



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 6th Street North ☎ Room 2300 ☎ La Crosse, WI 54601
PH: 608.785.5977 Website: www.lacrossecounty.org/mpo

LA CROSSE COUNTY NOTICE OF MEETING

COMMITTEE OR BOARD:	LA CROSSE AREA PLANNING COMMITTEE
DATE OF MEETING:	WEDNESDAY, November 17, 2021
MEETING PLACE:	ROOM 1700 ADMINISTRATIVE CENTER 212 6 TH 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
TIME OF MEETING:	4:30 P.M.
PURPOSE OF MEETING:	Monthly Meeting
1.	Call to Order and Roll Call
2.	Public comment (5 minutes time limit per comment)
3.	Approval of minutes of the September 15, 2021 LAPC meeting
4.	Approve amending the 2021-2024 Transportation Improvement Program (Resolution 8-2021)
5.	Approve the 2022-2025 Transportation Improvement Program (Resolution 9-2021)
6.	Approve the Minnesota Department of Transportation 2022 Safety Targets (Resolution 10-2021)
7.	Approve Wisconsin Department of Transportation Transit Asset Management (TAM) Targets (Resolution 11-2021)
8.	Approve the 2022 Planning Work Program for the La Crosse Area Planning Committee (Resolution 12-2021)
9.	Approve ranked list of STP-Urban projects
10.	Draft Regional Transit Development Plan for La Crosse MTU, SMRT, Onalaska Shared Ride – Presentation by SRF Consulting
11.	Directors Report
12.	Other Business
13.	Future Agenda Items -2022-2025 TIP Amendment
14.	Next Regular Meeting of LAPC: Wednesday, January 19, 2022
15.	Adjourn

All attendees at meeting are strongly encouraged to wear a face mask.

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 748829669# at the prompt

[+1 262-683-8845](tel:+12626838845), 748829669# United States, Kenosha

Phone Conference ID: 748 829 669#

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, or in person at 212 6th 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, lossis tus kheej rau 212 6th St N, Room 2300, La Crosse, WI 54601.



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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, o en persona en 212 6th St N, Room 2300, La Crosse, WI 54601.

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
Monica Kruse
Mitch Reynolds/Barb Janssen
Scott Schumacher
Mike Poellinger
Tim Candahl
Stan Hauser/Jerry Monti
Joshua Johnson
Kim Smith
Bob Stupi/Steve Mieden

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 as soon as possible in advance of the meeting.

DATE NOTICE FAXED/MAILED/POSTED: November 9, 2021

**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 15, 2021 Held via Microsoft Teams & in Person

MEMBERS PRESENT:	Mike Poellinger, Patrick Barlow, Mitch Reynolds, Linda Seidel, Stan Hauser, Monica Kruse, Bob Stupi, Mitch Brohmer, Scott Schumacher, Kim Smith
MEMBERS EXCUSED:	Tim Candahl
OTHERS PRESENT:	Peter Fletcher, Jackie Eastwood, Steve O'Malley, Erin Klar (Recorder), Francis Shelfhout (DOT), Bob Gollink, Barb Jansen, Ken Gilliam, Eric Rindfleisch

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: There was no public comment.

APPROVAL OF MINUTES OF THE JULY 21, 2021 LAPC MEETING

MOTION by Poellinger/Hauser to approve the minutes of the July 21, 2021 La Crosse Area Planning Committee meeting. **Motion carried unanimously with one excused: Candahl**

APPROVE AMENDING THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (RESOLUTION 6-2021)

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). The La Crosse Area Planning Committee approved the 2021-2024 TIP on October 21, 2020. Since adoption of the TIP, three projects have been added to the TIP project list: 243-21-012 STH 33, City of La Crosse, State Road & Losey Boulevard Intersection, Design Obligated in 2021, Construction Obligated in 2025, Construction in 2026; 243-21-013 East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Obligated in 2023; 243-21-014 Various Highways, Vernon County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022. Since adoption of the TIP, right-of-way has been obligated to project 243-19-034; and a terminus has been modified in project 243-20-030.

MOTION by Poellinger/Reynolds to approve Amending the 2021-2024 Transportation Improvement Program. **Motion carried unanimously with one excused: Candahl**

APPROVE THE WISCONSIN DEPARTMENT OF TRANSPORTATION 2022 SAFETY TARGETS (RESOLUTION 7-2021)

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B). The Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2022 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209. Metropolitan planning organizations (MPOs) must annually establish calendar year targets for



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each of the five HSIP performance measures by either agreeing 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. The La Crosse Area Planning Committee agrees to plan and program projects that supports WisDOT 2022 HSIP targets.

Motion by Kruse/Poellinger to approve The Wisconsin Department of Transportation 2022 Safety Targets. **Motion carried unanimously with one excused: Candahl**

APPROVE INTERMUNICIPAL AGREEMENT FOR METROPOLITAN PLANNING ORGANIZATION

The revised "Intermunicipal Agreement for the Metropolitan Planning Organization" is to be considered for approval at this meeting. Since the Town of Holland joined the LAPC the current intermunicipal agreement needs to be updated to include the Town of Holland. The current agreement went through a comprehensive revision and was approved and signed by LAPC members in 2019. Staff provided the revised agreement at the July meeting to provide each of community the opportunity to review the agreement and consult your legal counsel if necessary.

Motion by Barlow/Poellinger to approve Intermunicipal agreement for metropolitan planning organization. **Motion carried unanimously with one excused: Candahl**

REVIEW 2022 DRAFT WORK PROGRAM AND BUDGET

The *2022 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.

The draft work program includes the work program budget for the MPO. The MPO will be receiving approximately \$9,000 less in federal funding in 2022 compared to 2021. The work program and budget will be considered for approval at LAPC November meeting. The draft work program has been reviewed by WisDOT, MnDOT and Federal Highways.

FIRE/EMS UPDATE

Chief Ken Gilliam presented an update on the City of La Crosse/Holmen Area Fire Department "Share Fire Administration MOU." The MOU went into effect on July 9, 2021 and things are going very well. The Holmen Fire Department is now a 24/7, 365 staffing model.

AMERICAN RESCUE PLAN ACT (ARPA) DISCUSSION

The amount of funding that local governments will be receiving was reviewed (approximately \$52,000,000 for MPO Planning Area communities). All funding should be received by 2022 and will need to be obligated by 2024 and spent by 2026. Steve O'Malley encouraged



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everyone to lean on your Towns Association or an auditor to help figure out how the funds can be used.

DIRECTORS REPORT

- STP-U Urban Update. STP-Urban Program is in its 2022-2027 funding cycle which provides funding for MPO communities transportation projects on a competitive basis. Six applications have been received to date. There is \$4,000,000 available in funding. The LAPC TAC will rank applications at their November TAC meeting with rankings approved by the LAPC in November.
- TDP Regional Transit Development plan. The first phase of public input has been completed as well as a needs assessment document. The next phase will be identifying alternatives and recommendations.
- TAP (Transportation Alternatives Program) application process recently opened. Staff will be providing information to communities.

OTHER BUSINESS - none noted.

FUTURE AGENDA ITEMS

- 2022-2025 Transportation Improvement Program
- 2021-2024 TIP Amendment
- 2022 Work Program
- STP-Urban Program project rankings

NEXT MEETING DATE: Wednesday, November 17, 2021

ADJOURN

MOTION by Poellinger/Hauser to adjourn the meeting at 5:27 p.m. **Motion carried unanimously with one excused: Candahl**

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

Recorded by Erin Klar

La Crosse Area Planning Committee

RESOLUTION 8 – 2021

AMENDING THE

2021 - 2024 Transportation Improvement Program (TIP) for the La Crosse / La Crescent Planning Area

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 La Crosse Area Planning Committee approved the 2021-2024 TIP on October 21, 2020; and

WHEREAS, since adoption of the TIP, nine (9) projects have been added to the TIP project list:

- | | |
|------------|---|
| 243-21-015 | Various Highways, La Crosse County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022 |
| 243-21-016 | CTH M, CTH I - CTH O, Reconstruct. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated |
| 243-21-017 | CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated |
| 243-21-018 | Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Anticipated in 2021, Construction not Currently Scheduled/Obligated |
| 243-21-019 | Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023 |
| 243-21-020 | USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022 |
| 243-21-021 | IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface, Design Anticipated in 2021, Construction Anticipated in 2027 |
| 243-21-022 | Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021, ROW Obligated in 2021-2022, Construction Obligated in 2023 (const. until 2026) |
| 243-21-023 | Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction in 2023 |

And,

WHEREAS, since adoption of the TIP, three (3) projects are anticipated to receive or are obligated to receive federal and/or state funding over \$1M

WHEREAS, since adoption of the TIP, modifications have been made to the project schedule, project description, funding obligation, and/or funding amounts for many other projects.

NOW, THEREFORE, BE IT RESOLVED that the La Crosse Area Planning Committee, hereby, approves an amendment to the 2021-2024 TIP tables as reflected in the attachment.

LA CROSSE AREA PLANNING COMMITTEE

Linda Seidel, Chair

Peter Fletcher, Executive Director
Dated: November 17, 2021

2021 - 2024 Transportation Improvement Program Project List																																				
Draft Amendment, November 17, 2021																																				
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds					
243-19-035	7140-00-02, 82	State of Wisconsin	STH 35, La Crosse – Trempealeau (Black River Bridges B-32-016 and B-32-018).Replacement, Design Obligated in 2020 and Constructed in 2025-2026	Br Repl	PE																											STBG				
					ROW																															
					Const																															
243-11-012	5120-03-02,22,72	State of Wisconsin	STH 33, Jackson St. City of La Crosse, 3rd St. to 23th St. Surface (1.67 mi.)(Design obligated in 2011) Construction obligated in 2021	Sys Pres	PE																											NHPP				
					ROW																															
					Const	2,762.2	690.5		237.8	3,690.5																										
243-21-002	1630-03-00, 80	State of Wisconsin	USH 53, La Crosse - Galesville (B-32-131, 132, 135, 136, 139, 140), Bridge Rehabilitations, Design Anticipated in 2021, Construction Anticipated in 2024	Sys Pres	PE	80.0	20.0			100.0																						NHPP				
					ROW																															
					Const																															
243-20-030	5120-05-04, 74	State of Wisconsin	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2026/2027	Sys Pres	PE																											STBG				
					ROW																															
					Const																															
243-18-011	7930-08-00, 20, 70	State of Wisconsin	STH 108 - West Salem - Melrose, Stan Olson Rd to L Pfaff Rd, Safety Improvements, Design obligated in 2016, Construction in 2020	Sys Pres	PE																											HSIP				
					ROW																															
					Const																															
243-19-023	7930-08-01, 21, 71	State of Wisconsin	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181, Design Obligated in 2019, Construction Obligated in 2026, Construction in 2027, Advanceable to 2023.	Sys Pres	PE																											STBG				
					ROW		20.0			20.0																										
					Const																															
243-19-012	7048-00-00,80	State of Wisconsin	CTH C, IH 90 – STH 16 (CTH B & CP RR Bridge B-32-0069(84.10)), Bridge Rehab, Design Obligated in 2019, Construction Obligated for 2021; Construction in 2022.	Sys Pres	PE																											STBG				
					ROW																															
					Const	1,319.8	330.0			1,649.8																										
243-21-012	5120-02-02, 72	State of Wisconsin	STH 33, City of La Crosse, State Road & Losey Boulevard Intersection, Design Anticipated in 2021, Construction Anticipated in 2025-2026	Sys Pres	PE	152.1			38.0	190.1																						HSIP				
					ROW																															
					Const																															
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, Const obligated in 2018, Const in 2019. Hanson Rd. to Alpine Lane, Const Obligated in 2021	Reconst / Br Repl	PE																											STBG				
					ROW																															
					Const	1,876.4			479.4	2,355.8																										
243-13-019	5346-00-00	La Crosse County	Drogseth Rd, Bostwick Creek Bridge P-32-0903. Bridge Replacement. Design obligated 2013.	Br Repl	PE																											LF				
					ROW																															
					Const																															
243-15-014	5436-00-01,71	La Crosse County	CTH M, STH 33 - I90 (CTH O to CTH B), Recondition. Design obligated in 2014. Two-Phase Project CTH O to Wolter Rd, Construction Obligated in 2021, Construction in 2022. Wolter Rd to CTH B not Currently Scheduled/Obligated.	Re Cond	PE																											STBG				
					ROW	2,125.9			823.7	2,949.6																										
					Const																															
243-16-012	5085-00-00, 70	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI, Design obligated 2016, Construction obligated in 2019 with construction in 2020.	Pav Rep	PE																											FLAP				
					ROW																															
					Const																															
243-20-017	5347-00-00	La Crosse County	CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design, Obligated in 2020, Potential BUILD-TIGER grant or STBG project for Construction.	Reconst	PE																											LF				
					ROW																															
					Const																															
243-20-021	7323-00-00, 70	La Crosse County	CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement, Design Obligated in 2020, Construction Obligated in 2021	Br Repl	PE																											STBG				
					ROW																															
					Const	333.6			122.3	455.9																										
243-20-022	7049-00-00, 70	La Crosse County	CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, with Construction in 2022.	Br Repl	PE																											STBG				
					ROW																															
					Const																															
243-20-023	7323-00-01, 71	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2021, with Construction Obligated in 2023 (Actual Construction in 2024).	Br Repl	PE	267.2			66.8	334.0																						STBG				
					ROW																															
					Const																															
243-21-013	5991-02-61, 62	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Obligated in 2023	Sys Pres	PE				12.0	12.0																						HSIP				
					ROW																															
					Const																															
243-19-024	5991-07-42, 43, 44	City of La Crosse	Gillette St, Caledonia St to STH 35/George St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2021	Reconst	PE																											STBG				
					ROW																															
					Const	884.7			327.6	1,212.3																										
243-19-025	5991-07-36, 37, 38	City of La Crosse	Green Bay St, East Ave to S 22nd St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2022.	Reconst	PE																											STBG				
					ROW																															
					Const	342.4			983.7	1,326.1																										
243-19-026	1641-03-04, 25	City of La Crosse	Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-75, 5120-02-70, 7575-07-70 for Construction).	Sys Pres	PE																											HSIP				
					ROW																															
					Const																															

