
Building depreciation	\$8,929	\$5,054	\$3,875
Special accounting	107	61	46
Facilities	4,853	2,640	2,026
Printing and Postage	4	2	2
Finance	1,195	676	519
Insurance	1,694	959	735
County Administrator	12,429	7,035	5,394
Human Resources	1,889	1,069	820
Information technology	5,764	3,262	2,502
County treasurer	187	106	81
<b>Sub Total:</b>	<b>\$37,051</b>		
Adjustment to Rollforward*	(187)		
<b>Total:</b>	<b>\$36,864</b>	<b>\$20,864</b>	<b>\$16,000</b>

\*Adjustment to Rollforward due error in the treatment of internal chargebacks for Facilities made in the FY2019 cost allocation plan.

## Leave and Fringe Benefit Rates

The 2023 leave-additive indirect cost rate is based on an estimated vacation, sick and holiday leave of 210 hours per staff member, out of a total of 2,080. This represents about 10.10% of regular direct salaries.

The fringe benefit rate is 26.02% of total salary and benefits in 2023.

## Certificate of Cost Allocation Plan

La Crosse County certifies its cost allocation plan for the LAPC with a *Certificate of Cost Allocation Plan*:

### CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

1. All costs included in this proposal (as dated below) to establish cost allocations or billings for the year ended December 31, 2021 are allowable in accordance with the requirements of 2 CFR 200 and the Federal Award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
2. All costs included in this proposal are properly allocable to Federal Awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

**Governmental Unit:** La Crosse County, Wisconsin

**Signature:** Lanae Nickelotti

**Name of Official:** Lanae Nickelotti

**Title:** Finance Director

**Date of Execution:** 8/22/2022

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# Appendix E: Contact Information

## Federal, State, and Local Contacts

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### LAPC Contact Information

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

#### LAPC Website

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

#### Executive Director

Peter Fletcher  
PH: (608) 785-5977  
E-mail: [pfletcher@lacrossecounty.org](mailto:pfletcher@lacrossecounty.org)

#### Transportation Planner

Jackie Eastwood  
PH: (608) 785-6141  
E-mail: [jeastwood@lacrossecounty.org](mailto:jeastwood@lacrossecounty.org)

#### LAPC Subcommittees

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

## Department of Transportation Local Contacts

### Wisconsin

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

- Angela Adams, Southwest Region Deputy Director  
PH: (608) 785-9068  
E-mail: [Angela.Adams@dot.wi.gov](mailto:Angela.Adams@dot.wi.gov)

- Steve Flottmeyer, Region Planning Chief  
PH: (608) 785-9075  
E-mail: [stephen.flottmeyer@dot.wi.gov](mailto:stephen.flottmeyer@dot.wi.gov)
- Francis Schelfhout, Urban and Regional Planner  
PH: (608) 785-9947  
E-mail: [francis.schelfhout@dot.wi.gov](mailto:francis.schelfhout@dot.wi.gov)

## Minnesota

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

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

## Department of Transportation State Contacts

### Wisconsin

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

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

- Joseph Nestler, Administrator  
PH: (608) 266-6885  
Email: [joseph.nestler@dot.wi.gov](mailto:joseph.nestler@dot.wi.gov)
- Alexander Gramovot, Section Chief, Planning  
PH: (608) 266-9495  
Email: [alexander.gramovot@dot.wi.gov](mailto:alexander.gramovot@dot.wi.gov)
- Jim Kuehn, Statewide MPO-RPC Coordinator  
PH: (608) 266-3662  
Email: [james.kuehn@dot.wi.us](mailto:james.kuehn@dot.wi.us)

- Christopher Squires, Bicycle & Pedestrian Coordinator  
PH: (608) 267-9860  
Email: [christopher.squires@dot.wi.gov](mailto:christopher.squires@dot.wi.gov)

## Minnesota

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

- Philip Schaffner, Transportation Program Director, MnDOT Office of Transportation System Management  
PH: (651) 366-3743  
Email: [philip.schaffner@state.mn.us](mailto:philip.schaffner@state.mn.us)
- Anna Pierce, Planning Program Coordinator, MnDOT Office of Transportation System Management  
PH: (651) 366-3793  
Email: [Anna.M.Pierce@state.mn.us](mailto:Anna.M.Pierce@state.mn.us)
- Noel Shughart, Program Unit Supervisor, MnDOT Office of Transit and Active Transportation  
PH: (651) 366-4181  
Email: [noel.shughart@state.mn.us](mailto:noel.shughart@state.mn.us)