2021 - 2024 Transportation Improvement Program Project List																										Source of Funds	
Draft Amendment, November 17, 2021																											
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	2021 (x\$1000)					2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)						
						Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total		
243-19-027	1641-03-75	City of La Crosse	USH 14/61, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																				HSIP		
					ROW																						
					Const	271.0			30.1	301.1					Construction Continued												
					Total	271.0			30.1	301.1																	
243-19-028	5120-02-70	City of La Crosse	STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																				HSIP		
					ROW																						
					Const	284.8			269.3	554.1					Construction Continued												
					Total	284.8			269.3	554.1																	
243-19-029	7575-07-70	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022.	Sys Pres	PE																				HSIP		
					ROW																						
					Const						432.9			139.8	572.7												
					Total						432.9			139.8	572.7												
243-19-030	5220-04-04, 24, 74	City of La Crosse	STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks, Design Obligated in 2020, Construction in 2021.	Sys Pres	PE																				HSIP		
					ROW																						
					Const	321.8			206.4	528.2					Construction Continued												
					Total	321.8			206.4	528.2																	
243-21-014	1062-08-80	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																				SF		
					ROW																						
					Const		59.9			59.9					Construction Continued												
					Total		59.9			59.9																	
243-21-015	1032-08-80	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																				SF		
					ROW																						
					Const		105.0			105.0					Construction Continued												
					Total		105.0			105.0																	
243-21-016	5436-00-06	La Crosse County	CTH M, CTH I - CTH O, Reconstruct. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Reconst	PE				497.8	497.8						Design Continued					Design Continued				LF		
					ROW																						
					Const																						
					Total				497.8	497.8																	
243-21-017	5436-00-07	La Crosse County	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Br Repl	PE				47.9	47.9						Design Continued					Design Continued				LF		
					ROW																						
					Const						47.9	47.9															
					Total				47.9	47.9																	
243-21-018	7272-00-02	La Crosse County	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Anticipated in 2021, Construction not Currently Scheduled/Obligated	Br Repl	PE				106.4	106.4						Design Continued					Design Continued				LF		
					ROW																						
					Const																						
					Total				106.4	106.4																	
243-21-019	3700-10-89	State of Wisconsin	Various Highways/Intersections, Signals Cabinets & Equipment, Construction in 2021/2022/2023	Sys Pres	PE																				ITS		
					ROW																						
					Const	444.3			49.4	493.7					Construction Continued					Construction Continued							
					Total	444.3			49.4	493.7																	
243-21-020	1630-00-81	State of Wisconsin	USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																				SF		
					ROW																						
					Const		51.0			51.0					Construction Continued												
					Total		51.0			51.0																	
243-21-021	1071-01-02, 82	State of Wisconsin	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface, Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	PE	585.9	65.1			651.0						Design Continued					Design Continued				NHPP		
					ROW																						
					Const																						
					Total	585.9	65.1			651.0																	
243-21-022	1000-74-00, 20, 40, 50, 51, 70, 71, 72	State of Wisconsin	Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021, ROW Obligated in 2021-2022, Construction Obligated in 2023 (const. until 2026)	Rail	PE	2,647.8	417.1	1,348.0		4,412.9						Design Continued					Design Continued				Rail Safety		
					ROW	230.2		153.5		383.7	245.2	163.5			408.7					ROW Continued							
					Const											28,676.8	5,619.3	8,498.5	5,000.0	47,794.6				Construction Continued			
					Total	2,878.0	417.1	1,501.5		4,796.6	245.2	163.5			408.7	28,676.8	5,619.3	8,498.5	5,000.0	47,794.6							
243-21-023	5991-05-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction in 2023	Rail	PE																				Rail Safety		
					ROW																						
					Const											176.8				176.7	353.5						
					Total											176.8				176.7	353.5						
Total						34,077.2	13,794.3	1,501.5	8,578.6	57,951.6	13,728.8	4,390.3	0.0	4,744.9	22,864.0	34,316.8	5,946.8	8,498.5	6,243.7	55,005.8	14,535.5	3,543.3	0.0	9.2	18,088.0	153,909	

MINNESOTA PROJECTS					2021					2022					2023					2024					
243-18-013	028-606-024, 028-606-024AC	Houston County	**AC**:: CSAH 6, From Winona County Line to Town Hall Road, Bituminous Reclamation / Bituminous Pavement (Need AC Payback)	Sys Pres	PE																				STBG
					Other																				
					Const	1,680.0																			
					TOTAL	1,680.0																			
243-18-014	236-090-003	City of La Crescent	La Crescent Wagon Wheel Trail Phase 3	Other	PE																			TAP	
					Other																				
					CAPT	1,000.0			1,767.3	2,767.3															
					TOTAL	1,000.0			1,767.3	2,767.3															
243-20-032	TRS-3780-21	City of La Crescent	City of La Crescent: Purchase One (1) Class 400 Low Floor Bus (Replaces Unit 103)	Transit	PE																			STBG	
					OA																				
					CAPT	77.6		70.0	16.4	164.0															
					TOTAL	77.6		70.0	16.4	164.0															
243-09-015	TRF-3780-21, 22, 23	City of La Crescent	SECT 5307: La Crescent Transit Operating Assistance	Transit	PE																			5307	
					OA	112.0			263.0	375.0	112.0			263.0	375.0	112.0			263.0	375.0					
					CAPT																				
					TOTAL	112.0			263.0	375.0	112.0			263.0	375.0	112.0			263.0	375.0					

Table 5: 2021 - 2024 TIP Grouped Project List																										
Draft Amendment, November 17, 2021						2021 (x\$1000)					2022 (x\$1000)					2023 (x\$1000)					2024 (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
Transportation Safety Programs (HSIP) Project Group																										
Rail-Highway Crossing Safety (OCR) Project Group																										
High-Speed Corridor Grade Crossing Improvements Project Group																										
SW Region/District 6 Bridge Maintenance Project Group																										
SW Region/District 6 Pavement Rehabilitation/Maintenance Project Group																										
SW Region/District 6 Various Pavement Marking Project Group																										
243-21-008	1009-12-94	State of Wisconsin	VAR HWY, SW Region Pavement Marking, Pavement Marking 2021	Sys Pres	PE																					STBG
					ROW																					
					Other	800.0	200.0			1,000.0																
					Total	800.0	200.0			1,000.0																
					PE																					
SW Region/District 6 Local Transportation Safety Projects (HSIP) Project Group																										
SW Region/District 6 Local Emergency Relief (EF) Project Group																										
Transportation Alternatives Program																										
243-11-010	1009-00-67, 73 1009-01-03,04	La Crosse County	Non-Infrastructure, La Crosse County. Equipment; Education, Encouragement, Enforcement and Evaluation Activities. Continuation of County Coordinator	Other	PE			Continued					Continued					Continued					Continued			TAP
					ROW																					
					Const																					
					Total																					
243-21-010	5991-08-03, 73	La Crosse County	Multi-use Trail (S. Kinney Coulee Rd - Landfill Rd), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE	61.2			79.2	140.4																TAP
					ROW																					
					Const						483.8			121.0	604.8				Construction Continued							
					Total	61.2			79.2	140.4	483.8			121.0	604.8											
243-21-010	5991-08-04, 74	La Crosse County	Bicycle/Pedestrian Bridge (CTH VP in Veteran's Park), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE	65.8			16.5	82.3																TAP
					ROW																					
					Const						591.4			147.8	739.2				Construction Continued							
					Total	65.8			16.5	82.3	591.4			147.8	739.2											
243-21-010	1009-01-25, 26	La Crosse County	Non-Infrastructure, La Crosse County, SRTS, Obligated in 2022 and 2023, Commencement 08/2024	Other	PE						138.0			34.5	172.5	138.0				34.5	172.5					TAP
					ROW																					
					Const																					
					Total						138.0			34.5	172.5	138.0				34.5	172.5					

La Crosse Area Planning Committee

RESOLUTION 9 - 2021

APPROVING THE

2022 -2025 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 2022 - 2025 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

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

LA CROSSE AREA PLANNING COMMITTEE

Linda Seidel, Chair

Peter Fletcher, Executive Director
Dated: November 17, 2021

2022-
2025 TIP

LAPC Transportation Improvement Program



To be approved on
November 17, 2021

2022 - 2025 Transportation Improvement Program

for the

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

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: pfletcher@lacrossecounty.org

OR

Jackie Eastwood, Transportation Planner

Phone: 608.785.6141

E-mail: jeastwood@lacrossecounty.org

At:

La Crosse Area Planning Committee

La Crosse County Administrative Center

212 6th St N, Room 2300

La Crosse, WI 54601

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

To request this document in an alternate format, please contact Jackie Eastwood at 608.785.6141 or at jeastwood@lacrossecounty.org.

La Crosse Area Planning Committee

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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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Acronyms

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

Introduction

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

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

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

About the LAPC

The LAPC is the designated MPO for the La Crosse, WI-La Crescent, MN Urbanized Area. MPOs are designated for urbanized areas of 50,000 or more in population to carry out the metropolitan transportation planning process as established in 23 CFR 450 and to provide a forum for local decision-making on transportation issues of a regional nature. The designation must be agreed upon by the governor (in our case, governors of Wisconsin and Minnesota) and the local units of government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census).

History

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

The 1970 Decennial Census established the *La Crosse (Wis.-Minn.) Urbanized Area*--population 63,373--which consisted of the cities of La Crosse (population 51,153) and Onalaska and parts of the towns of Campbell and Shelby in La Crosse County, WI; and the then-village of La Crescent and part of the township of La Crescent in Houston County, MN. As a result of the urbanized area delineation, the LAPC was then designated by the governors of Wisconsin and Minnesota as the MPO for the urbanized area.

Urbanized Area

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

Metropolitan Planning Area

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

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

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

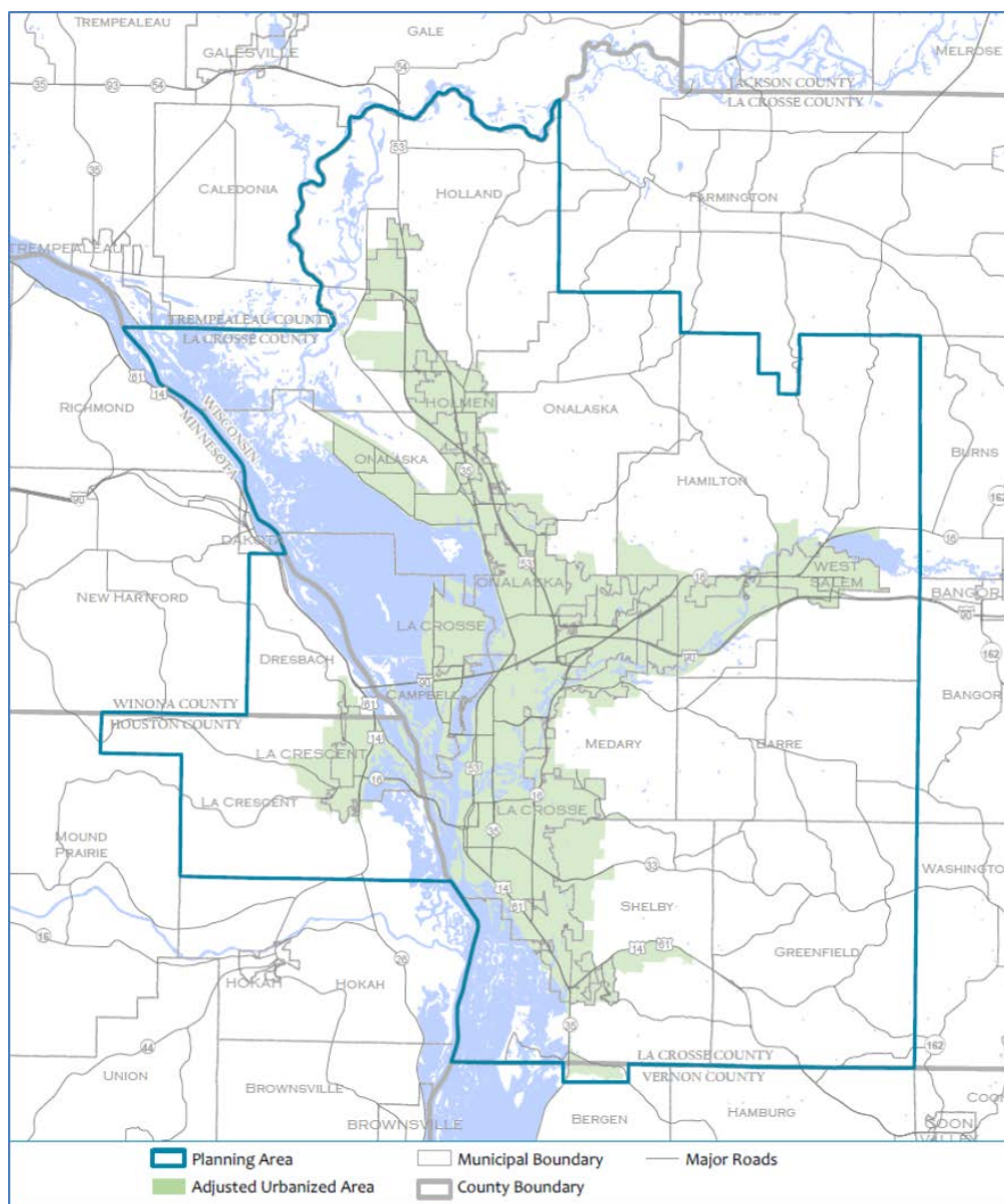


Figure 1: Metropolitan planning area and adjusted urbanized area.

Governance and Organizational Structure

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

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

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

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

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

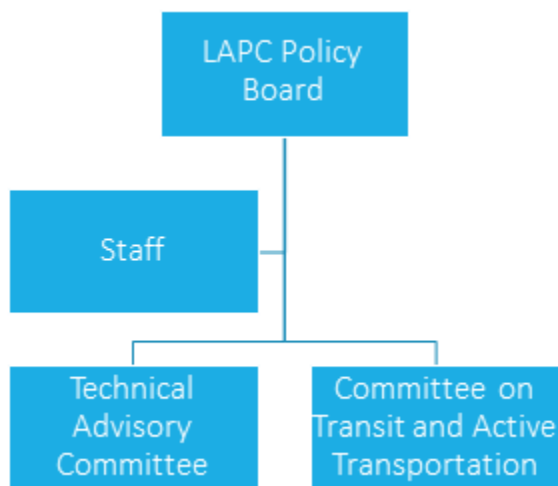


Figure 2: LAPC Committee Structure

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

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

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

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TIP Planning Process

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

Self-Certifications and Federal Certifications

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

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

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

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017.
- **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts.

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

- **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in the staff office at 212 6th St N, Room 2300, La Crosse, WI 54601.
- **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in our office at 212 6th St N, Room 2300, La Crosse, WI 54601.

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

TIP Update Activities

Public Notification and Comment

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

The 2022-2025 TIP public notice, resolution, and a record of public comments are included in [Appendix A](#).

General TIP Schedule

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

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

TABLE 1: GENERAL SCHEDULE FOR TIP REVIEW AND APPROVAL

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

TIP Amendment Process

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

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

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

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

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

Project Prioritization Process

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

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

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

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

STP-U Project Selection Policies

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

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

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

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TIP Projects Lists

The TIP includes six types of projects lists:

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

TIP Projects List

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

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

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

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

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

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

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

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

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

TABLE 2: PROJECT FUNDING SOURCES

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

TIP Grouped Projects List

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

TABLE 3: 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

2022 - 2025 Transportation Improvement Program Project List November 17, 2021						2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					Source of Funds																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
243-22-005 243-23-005 243-24-005 243-25-005		State of Wisconsin / Minnesota	SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Br Rehab	PE ROW Const Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

2022 - 2025 Transportation Improvement Program Project List						2022 (x\$1000)										2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					Source of Funds
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total						
243-14-026	5163-07-02, 20, 24, 42, 52, 53, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14161 Intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, Construction 2024-2025 (Advanceable to 2022)	Re Const	PE																					NHFP					
					ROW																										
					Const											4,856.1	1,204.8		9.2	6,070.1								Construction Continued			
					Total											4,856.1	1,204.8		9.2	6,070.1											
243-11-024	7575-07-03, 23, 73, 83	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Construction in 2022.	Sys Pres	PE																					HSIP NHFP					
					ROW																										
					Const	1,984.5	250.3		3,533.8	5,768.6																					
					Total	1,984.5	250.3		3,533.8	5,768.6																					
243-11-028	7575-01-01, 05, 80	State of Wisconsin	STH 16, Gillette St. to STH 157. Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design (Environmental Document to PS&E for bridges B-32-0111 and B-32-0115). Final Design to begin in 2022. (Construction obligated in 2025, Construction in 2026)	BR Repl	PE		2,000.0			2,000.0																NHFP					
					ROW																										
					Const																							22,000.0	5,500.0		27,500.0
					Total		2,000.0			2,000.0																		22,000.0	5,500.0		27,500.0
243-19-017	7575-01-35, 65	State of Wisconsin	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair. Design Obligated in 2019, Construction Obligated in 2024 with Construction in 2025	Sys Pres	PE																					NHFP					
					ROW																										
					Const											2,240.0	560.0			2,800.0									Construction Continued		
					Total											2,240.0	560.0			2,800.0											
243-18-019	7575-00-01, 71	State of Wisconsin	STH 16, Braund Street to CTH 08, Monotubes and Left Turn Lane Improvements, Design Obligated in 2018, Construction LET in 2020 with actual construction in 2021	Sys Pres	PE																					HSIP					
					ROW																										
					Const																										
					Total																										
243-18-025	7570-05-34, 64	State of Wisconsin	STH 16, La Crosse - Sparta (0.27 Miles East of La Crosse River to Big Creek). Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-20-029	7570-05-00, 70	State of Wisconsin	STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Anticipated in 2024	Sys Pres	PE																					HSIP					
					ROW																										
					Const											590.4	66.3			656.7											
					Total											590.4	66.3			656.7											
243-20-014	3700-10-83	State of Wisconsin	STH 16, La Crosse - Sparta (STH 16/TH 90 Interchange EB/WB Ramps). Monotube Installation. Construction in 2020.	Sys Pres	PE																					ITG					
					ROW																										
					Const																										
					Total																										
243-19-034	7575-01-06, 26, 76	State of Wisconsin	STH 16, La Crosse - Sparta (Losey Blvd to South Kinney Coulee Rd). Repair, Mill and Overlay, Design Obligated in 2020 and Construction Obligated in 2024 with Construction in 2025	Sys Pres	PE																					NHFP					
					ROW																										
					Const	48.4				48.4						3,811.4	952.8			4,764.2									Construction Continued		
					Total	48.4				48.4						3,811.4	952.8			4,764.2											
243-20-019	3700-10-87	State of Wisconsin	STH 16, City of La Crosse (STH 16 & Gillette St), Traffic Signals & Monotubes, Construction in 2020/2021	Sys Pres	PE																					ITG					
					ROW																										
					Const																										
					Total																										
243-20-020	3700-10-88	State of Wisconsin	STH 16, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2020/2021	Sys Pres	PE																					ITG					
					ROW																										
					Const																										
					Total																										
243-19-035	7140-00-02, 82	State of Wisconsin	STH 35, La Crosse - Trempealeau (Black River Bridges B-32-016 and B-32-018).Replacement, Design Obligated in 2020 and Constructed in 2025-2026	Br Repl	PE																					STBG					
					ROW																										
					Const																							7,335.4	1,833.9		9,169.3
					Total																						7,335.4	1,833.9		9,169.3	
243-11-012	5120-03-02,22,72	State of Wisconsin	STH 33, Jackson St. City of La Crosse, 3rd St. to 23th St. Surface (1.67 mi.)(Design obligated in 2011) Construction obligated in 2021	Sys Pres	PE																					NHFP					
					ROW																										
					Const																										
					Total																										
243-21-002	1630-03-00, 80	State of Wisconsin	USH 53, La Crosse - Galesville (B-32-131, 132, 135, 136, 139, 140), Bridge Rehabilitations, Design Anticipated in 2021, Construction Anticipated in 2024	Sys Pres	PE																					NHFP					
					ROW																										
					Const											533.6	133.4			667.0											
					Total											533.6	133.4			667.0											
243-20-030	5120-05-04, 74	State of Wisconsin	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2026/2027	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-19-023	7930-08-01, 21, 71	State of Wisconsin	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) Includes Bridge Rehab B-32-0181. Design Obligated in 2019, Construction Obligated in 2026, Construction in 2027, Advanceable to 2023.	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-19-012	7048-00-00, 80	State of Wisconsin	CTH C, IH 90 - STH 16 (CTH B & CP RR Bridge B-32-0069(84, 10)). Bridge Rehab, Design Obligated in 2019, Construction Obligated for 2021; Construction in 2022.	Sys Pres	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-21-012	5120-02-02, 72	State of Wisconsin	STH 33, City of La Crosse, State Road & Losey Boulevard Intersection, Design Anticipated in 2021, Construction Anticipated in 2025-2026	Sys Pres	PE																					HSIP					
					ROW																										
					Const																							1,190.1	132.3		1,322.4
					Total																						1,190.1	132.3		1,322.4	
243-14-020	7067-00-00, 70, 71	La Crosse County	CTH 0N, CTH 0T to Alpine Lane. Reconst. 2-phase: CTH 0T to Hanson Rd, Incl. Br Repl P-32-127, Const obligated in 2018, Const in 2019. Hanson Rd. to Alpine Lane, Const Obligated in 2021	Reconst / Br Repl	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-15-014	5436-00-01,71	La Crosse County	CTH M, STH 33 - I90 (CTH O to CTH B), Recondition. Design obligated in 2014. Two-Phase Project CTH O to Wolter Rd, Construction Obligated in 2021, Construction in 2022. Wolter Rd to CTH B not Currently Scheduled/Obligated.	Re Cond	PE																					STBG					
					ROW																										
					Const																										
					Total																										
243-16-012	5085-00-00, 70	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI, Design obligated 2016, Construction obligated in 2019 with construction in 2020.	Pav Rep	PE																					FLAP					
					ROW																										
					Const																										
					Total																										