## Department of Transportation Federal Contacts

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

- Kelley Brookins, Regional Administrator  
PH: (312) 353-2789
- Evan Gross, Transportation Program Specialist  
PH: (312) 886-1619  
Email: [evan.gross@dot.gov](mailto:evan.gross@dot.gov)

## Federal Highway Administration (FHWA)

Wisconsin  
Federal Highway Administration  
City Center West  
525 Junction Rd, Ste 8000  
Madison, WI 53717

- Karl Buck, Community Transportation Planner  
PH: (608) 829-7521  
E-mail: [karl.e.buck@dot.gov](mailto:karl.e.buck@dot.gov)

## Minnesota

Federal Highway Administration

180 E 5<sup>th</sup> St.

Ste 930

St. Paul, Minnesota 55101

- Bobbi Retzlaff, Community Planner  
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E-mail: [roberta.retzlaff@dot.gov](mailto:roberta.retzlaff@dot.gov)



# Appendix F: Work Program Checklist

## Minnesota DOT Work Program Checklist

Program Document Component	Check/Page #
COVER PAGE	
Name of MPO agency and area represented	X
FY of UPWP	X
Contact Information for MPO	X
TITLE PAGE	
Name of MPO Agency and area represented	X
Contact person and information	X
FY of UPWP	X
Agencies providing funds or support – including agencies Logos	X
INTRODUCTION/PREFACE	
Table of Contents	i-ii
MPO Approval Resolution-signed	15-16
Self-Certification-signed	15-16
Prospectus	2-3
Committee Lists-responsibilities, meetings	Web, 3, 17
Staff-names, positions and responsibilities with percentage of time they will spend on MPO work activities	3, 9
Map-Regional MPO Coverage Area	4
Planning Boundary	X
Urbanized Area Boundary	X
Air Quality Boundary*	N/A
Ten Planning Factors	5
UPWP	X
Definition of UPWP purpose	1
Summary of previous Year's Accomplishments	6-7
Status of current activities	7-8
WORK ELEMENTS (Description of major work products and tasks)	9
UPWP	9
Administration	9-10

Program Document Component (continued)	Check/Page #
TIP – Development/Maintenance	13
LRTP – Development/Maintenance	10-11
Congestion Management Process/ITS*	N/A
Transit Planning*	10, 12
Multimodal Planning	11-12
i). Bicycle/Pedestrian	12
ii). Intermodal Freight*	*
iii). Intermodal Passenger*	12
Air Quality Planning*	N/A
i). Modeling	N/A
ii). CMAQ Application Process*	N/A
Public Involvement plan	1
Surveillance (Data Collection)	10, 11
Project/Corridor Studies	12
Special Studies	13-14
TSM/TDM Planning	11-12
TE Planning	11
Performance Management	10-11
Summary of Budget Revenues	19
Budget Summary	19
Funding Sources	19
Direct Costs	19
Indirect Cost Allocation Plan	23
Indirect Costs	24
Indirect Cost Rate Proposal	24
Carry-over of unspent funds	N/A
Current Signed Title VI Nondiscrimination Agreement	Website
Link to current Title VI Program	2, 3
Annual Meeting Schedule	17

\*Items present on as “as-needed” basis.

# La Crosse Area Planning Committee

## RESOLUTION 17 - 2022

### APPROVING THE

#### ***2023 Planning Work Program for the La Crosse Area Planning Committee***

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

**WHEREAS**, the La Crosse Area Planning Committee (LAPC) was created as the MPO for the La Crosse and La Crescent Metropolitan Planning Area through an Intermunicipal Agreement approved by all local units of government located within the La Crosse Planning Area as the metropolitan planning body responsible for performing transportation planning; and

**WHEREAS**, the LAPC is recognized by the Governors of Minnesota and Wisconsin as the transportation planning policy body for the La Crosse and La Crescent Planning Area; and

**WHEREAS**, the LAPC certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of § 450.336 of Title 23:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. 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;
8. 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;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**NOW, THEREFORE, BE IT RESOLVED:** that the LAPC approves the *2023 Planning Work Program for the La Crosse Area Planning Committee* as being consistent with metropolitan plans and policies; and

**BE IT 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.

**BE IT FURTHER RESOLVED:** that the Chair and Director are authorized to execute all agreements, contracts, and amendments relating to the funding of the Planning Work Program.

**BE IT FURTHER RESOLVED:** that the LAPC commits to providing the local match required for planned projects and programs.

LA CROSSE AREA PLANNING COMMITTEE

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Linda Seidel, Chair

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Peter Fletcher, Executive Director

Dated: November 16, 2022