2022 - 2025 Transportation Improvement Program Project List						2022 (x\$1000)															2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					Source of Funds
November 17, 2021						2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					Source of Funds										
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds										
243-20-017	5347-00-00	La Crosse County	CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design, Obligated in 2020, Potential BUILD-TIGER grant or STBG project for Construction.	Reconst	PE																					LF										
					ROW																															
					Const																															
					Total																															
243-20-021	7323-00-00, 70	La Crosse County	CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement, Design Obligated in 2020, Construction Obligated in 2021.	Br Repl	PE																					STBG										
					ROW																															
					Const																															
					Total																															
243-20-022	7049-00-00, 70	La Crosse County	CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, with Construction in 2022.	Br Repl	PE																					STBG										
					ROW																															
					Const	459.5			273.0	732.5																										
					Total	459.5			273.0	732.5																										
243-20-023	7323-00-01, 71	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2021, with Construction Obligated in 2023 (Actual Construction in 2024).	Br Repl	PE																					STBG										
					ROW																															
					Const						2,090.7			986.9	3,077.6																					
					Total						2,090.7			986.9	3,077.6																					
243-21-013	5991-02-61, 62	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Obligated in 2023	Sys Pres	PE																					HOIP										
					ROW																															
					Const						286.6			45.6	332.2																					
					Total						286.6			45.6	332.2																					
243-19-024	5991-07-42, 43, 44	City of La Crosse	Gillette St, Caledonia St to STH 35/George St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2021	Reconst	PE																					STBG										
					ROW																															
					Const																															
					Total																															
243-19-025	5991-07-36, 37, 38	City of La Crosse	Green Bay St, East Ave to S 22nd St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2022.	Reconst	PE																					STBG										
					ROW																															
					Const																															
					Total																															
243-19-026	1641-03-04, 25	City of La Crosse	Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-75, 5120-02-70, 7575-07-70 for Construction).	Sys Pres	PE																					HOIP										
					ROW																															
					Const																															
					Total																															
243-19-027	1641-03-75	City of La Crosse	USH 14/61, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																					HOIP										
					ROW																															
					Const																															
					Total																															
243-19-028	5120-02-70	City of La Crosse	STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																					HOIP										
					ROW																															
					Const																															
					Total																															
243-19-029	7575-07-70	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022.	Sys Pres	PE																					HOIP										
					ROW																															
					Const	432.9			139.8	572.7																										
					Total	432.9			139.8	572.7																										
243-19-030	5220-04-04, 24, 74	City of La Crosse	STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks, Design Obligated in 2020, Construction in 2021.	Sys Pres	PE																					HOIP										
					ROW																															
					Const																															
					Total																															
243-21-014	1062-08-80	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																					SF										
					ROW																															
					Const																															
					Total																															
243-21-015	1032-08-80	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																					SF										
					ROW																															
					Const																															
					Total																															
243-21-016	5436-00-06	La Crosse County	CTH M, CTH I - CTH O, Reconstruct, Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Reconst	PE																					LF										
					ROW																															
					Const																															
					Total																															
243-21-017	5436-00-07	La Crosse County	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Br Repl	PE																					LF										
					ROW																															
					Const																															
					Total																															
243-21-018	7272-00-02	La Crosse County	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Anticipated in 2021, Construction not Currently Scheduled/Obligated	Br Repl	PE																					LF										
					ROW																															
					Const																															
					Total																															
243-21-019	3700-10-89	State of Wisconsin	Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023	Sys Pres	PE																					ITS										
					ROW																															
					Const																															
					Total																															
243-21-020	1630-00-81	State of Wisconsin	USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																					SF										
					ROW																															
					Const																															
					Total																															
243-21-021	1071-01-02, 82	State of Wisconsin	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface, Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	PE																					NHPP										
					ROW																															
					Const																															
					Total																															
243-21-022	1000-74-00, 20, 40, 50, 51, 70, 71, 72	State of Wisconsin	Railroad Crossing Improvement, TC/MC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021, ROW Obligated in 2021-2022, Construction Obligated in 2023 (const. until 2026)	Rail	PE																					Rail Safety										
					ROW	245.2	163.5			408.7																										
					Const						28,676.8	5,619.3	8,498.5	5,000.0	47,794.6																					
					Total	245.2	163.5			408.7	28,676.8	5,619.3	8,498.5	5,000.0	47,794.6																					
243-21-023	5991-05-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BN&F RR Xing 0798278), Signal Replacement, Construction in 2023	Rail	PE																					Rail Safety										
					ROW																															
					Const																															
					Total																															

TABLE 4: 2022-2025 TIP GROUPED PROJECT LIST

Table 4: 2022 - 2025 TIP Grouped Project List																										
November 17, 2021						2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					
Project Number	State ID Number	Sponsor-ing Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds
SW Region/District 6 Bridge Maintenance Project Group																										
SW Region/District 6 Local Emergency Relief (EF) Project Group																										
Transportation Alternatives Program																										
243-11-010	1009-00-67, 73 1009-01-03,04	La Crosse County	Non-Infrastructure, La Crosse County. Equipment; Education, Encouragement, Enforcement and Evaluation Activities. Continuation of County Coordinator	Other	PE			Continued					Continued					Continued					Continued			TAP
					ROW																					
					Const																					
					Total																					
243-21-010	5991-08-03, 73	La Crosse County	Multi-use Trail (S. Kinney Coulee Rd - Landfill Rd), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE																				TAP	
					ROW																					
					Const	483.8			121.0	604.8			Construction Continued													
					Total	483.8			121.0	604.8																
243-21-010	5991-08-04, 74	La Crosse County	Bicycle/Pedestrian Bridge (CTH VP in Veteran's Park), Design obligated in 2021, Construction obligated in 2022 with construction in 2023	Other	PE																				TAP	
					ROW																					
					Const	591.4			147.8	739.2			Construction Continued													
					Total	591.4			147.8	739.2																
243-21-010	1009-01-25, 26	La Crosse County	Non-Infrastructure, La Crosse County, SRTS, Obligated in 2022 and 2023, Commencement 08/2024	Other	PE	138.0			34.5	172.5	138.0			34.5	172.5										TAP	
					ROW																					
					Const																					
					Total	138.0			34.5	172.5	138.0			34.5	172.5											

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Illustrative Projects List

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

TABLE 5: ILLUSTRATIVE PROJECTS LIST

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

List of Projects Removed from the TIP

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

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

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

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

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

Wisconsin LRIP Open Projects County Summary Report

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

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

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

List of Annual Obligated Projects

The LAPC maintains a list of projects for the La Crosse and La Crescent area for which state and federal funding are obligated each year. This list is included in Table 7 and is also posted on the [LAPC website](#).

Table 7: List of 2020 Annual Obligated Projects

LAPC MPO Planning Area - 2020 Obligated Projects												
Federal Highway Administration			WI County	Project Title	Program Code Description	Earliest Authorization Date	PE Date	Construction Date	Total Cost Amount	Obligations Amount	Advance Construction	STIP Reference
	2020732	7930-00-70	La Crosse	WEST SALEM - MELROSE STAN OLSON ROAD TO LIPPAFF ROAD CONSTRUCTION SUR/PAVE BLDG/DRS/BG LET - CONTRACT VIA BID LETTING	SURFACE TRANS BLOCK CRTS-FLEX	03/05/2020		03/05/2020	1,460,387.06	1,492,309.07	0.00	243-18-011
	2020732	7930-00-70	La Crosse	WEST SALEM - MELROSE STAN OLSON ROAD TO LIPPAFF ROAD CONSTRUCTION SUR/PAVE BLDG/DRS/BG LET - CONTRACT VIA BID LETTING	HIGHWAY SAFETY IMP PROJ FAST	03/05/2020		03/05/2020	823,811.26	823,811.26	0.00	243-18-011
	2020664	7332-00-01	La Crosse	8TH 16 - CTH18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONSTRUCTION ENGINEERING)	8TH 16 - CTH18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONSTRUCTION ENGINEERING)	07/13/2020		07/13/2020	333,960.00	287,960.00	0.00	243-20-023
	2020628	1640-03-61	La Crosse	LA CROSSE - WESTBY BRICKYARD LANE TO CTH M CONST/ MILL AND OVERLAY LET - CONTRACT VIA BID LETTING	NATIONAL HIGHWAY PERF FAST	08/15/2020		08/15/2020	1,788,746.70	1,401,987.36	0.00	243-18-015
	2020636	7575-00-71	La Crosse	LA CROSSE - SPARTA BRAUND ST TO CTH 08 CONST/MONOTUBES/LEFT LANE IMP/PAVMENT LET - CONTRACT VIA BID LETTING	NATIONAL HIGHWAY PERF FAST	08/15/2020		08/15/2020	903,435.22	0.00	82,742.58	243-18-019
	2020636	7575-00-71	La Crosse	LA CROSSE - SPARTA BRAUND ST TO CTH 08 CONST/MONOTUBES/LEFT LANE IMP/PAVMENT LET - CONTRACT VIA BID LETTING	HIGHWAY SAFETY IMP PROJ FAST	08/15/2020		08/15/2020	1,306,802.25	0.00	1,086,110.00	243-18-019
	2021138	5991-07-43	La Crosse	8TH 16 - CTH18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONSTRUCTION ENGINEERING)	8TH 16 - CTH18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONSTRUCTION ENGINEERING)	12/18/2020		12/18/2020	1,362,420.28	1,031,516.00	0.00	243-19-024
	2021152	5120-05-04	La Crosse	LA CROSSE - CASHION FOREST RIDGE DRIVE TO CTH M RE/MILL AND OVERLAY RE IN-HOUSE DELIVERY (PRELIM OR CONSTRUCTION ENGINEERING)	SURFACE TRANS BLOCK-FLEX EXT	11/19/2020		11/19/2020	325,800.00	280,640.00	0.00	243-20-030
	2021164	7067-00-71	La Crosse	VILLAGE OF HOLMEN - CTH18 HANSON ROAD TO ALPINE LANE CONSTRUCTION/OPRE CONST/RCTION LET - CONTRACT VIA BID LETTING	8TH 16 - CTH18 LA CROSSE RIVER BRIDGE B-32-0004 DESIGN/BIDGE REPLACEMENT - CONSULTANT DELIVERY (PRELIM OR CONSTRUCTION ENGINEERING)	12/18/2020		12/18/2020	2,846,257.75	2,04,247.00	0.00	243-14-020
	2021195	7332-00-70	La Crosse	LA CROSSE - SPARTA BRAUND ST TO CTH 08 CONST/MONOTUBES/LEFT LANE IMP/PAVMENT LET - CONTRACT VIA BID LETTING	BRIDGE 65% ON/OFF S-LU EXT	12/18/2020		12/18/2020	513,455.19	385,072.00	0.00	243-20-021
Federal Transit Administration												
Recipient Name	Federal Award ID	Application Name	Project Number	Project Name	FTA Amount	Non-FTA Amount	Total Project Eligible Cost	Award Date	Project Start Date	Project End Date	Description	
Orelands, City Of	Wt-2020-004-00	CAREB ACT - Orelands-Holmen-West Salem Shuttles Related COVID-19 Response Related Operating Assistance and capital expenses, replacement vehicles for 2020	Wt-2020-004-01-00	FY20-5307 CAREB ACT for Transit Expenses related to COVID-19	\$ 709,296.00	\$ -	\$ 709,296.00	2020-08-03	2020-08-01	2021-12-31	Shared the operating assistance, capital assistance for the purchase of four shared side vans, and COVID related expenses.	
La Crosse, City Of	Wt-2020-002-00	5307 Operating Assistance MN for 2020	Wt-2020-002-01-00	FY2019 2027 Operating Assistance for Minnesota (2020)	\$ 111,133.00	\$ 138,000.00	\$ 249,133.00	2020-08-06	2020-09-01	2020-12-31	Annual operating assistance for MTU-La Crescent Apple Express that provides service to the City of La Crescent.	
La Crosse, City Of	Wt-2021-006-00	5339 La Crescent Bus Shuttles	Wt-2021-006-01-00	FY18-5339 Capital - La Crescent Bus Shuttles	\$ 26,400.00	\$ 6,000.00	\$ 32,400.00	2020-12-29	2021-01-30	2021-08-30	Purchase and install 3 bus shuttles for the MTU-La	

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Performance Measures & Targets

Background

MAP-21 and the FAST Act require MPOs to incorporate performance-based planning and programming when developing the MTP and the TIP. Performance measures established in 23 CFR 490 for safety, system condition, system performance, and system reliability, 49 CFR 625 for transit asset management, and 49 CFR 673 for transit safety were developed to meet the federal performance goals outlined below:

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

Target Setting & Performance Monitoring

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

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

As a small attainment MPO, the LAPC TIP reports the Wisconsin and Minnesota targets for five Highway Safety Improvement Program (HSIP) measures, nine National Highway Performance Program (NHPP) measures, three Transit Asset Management (TAM) measures, and seven transit safety measures relevant to our planning area.

Highway Safety

State Targets

The Wisconsin and Minnesota targets for the HSIP measures are illustrated in tables 8 and 9, respectively. Each measure is based on a five-year rolling average and targets are updated annually.

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

TABLE 8: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2022

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

Source: Wisconsin Department of Transportation.

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

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

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

Source: Minnesota Department of Transportation.

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

Performance Monitoring

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

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

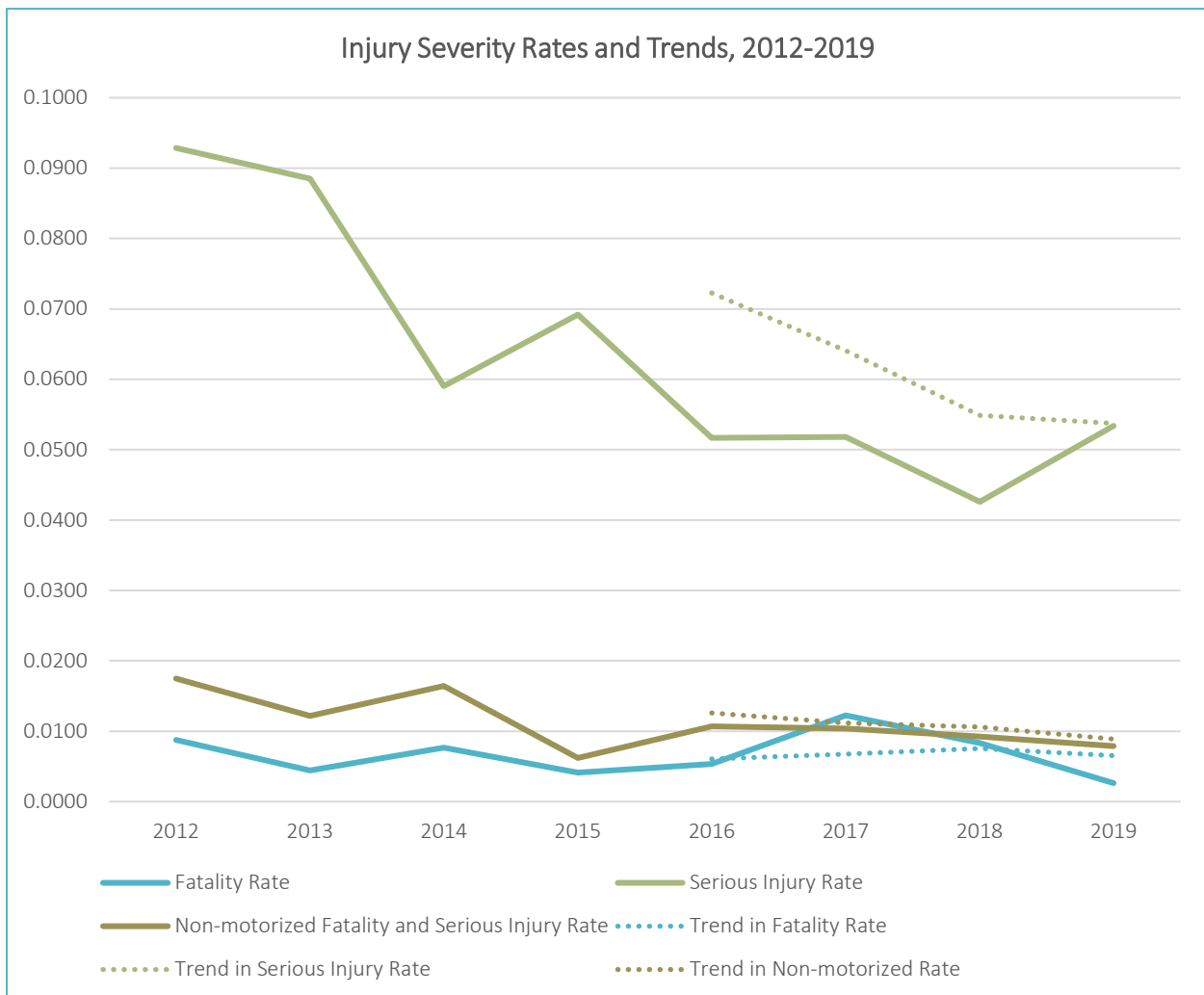


Figure 3: Injury severity rates and trends, 2012-2019. Rates are calculated using MPA totals and La Crosse County VMT. Data sources: TOPS Lab, UW-Madison; WisDOT website.

Highway and Bridge Condition and Performance

State Targets

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

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

Performance Measure	2-yr target (2019)		4-yr target (2021)	
	WisDOT	MnDOT	WisDOT	MnDOT
<i>Pavement Condition</i>				
Interstate – Percentage pavements in “Good” condition	NA ¹	NA	45%	55%
Interstate – Percentage pavements in “Poor” condition	NA	NA	5%	2%
Non-Interstate NHS ² – 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% ³
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% ⁴
Interstate – Truck travel time reliability index	1.40	1.50	1.60	1.50

¹ NA: Not required by Code of Federal Regulations (CFR).

² National Highway System.

³ Adjusted down from 50%.

⁴ Adjusted up from 75.0%

Sources: Wisconsin and Minnesota Departments of Transportation.

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

Performance Monitoring

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

Over 73% of Wisconsin Interstate pavements (2018)¹ 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.”

¹ Pavement condition for Wisconsin pavements has not yet been made available for 2019.

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

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

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

Performance Measure	2018		2019	
	WI MPA	MN MPA	WI MPA	MN MPA
<i>Pavement Condition</i>				
Interstate – Percentage pavements in “Good” condition	73.71	73.57	NA ¹	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

¹ NA: Data not yet available.

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

Transit Asset Management (TAM)

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

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

Table 12 summarizes the performance for all bus, cutaway, and minivan vehicles (the types of vehicles used by MTU or OSR) assessed in the State TAM Plan. WisDOT established targets whose percentages are

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

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

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

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

¹Useful life benchmark.

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

Public Transportation Agency Safety Plan (PTASP)

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

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

TABLE 13: PUBLIC TRANSIT AGENCY SAFETY PLAN MEASURES AND TARGETS

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

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

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

How the TIP Supports State and Transit Agency Targets

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

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

Table 14 summarizes the TIP projects by their potential to impact one or more of the federal performance measures. The table does not include transit operations projects or projects that occur on non-NHS roads. Some projects may impact measures within more than one category and thus are counted more than once. (For example, the USH 14 South Ave project is a safety project, an infrastructure project on the NHS, and a project considering roundabouts to improve flow, resulting in that project being included in three categories.) Twenty-seven (33.3%) of the TIP projects (transit operations, transit capital for non-reporting transit providers, or non-NHS road projects) will not directly impact the federal measures.

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

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

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

*For the Interstate and non-Interstate NHS.

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

Community Impact Assessment

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

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

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

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

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

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

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

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

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

TABLE 15: TRACTS WITH A HIGH PERCENTAGE¹ OF MINORITY, LOW-INCOME, LEP, OR DISABLED PERSONS, 2015-2019

Tract	Population Location	Population Estimate	Population MOE ²	Group Estimate	Group MOE	% Group Estimate	% Group MOE
<i>Minority³</i>							
1	La Crosse	4,714	427	1,268	532	26.90%	11.03%
<i>Low-Income⁴</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>LEP⁵</i>							
4	La Crosse	6,336	557	452	235	7.13%	3.64%
<i>Disability⁶</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%

¹ 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%.

²Margin of error.

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

⁴A 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).

⁵A 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.

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

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

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

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

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

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

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

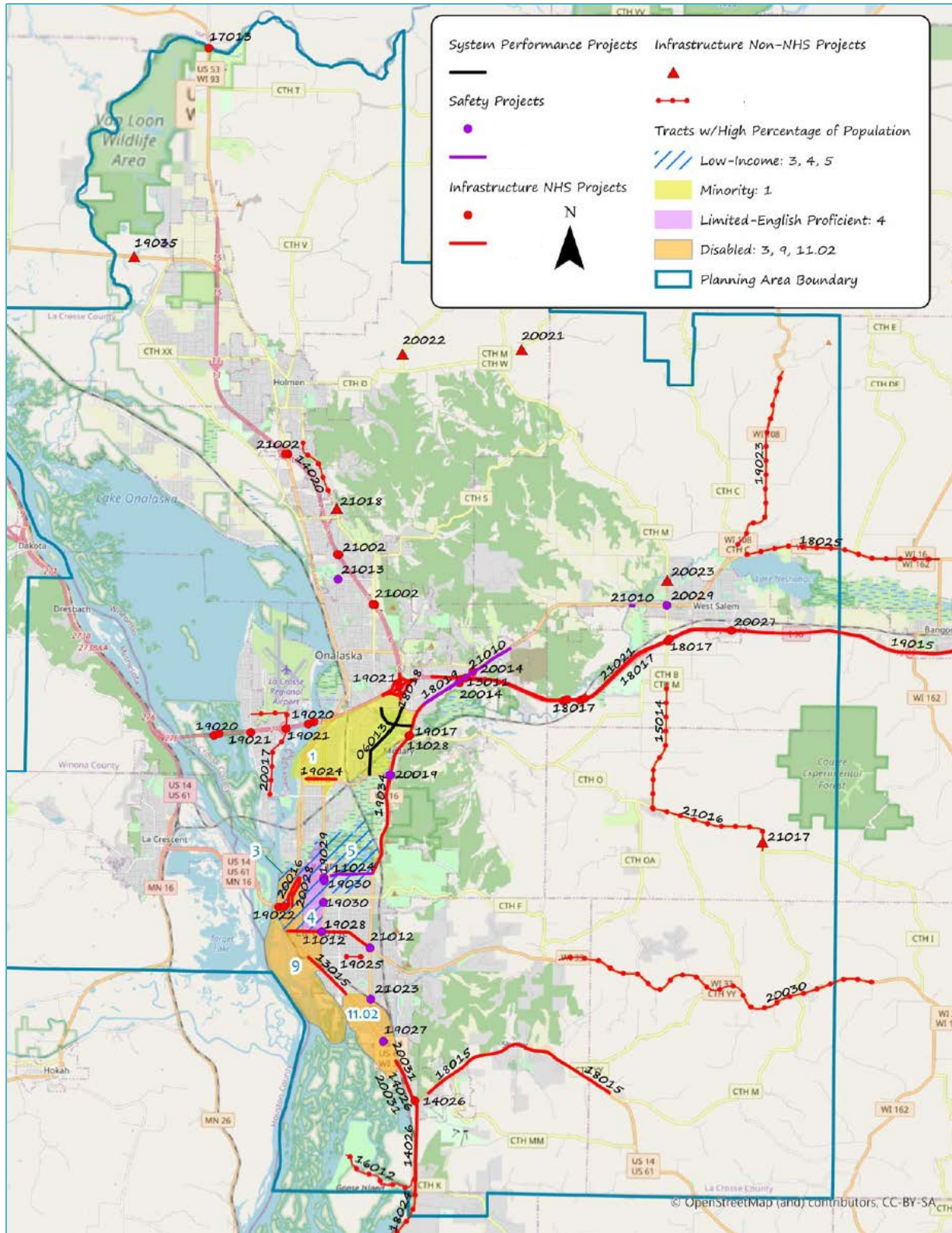
Project 243-19-024 occurs on Gillette St between Caledonia St and STH 35/George St—a well-developed corridor with residences and businesses on both sides—and appears to have the potential to disproportionately impact minority persons. The reconstruction, however, does not require right-of-way acquisition.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

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

TABLE 16: PROJECTS WITHIN OR BORDERING HIGH PERCENTAGE TRACTS¹

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

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



Financial Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

² 2020 base year represents the sum of Wisconsin STH Maintenance and Operations funding, Wisconsin Connecting Highway Aids, and a proportion of Minnesota annual state and federal highway funding; 2021-2025 adjusted by a 2.00% revenue inflation rate.

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

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

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

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

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

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

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

Appendix A: Public Process

Public Comment

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

- Correcting the 4-year-target date in Table 10.
- Updating the contact information for the Minnesota District Transit Project Manager.
- Adding text linking to a new web map of TIP projects.

Public Notice and Resolution

Public Notices

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

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

Website

2022-2025 Annual Transportation Improvement Program

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

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

Comments may be directed to Jackie Eastwood at jeastwood@lacrossecounty.org or at 608.785.6141.

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

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

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

E-mail

Good morning, LAPC committee members and interested parties!

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

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

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

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

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

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

Jackie Eastwood

Transportation Planner

La Crosse Area Planning Committee

Metropolitan Planning Organization

212 6th St N, Room 1200

La Crosse WI 54601

608.785.6141 or 608.792.0520 (cell)

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

Resolution Approving the 2022-2025 TIP

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

RESOLUTION 9-2021

APPROVING THE

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED: that

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

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

BE IT FURTHER RESOLVED: that the LAPC approves the 2022-2025 Transportation Improvement Program as being consistent with metropolitan plans and policies; and

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

LA CROSSE AREA PLANNING COMMITTEE

Linda Seidel, Chair

Peter Fletcher, Executive Director

Dated: November 17, 2021

Appendix B: Minnesota MPO TIP Check List

MPO: La Crosse Area Planning Committee

Contact name: Jackie Eastwood

TIP time period: 2020-2023

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

TABLE 22: 23 CFR 450 REQUIRED ELEMENTS FOR TIP

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public Involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	6-7, 43-44 in Appendix A
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	1
459.322(b)	Congestion Management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	1
450.326(a)	TIP time period	TIP covers at least 4 years.	Yes / No	13-17 Tables 3 and 4
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	45-46 Appendix A
450.326(a)	MPO Conformity Determination	If a nonattainment /maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	43-44 Appendix A
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	23-30
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets.	Yes / No	29-30
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	13-17 Tables 3 and 4
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	13 Table 3

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	13-16 Table 3
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	13-16 Table 3
450.326(g)(3)	Individual project information	TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.	Yes / No	13-16 Table 3; 39 Table 17
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	13-16 Table 3
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No / NA	No such projects in this TIP
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type.	Yes / No	17 Table 4 grouped projects list
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	45-46 resolution 9-2021

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	39-40 Tables 17 and 18
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	39-40 Tables 17 and 18
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	39-40 Tables 17 and 18
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No / NA	No new funding sources
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No	40 Table 18
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	41-42 Tables 19-21
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	39-42 Tables 17-21
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	40 Table 18
450.326(k)	Financial Constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	

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

Regulatory Citation (23 CFR)	Key Content	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial Constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	39-42 Tables 17-21
450.326(k)	Financial Constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	Yes / No / NA	
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	8 Link to website
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	20 Table 6
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.	Yes / No	
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	21 Table 7
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of 23 CFR 450.336.	Yes / No	5-6; 45-46 Resolution 9-2021

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Appendix C: Contact Information

LAPC Contact Information

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

LAPC Website

www.lacrossecounty.org/mpo

Executive Director

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

Transportation Planner

Jackie Eastwood
PH: (608) 785-6141
E-mail: 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) 785-9022
E-mail: swr.dtsd@dot.wi.gov
- Steve Flottmeyer, Region Planning Chief
PH: (608) 785-9075
E-mail: stephen.flottmeyer@dot.wi.gov

- Art Sommerfield, Planning Supervisor
PH: (608) 785-9952
E-mail: arthur.sommerfield@dot.wi.gov
- Francis Schelfhout, Urban and Regional Planner
PH: (608) 785-9947
E-mail: francis.schelfhout@dot.wi.gov

Minnesota

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

- Mark Schoenfelder, District Engineer
PH: (507) 286-7552
E-mail: mark.schoenfelder@state.mn.us
- Kurt Wayne, Principal Transportation Planner
PH: (507) 286-7680
E-mail: kurt.wayne@state.mn.us
- Matti Gurney, District Transit Project Manager
E-mail: matti.gurney@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

- Alex Gramovot, Section Chief, Planning
PH: (608) 266-9495
E-mail: alexander.gramovot@dot.wi.gov

- Jim Kuehn, Statewide MPO-RPC Coordinator
PH: (608) 266-3662
E-mail: james.juehn@dot.wi.gov
- Jill Mrotek Glezinski, Bicycle & Pedestrian Coordinator
PH: (608) 267-7757
E-mail: jill.mrotekglezinski@dot.wi.gov

Minnesota

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

- Philip Schaffner, Transportation Planning Director, MnDOT Office of Transportation System Management
PH: (651) 366-3743
E-mail: philip.schaffner@state.mn.us
- Anna Pierce, Metropolitan Planning Program Coordinator, MnDOT Office of Transportation System Management
PH: (651) 366-3793
E-mail: anna.m.pierce@state.mn.us
- Megan Neeck, Public Transit Program Coordinator, MnDOT Office of Transit
PH: (651) 366-4174
Email: megan.neeck@state.mn.us
- Voni Vegar, Large Urban (Section 5307) Program Coordinator, MnDOT Office of Transit
PH: (218) 725-2841
Email: voni.vegar@state.mn.us

Federal Contacts

Federal Transit Administration (FTA)

U.S. Department of Transportation
Federal Transit Administration
400 Seventh Street SW
Washington, D.C. 20590
Federal Transit Administration, Region 5
200 W. Adams Street
Chicago, IL 60606

- Kelley Brookins, Regional Administrator
PH: (312) 353-2789
Fax: (312) 886-0351

- Evan Gross, Transportation Program Specialist
PH: (312) 886-1619
E-mail: evan.gross@dot.gov
- Bill Wheeler, Area Representative
PH: (312) 353-2789
Fax: (312) 886-0351
E-mail: william.wheeler@dot.gov

Federal Highway Administration (FHWA)

Wisconsin Federal Highway Administration

City Center West

525 Junction Rd, Ste 8000

Madison, WI 53717

Fax: (608) 829-7526

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

Minnesota Federal Highway Administration

180 E 5th St, Suite 930

St. Paul, Minnesota 55101

- Roberta Retzlaff, Community Planner
PH: (651) 291-6125
E-mail: roberta.retzlaff@dot.gov

La Crosse Area Planning Committee

RESOLUTION 10 - 2021

Adopting the Minnesota Department of Transportation Highway Safety Improvement Program Performance Measure Targets

WHEREAS, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS, the Minnesota Department of Transportation (MnDOT) established statewide calendar year 2022 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either agreeing 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;

NOW, THEREFORE, BE IT RESOLVED: that the La Crosse Area Planning Committee agrees to plan and program projects that support the following MnDOT 2022 HSIP targets:

Safety Performance Measure	2016-2020 Baseline	MnDOT 2022 Target
Number of fatalities	377.8	352.4
Rate of fatalities per 100 million vehicle miles traveled	0.66	0.582
Number of serious injuries	1,718.0	1,463.4
Rate of serious injuries per 100 million vehicle miles traveled	2.98	2.470
Number of non-motorized fatalities and serious injuries	295.6	258.4

LA CROSSE AREA PLANNING COMMITTEE

Linda Seidel Chair

Peter Fletcher, Executive Director

Dated: November 17, 2021

La Crosse Area Planning Committee

RESOLUTION 11 - 2021

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	2022 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	
Passenger/parking facilities	10%
Administrative/maintenance facilities	10%

LA CROSSE AREA PLANNING COMMITTEE

Linda Seidel, Chair

Peter Fletcher, Executive Director
Dated: November 17, 2021

La Crosse Area Planning Committee

RESOLUTION 12 - 2021

APPROVING THE

2022 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 *2022 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

Linda Seidel, Chair

Peter Fletcher, Executive Director

Dated: November 17, 2021

2022

LAPC Planning Work Program



Approved November 17, 2021

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

2022 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:

All questions, comments, or requests for documents and services may be directed to:

Peter Fletcher, Executive Director

Phone: 608.785.5977

Email: pfletcher@lacrossecounty.org

or

Jackie Eastwood, Transportation Planner

Phone: 608.785.6141

E-mail: jeastwood@lacrossecounty.org

At:

La Crosse Area Planning Committee

La Crosse County Administrative Center

212 6th St N, Room 2300

La Crosse, WI 54601

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

To request this document in an alternate format, please contact Jackie Eastwood at 608.785.6141 or at 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 *2022 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 11-2021 approving the 2022 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	Beyond Coulee Vision 2040: A performance-based approach to moving people and goods ; adopted September 16, 2020.
Transportation Improvement Program (TIP)	2021-2024 LAPC Transportation Improvement Program ; approved on October 21, 2020.
Planning Work Program (PWP)	2021 LAPC Planning Work Program ; approved on November 18, 2020.
Public Participation Plan	Public Participation Plan for the La Crosse Area Planning Committee ; approved on March 20, 2019.
MPO Cooperative Agreements	WisDOT/MTU , May 8, 2017; MnDOT/MTU , November 14, 2012; MnDOT/MTU , November 15, 2017; Intermunicipal Agreement for Metropolitan Planning Organization , approved August 21, 2019.
Metropolitan Planning Area Boundary	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 March 20, 2019.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts. The LAPC does operate under La Crosse County's *Equal Opportunity in Employment and Service Delivery*.
- **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in our office at 212 6th 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 March 20, 2019 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on March 20, 2019. The policies and procedures are posted on our website at www.lacrossecounty.org/mpo and in our office at 212 6th 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:

- [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, 2019)
- [Memorandum of Understanding Between MnDOT, LAPC and MTU](#) (2012) for cooperative planning
- [Memorandum of Understanding Between MnDOT, LAPC, and MTU](#) (2017) for performance planning
- 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

Linda Seidel, Chair
Chair, Town of Medary

Mitch Reynolds
Mayor, City of La Crosse

Kim Smith
Mayor, City of Onalaska

Mike Poellinger, Chair
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

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. Staff 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 2022.

MPO Planning Area

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

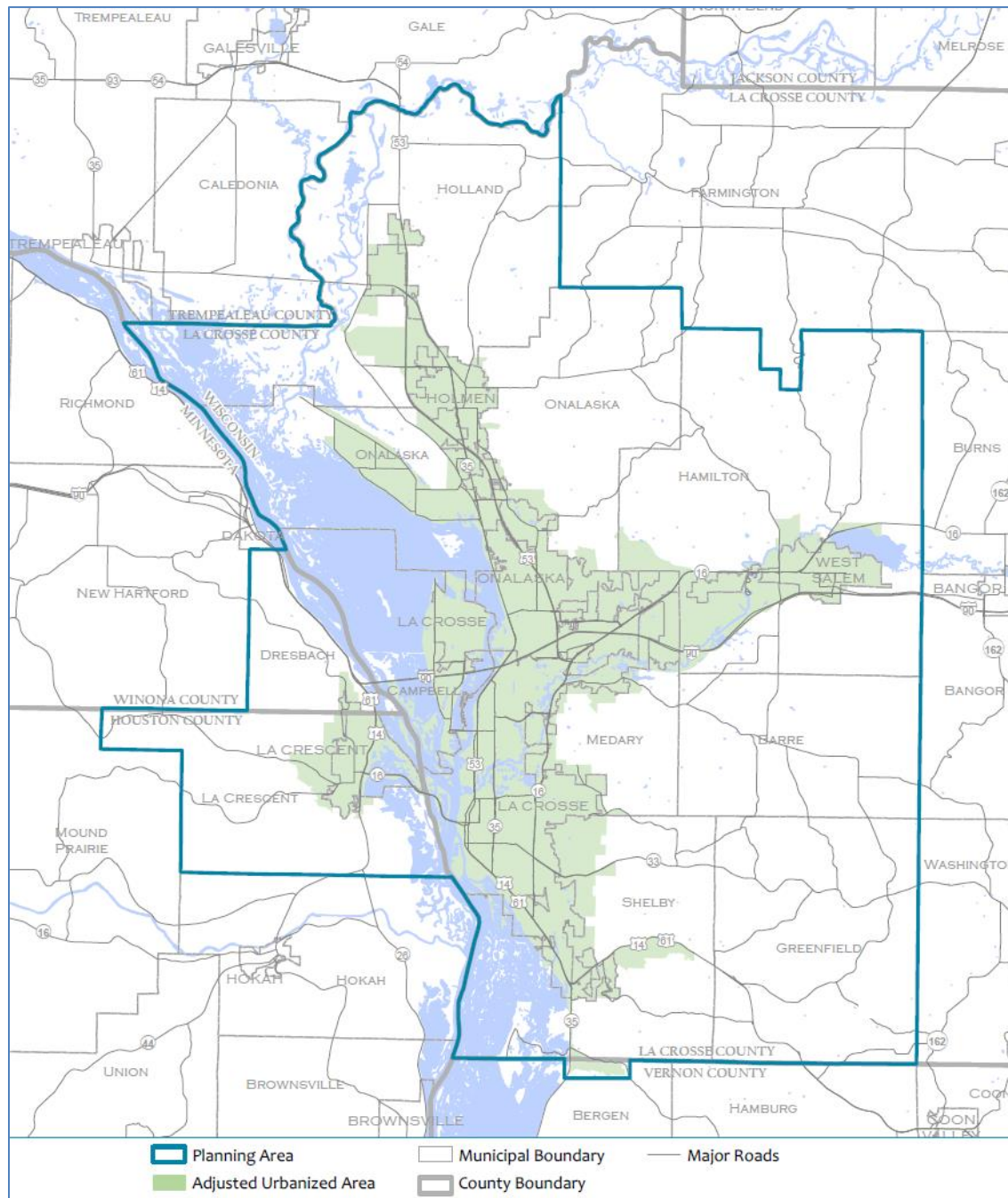


Figure 1: LAPC Metropolitan planning area and adjusted urbanized area.

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
100 Program Support and Administration										
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										
200 Long Range Planning										
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
300 Short Range Planning										
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
400 Transportation Improvement Program										
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
500 Local Studies Federal Share										
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 2022:

- **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. New to the LAPC Metropolitan Transportation Plan (MTP) approved in September 2020 is 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 across transit agency, MPO, and state boundaries.
- **Ladders of Opportunity.** This last emphasis area concentrates on identifying transportation connectivity gaps in accessing essential services like employment, health care, education, and recreation.

Summary of 2021 Accomplishments

- 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 2022-2025 TIP and the 2022 PWP.
- Completed four TIP amendments.
- Planned, organized (scheduling, organization, speaker recruitment, etc.) and hosted the 2021 Virtual Bi-state MPO conference/workshop.
- Coordinated with traffic forecasting staff at WisDOT on data inputs for future update of travel model.
- Continued updating 2020 land use.
- Provided technical support to La Crosse County for SMRT planning.
- Continued working with WisDOT, MnDOT, and other partners on the TCMC.
- Continued working with the CTAT on regional bike routes.
- 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, which included hiring a consultant to prepare a Regional Transit Development Plan.

- Updated environmental justice maps and text included in the *2022-2025 Transportation Improvement Program*.
- Conducted all LAPC Policy Board and advisory committee meetings at locations accessible to persons with disabilities and served by public transportation. Due to COVID-19 pandemic, meetings were conducted virtually then transitioned to a hybrid format (virtual/in-person) in 2021. 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 to utilize the LAPC website and the County's ArcGIS online site to illustrate regional projects and performance.
- Participated in Bluffland Coalition, Wisconsin Mississippi River Parkway, Mississippi River Regional Planning Commission, Highway Safety Commission, ATP meetings.
- Launched the new redesigned LAPC website with new web pages, content (including performance monitoring), links, and improved public comment/questions opportunities.
- Participated (advisory committee member) in the MnDOT District 6 freight study planning process.
- Prepared a list of feasible Transportation Demand Management (TDM) best practices for planning area communities to implement at their discretion.
- Provided technical assistance to La Crosse County with updating their comprehensive plan.
- Conducted outreach to local units of government, resulting in the town of Holland becoming a dues-paying member of the LAPC Policy Board (first new member community in over 18 years).
- Facilitated discussion with LAPC Policy Board regarding development of local performance targets.
- Pursued social media options for engaging the public and utilized county social media platforms for short range planning activities.
- Developed a LAPC brochure for public outreach purposes (digital and hard copy).
- Developed a public outreach/social media plan.

2021 Title VI, EJ, and ADA Accomplishments

- Updated environmental justice maps and text included in the *2022-2025 Transportation Improvement Program*.
- Improved website accessibility for persons of limited-English proficiency with Google Translate.
- Posted to the website 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

All but one of the work activities outlined in the 2021 work program will be completed by year's end. The exception is to identify components of a design guide to assist communities with incorporating all users (children, elderly, disabled, etc.) in roadway projects. This activity will not be forwarded to the 2022 PWP.

Staff re-evaluated the design guide work program activity and determined the time it would take to develop a design guide the MPO would be better served by utilizing existing resources/design guides. State DOT's and other agencies have design guides/information that staff can provide to our communities as needed versus creating (at some level duplicating) a customized local design guide.

Program Elements

Introduction

The following sections provide detail for the 2022 planning work program elements. Please see [Appendix C](#) for the 2022 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 2022 will be devoted to MPO activities.

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

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

100 Program Support and Administration

2022 Staff Hours: 1,330

2022 Budget: \$102,070

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 expenses¹ (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.

2022 Work Goals

New for 2022

- Conduct hybrid (virtual/in-person) meetings of the LAPC to offer more public access to meetings.

Ongoing

- 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.
- 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.

¹ Program expenses are in compliance with 23 CFR 420.113 and 2 CFR 200.

Process

The LAPC redesigned website was launched in the first quarter of 2021. In 2022, the website will be continually improved to better inform persons with limited-English proficiency as well as the general public. In 2020-2021 the pandemic resulted in the LAPC and advisory committees to meet remotely, though challenging the resulting hybrid meeting format allowed more people access to LAPC and advisory committee meetings. In 2022 LAPC will continue to utilize meeting formats that allow for in-person and virtual meetings.

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

200 Long-Range Transportation Planning

2022 Staff Hours: 1,913

2022 Budget: \$86,897

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

The MTP is updated every five years. The latest update was approved on September 16, 2020.

2022 Work Goals

New for 2022

- Explore ArcGIS Insights for analysis and visualizations.
- Verify new employment data obtained from WisDOT Travel Forecasting Section.
- Update the *Public Participation Plan for the La Crosse Area Planning Committee*.
- Review census designated urban boundaries when they become available.

Continuing

- Work with DOTs and transit agencies to set targets for Federal performance measures.
- Work with WisDOT and consultant on travel model.
- Update land use inventory including field verification.
- Utilize StreetLight data for planning activities/projects and technical assistance to communities.
- 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.
- Develop an ArcGIS Online application for transportation projects and information.
- Integrate web-based mapping and data visualization tools into 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:
 - Performance-based planning and programming.
 - Regional models of cooperation.
 - Ladders of opportunity (transportation connectivity gaps in accessing essential services).
- Post annual performance measures to website.
- Support activities that implement LAPC planning and policy plans and studies.
- Work with DOTs on development 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 2022, several new and continuing activities will support the implementation of the existing MTP and the update to the 2025 MTP (major update). Verification of new employment data supplied by WisDOT will occur and the land use inventory will be completed. Staff will continue working in cooperation with WisDOT and consultants on the travel model. The [Public Participation Plan for the La Crosse Area Planning Committee](#) will be updated and staff will continue interaction with LAPC community member boards, councils, and planning committees to aid in incorporating MTP goals and policies in local planning documents. An ArcGIS Online tool will continue to evolve and support active outreach to member and non-member communities that will improve public engagement in and knowledge of the LAPC.

300 Short-Range and Multimodal Transportation Planning

2022 Staff Hours: 702

2022 Budget: \$38,696

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

Past short-range activities engaged in by LAPC staff include preparing two successful TAP grant applications for La Crosse County (bike/ped bridge and a bike/ped connector trail), conducting the data analyses for the [Commuter Bus Service Feasibility Study](#), and working with MTU staff to develop a new route for the MTU Circulator. In addition, a vulnerability assessment of transportation facilities was completed in 2018, and staff

have worked with our CTAT and other partners to sign our first regional bike route and to develop additional regional bicycle route recommendations through south La Crosse and between the Wagon Wheel Trail in La Crescent, MN and La Crosse, WI.

2022 Work Goals

New for 2022

- Assist transit providers with implementing strategies/recommendations identified in the regional transit development plan.
- Assist local units of government in preparation of Transportation Alternative Program (TAP) applications.
- Prepare a project scope evaluating infrastructure needs (charging stations/nodes, coordination with DOT “alternative fuel corridors”, etc.) of electric vehicles in the planning area.

Continuing

- Work with our Committee on Transit and Active Transportation (CTAT) and affected communities to plan for additional regional bicycle routes.
- 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 AARP, *Thriving. Livable. La Crosse.* steering committee.
- Serve on the Minnesota Great River Rail Commission (formerly, the High-Speed Rail Commission) and Passenger Rail Forum.
- Serve on the Blufflands Coalition Committee.
- Assist with TCMC planning and serve on TCMC technical committees.

Ongoing

- 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

2022 Staff Hours: 215

2022 Budget: \$10,390

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 2022-2025 TIP document and projects list have been developed annually and TIP amendments have been processed when necessary.

2022 Work Goals

Ongoing

- 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.

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 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

2022 Staff Hours: 0

2022 Budget: \$55,975

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*, *Twin cities – Milwaukee – Chicago 2nd Empire builder Study*, and *Bicycle Impact Analysis for the City of La Crosse*. In 2021 the program funded the Regional Transit Development Plan for the public transit service providers in the planning area.

2022 Work Goals

New for 2022

- The Town of Holland will utilize “Consultant Studies Funding” to contract services for the development of a Bike and Pedestrian Plan for the town.

Process

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

In 2022 the town of Holland will contract with a planning consultant to develop a Bike and Pedestrian Plan for the town. The bike and pedestrian plan will be prepared through a public process that will include an inventory of existing bike/ped facilities, identification of trip generators and trip destinations throughout the town and region. The document will include recommendations to improve bike and pedestrian facilities, connections, prioritization of projects and estimated costs.

Appendix A: Resolution Approving the Work Program

La Crosse Area Planning Committee

RESOLUTION 11-2021

APPROVING THE

2022 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 *2022 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

Linda Seidel, Chair

Peter Fletcher, Executive Director

Dated: November 17, 2021

Appendix B: LAPC 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 rd Wednesday of odd* months or as business dictates	La Crosse County Administrative Center
Technical Advisory Committee	2:30 p.m. on 2 nd 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 nd Thursday of odd months or as business dictates	La Crosse County Administrative Center
Mid-year Review	May/June 2021	TEAMS/conference call
Annual Work Program	September/October 2021	TEAMS/conference call
Quarterly WisDOT-MPO-RPC Directors' meetings	4 th Tuesday of January, April, July, October 2021	Hill Farms, Madison, WI; TEAMS/conference call
MnDOT MPO Directors' meetings	February, May, November 2021	Location TBD; TEAMS/conference call
Area Transportation Partnership	9:00 a.m. on 2 nd 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 6th 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: 2022 PWP Budget and Elements Detail

2022 Planning Work Program Budget

Funding Source	Funds 2022	Allocation of Funds 2022				
		100	200	300	400	500
		Program Support	Long Range Planning	Short Range Planning	TIP Development	Local Studies / Budgeted Reserves
LAPC Revenue						
Minnesota Federal Grant Funds	\$39,188.00	\$16,802.65	\$14,304.91	\$6,370.13	\$1,710.31	
Wisconsin Federal Grant Funds	192,872.00	63,497.45	54,058.44	24,072.80	6,463.30	44,780.00
Minnesota State Funds	11,000.00	4,716.47	4,015.36	1,788.08	480.08	
Local Match for Minnesota Funds	2,750.00	1,179.12	1,003.84	447.02	120.02	
Wisconsin State Funds	11,180.79	3,680.95	3,133.77	1,395.50	374.68	2,595.90
Local Match for Wisconsin Funds	37,037.21	12,193.42	10,380.84	4,622.70	1,241.15	8,599.10
	0.00	0.00	0.00	0.00	0.00	0.00
Total Revenue	\$294,028.00	\$102,070.06	\$86,897.16	\$38,696.23	\$10,389.55	\$55,975.00
% of Total Funds		34.7%	29.6%	13.2%	3.5%	19.0%
LAPC Expenses						
Salaries and Fringe						
Director Salary + Fringe	\$118,284.00	\$50,043.23	\$27,466.91	\$35,371.47	\$5,402.39	
Planner Salary + Fringe	86,444.00	18,701.83	59,430.25	3,324.77	4,987.15	
Total:	\$204,728.00	\$68,745.06	\$86,897.16	\$38,696.23	\$10,389.55	
Program Expenses						
Office Supplies	400.00	400.00				
Indirect Costs	14,000.00	14,000.00				
Unemployment & retirees indirect	0.00	0.00				
Duplicating/Printing	650.00	650.00				
Postage (Internal)	50.00	50.00				
Telephone	175.00	175.00				
Cell Phone	500.00	500.00				
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	700.00	700.00				
Dues	6,000.00	6,000.00				
Software Licenses	6,600.00	6,600.00				
Computers/monitors	1,000.00	1,000.00				
Training	1,000.00	1,000.00				
Total:	\$33,325.00	\$33,325.00				
	\$238,053.00	\$102,070.06	\$86,897.16	\$38,696.23	\$10,389.55	
% OF INTERNAL EXPENSES		42.9%	36.5%	16.3%	4.4%	
Consultant Costs						
64056 Local Studies	\$55,975.00					\$55,975.00
	\$294,028.00	\$102,070.06	\$86,897.16	\$38,696.23	\$10,389.55	\$55,975.00
	100.0%	34.7%	29.6%	13.2%	3.5%	19.0%

2022 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 2022 Dues		LOCAL SHARE
	Equalized Value, 2020	Percent of Total Value	
City of La Crescent	450,284,300	4.30%	\$1,710.16
City of La Crosse	4,331,406,700	41.35%	16,450.48
City of Onalaska	2,169,131,500	20.71%	8,238.26
Village of Holmen	839,592,000	8.01%	3,188.73
Village of West Salem	475,746,000	4.54%	1,806.86
Town of Campbell	389,832,400	3.72%	1,480.56
Town of Holland	477,899,500	4.56%	1,815.04
Town of Medary	199,291,100	1.90%	756.90
Town of Shelby	498,890,300	4.76%	1,894.76
Town of Onalaska	643,889,900	6.15%	2,445.46
TOTAL - LAPC	\$10,475,963,700	100.00%	\$39,787.21

2022 Program Elements Detail

	100 Program Support and Administration	Budget \$102,070	Director (Hours) 880	Timeframe Quarter(s)	Planner (Hours) 450
Program support	Resolutions for support of state performance measures	\$48,075	670	1,2	240
	Coordinate hybrid (virtual, inperson) 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	
	Preparing the 2023 budget			2,3	
	Staff training and travel for agency meetings			1,2,3,4	
	Maintain the LAPC website			1,2,3,4	
Program Expenses	Program expenses. (See budget for details)	\$33,325			
	Vacation, Sick and Holiday Time	\$20,670	210		210

	200 Long-Range Plan Implementation	Budget \$86,897	Director (Hours) 483	Timeframe Quarter(s)	Planner (Hours) 1,430
Planning Emphasis Areas	Continue Performance-based Planning and Programming	\$13,863	83	1,2,3,4	220
	Continue to work with DOTs to set targets for Federal performance measures			1,2,3,4	
	Work with transit agencies to set safety targets			1,2,3,4	
	Promote cooperation across MPO, transit agency, and State boundaries			1,2,3,4	
	Ladders of opportunity (i.e. transportation connectivity gaps in accessing essential services)			1,2,3,4	
MTP Implementa tion	Continue meetings with LAPC community boards, councils, planning committees to incorporate MTP goals	\$73,034	400	1,2,3,4	1,210
	Develop webbased annual performance reporting			1,2,3	
	Initiate development of local performance targets			2,3	
	Work with DOTs on development of statewide plans			1,2,3,4	
	Continue update of land use inventory			1,2,3,4	
	Utilizate StreetLight Data for planning activities and technical assistance to communities			1,2,3	
	Verify new employment data obtained from WisDOT Travel Forecasting Section			1,2,3,4	
	Update the "Public Participation Plan for the La Crosse Area Planning Committee"			1,2	
	Analyze MTU automatic vehicle location (AVL) data			1,2,3,4	
	Coordinate with DOTs on state transportation plans			1,2,3,4	
	Continue active outreach to planning area communities			1,2,3,4	
	Continue to improve outreach activities through the website			1,2,3,4	
	Explore ArcGIS Insights for analysis and visualizations			1,2	
	Support DOT IT initiatives			1,2,3,4	
	Implement recommendations from LAPC planning and policy plans and studies			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 \$38,696	Director (Hours) 622	Timeframe Quarter(s)	Planner (Hours) 80
Transporta tion Studies and Projects	Continue to plan for additional regional bicycle routes	\$18,421	302	1,2,3,4	30
	Manage local studies program			1,4	
	Participate on study and project advisory committees.			1,2,3,4	
	Prepare a project scope evaluating infrastructure needs of electric vehicles in the planning area.			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	\$20,276	320	1,2,3,4	50
	Assist transit providers with implementing strategies/recommendations identified in the regional TDP			1,2,3,4	
	Assist local units of government in preparation of TAP applications			1,2	
	Serve TLLC steering committee			1,2,3,4	
	Continue participating on the MN Great River Rail Commission and Passenger Rail Forum			1,2,3,4	
	Continue supporting TCMC activities			1,2,3,4	
	Assist communities in integrating TDM best practices into local plans and/or policies			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	
	Promote bicycle and pedestrian accommodations			1,2,3,4	
	Provide GIS assistance and custom map making			1,2,3,4	

	400 Transportation Improvement Program	Budget \$10,390	Director (Hours) 95	Timeframe Quarter(s)	Planner (Hours) 120
Transportation Improvement Program	Monitor performance of projects and link to investments	\$10,390	95	2	120
	Provide public notice of TIP update			2	
	Maintain TIP project information on website			1,2,3,4	
	Review existing and incorporate new projects			2,3	
	Complete TIP environmental justice analysis			3	
	Prepare 4 year TIP document including financial plan			2,3	
	Serve on MnDOT District 6 Area Transportation Partnership			1,2,3,4	
	500 Consultant Studies Funding	Budget \$55,975	Director (Hours) 0	Timeframe Quarter(s)	Planner (Hours) 0
Consultant Studies	Town of Holland Bike and Pedestrian Plan	\$55,975		1,2,3,4	
Total for 2022		\$294,028	2,080		2,080

2022 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	\$16,802.65	\$63,497.45	\$21,769.95	\$102,070.06
200	Long Range Planning	14,304.91	54,058.44	18,533.81	\$86,897.16
300	Short Range Planning	6,370.13	24,072.80	8,253.30	\$38,696.23
400	TIP Development	1,710.31	6,463.30	2,215.93	\$10,389.55
500	Local Studies		44,780.00	11,195.00	\$55,975.00
	Funding Totals	\$39,188.00	\$192,872.00	\$61,968.00	\$294,028.00
Source of Local Funds:	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 \$14,000 for 2022. 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 2020 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 \$64,789. The LAPC incurs an annual indirect charge of \$14,000. La Crosse County considers additional indirect costs (\$50,789 in 2020) 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	\$8,307	\$6,512	\$1,795
Special accounting	65	51	14
Building maintenance	4,853	3,804	1,049
Finance	1,125	882	243
Insurance	1,603	1,257	346
County Administrator	10,734	8,415	2,319
Human Resources	2,012	1,577	435
Information technology	35,914	28,153	7,761
County treasurer	176	138	38
Total:	\$64,789	\$50,789	\$14,000

Leave and Fringe Benefit Rates

The 2022 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 24.64% of total salary and benefits in 2022.

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, 2020 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:



Name of Official:

Sharon Davidson

Title:

Auditor / Finance Director

Date of Execution:

8/6/21

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Appendix E: Contact Information

LAPC Contact Information

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

LAPC Website

www.lacrossecounty.org/mpo

Executive Director

Peter Fletcher

PH: (608) 785-5977

E-mail: pfletcher@lacrossecounty.org

Transportation Planner

Jackie Eastwood

PH: (608) 785-6141

E-mail: 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) 785-9022
E-mail: Angela.Adams@dot.wi.gov
- Steve Flottmeyer, Region Planning Chief
PH: (608) 785-9075
E-mail: stephen.flottmeyer@dot.wi.gov

- Francis Schelfhout, Urban and Regional Planner
PH: (608) 785-9947
E-mail: francis.schelfhout@dot.wi.gov

Minnesota

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

- Mark Schoenfelder, District Engineer
PH: (507) 286-7552
E-mail: mark.schoenfelder@state.mn.us
- Kurt Wayne, Principal Transportation Planner
PH: (507) 286-7680
E-mail: kurt.wayne@state.mn.us
- Matti Gurney, District Transit Project Manager
E-mail: matti.gurney@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
- Jennifer Murray, Section Chief, Planning
PH: (608) 264-8722
Email: jennifer.murray@dot.wi.gov
- Jim Kuehn, Statewide MPO-RPC Coordinator
PH: (608) 266-3662
Email: james.juehn@dot.wi.gov

- Jill Mrotek Glezinski, Bicycle & Pedestrian Coordinator
PH: (608) 267-7757
Email: jill.mrotekglezinski@dot.wi.gov

Minnesota

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

- Philip Schaffner, Transportation Planning Director, MnDOT Office of Transportation System Management
PH: (651) 366-3743
Email: 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
- Megan Neeck, Urban Transit Program Coordinator, MnDOT Office of Transit and Active Transportation
PH: (651) 366-4174
Email: megan.neeck@state.mn.us

Department of Transportation Federal Contacts

Federal Transit Administration (FTA)
Office of the Administrator
400 Seventh Street SW
Washington, D.C. 20590

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
- Bill Wheeler, Area Representative, Wisconsin
PH: (312) 353-2639
Email: william.wheeler@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

Minnesota

Federal Highway Administration
180 E 5th St.
Ste 930
St. Paul, Minnesota 55101

- Bobbi Retzlaff, Community Planner
PH: (651) 291-6125
E-mail: roberta.retzlaff@dot.gov

Appendix F: 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
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*Items present on as “as-needed” basis.