



LA CROSSE AREA PLANNING COMMITTEE
METROPOLITAN PLANNING ORGANIZATION
 SERVING THE LA CROSSE (WI)/LA CRESCENT (MN) URBANIZED AREA

(Page 106) Table 6.1 ‘Programmed Projects in the Planning Area (2025-2028 TIP)’

- Updated project 243-23-022 ‘Project Cost’ to match the amount programmed for the years 2025, 2026, 2027, and 2028 as to be amended into the TIP/STIP May 2026.
 - o Total changed from \$22,515,000 to \$37,525,519.
- Updated project description to include the total improvement cost (\$82,391,635).
- Updated project description to include Preliminary Engineering/NEPA
- Added footnote “Project 243-23-022 is amended as of May 2026, all other projects in Table 6.1 are as amended May 2025.”

243-23-021	State of Wisconsin	STH 16, La Crosse – Sparta, from STH 35 to IH 90, includes WIS 157 from WIS 16 to IH 90 > Preliminary Engineering/NEPA > Reconstruction	2023- N/A Construction <u>not</u> currently scheduled	Reconst ↓	N/A	MAJORS (BOND)
243-23-022 ¹	State of Wisconsin	STH 35, La Crosse – Trempealeau, from USH 14/61 to USH 53 (Total Improvement Cost \$82,391,635) > Preliminary Engineering/NEPA > Reconstruction	2023-2030 Construction anticipated 2028-2030	Reconst ↓	\$37,525,519	MAJORS
243-23-023	State of Wisconsin	USH 53, La Crosse – Galesville, from STH 35 to IH 90 > Preliminary Engineering/NEPA > Reconstruction	2023- N/A Construction <u>not</u> currently scheduled	Reconst ↓	N/A	MAJORS (BOND)

(Page 114) Table 6.2 ‘Planned and Illustrative Projects in the Planning Area’

- Added project to the ‘Fiscally Constrained Planned Projects’ list. Includes the total improvement cost of \$82.4 million which includes funds expended in 2015, 2023, and 2024, funds programmed in the 2025-2028 TIP/STIP (as to be amended May 2026), and future funds.
- Added “(unless otherwise noted)” to narrative above Table 6.2 to the assumption that all project costs within the table are in 2025 dollars as this project is in Year of Expenditure (YOE) dollars.



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If a total project cost is included in any of the listed projects, those estimations are in 2025 dollars (**unless otherwise noted**). Further analysis of projects in *Chapter 7 Environmental and Social Impacts*, as well as projected cost to the year of construction is included in *Chapter 8 Financial Analysis*.

TABLE 6.2 Planned and Illustrative Projects in the Planning Area

Fiscally Constrained Planned Projects	
Village of Holmen	Reconstruction of Main Street from Gaarder Road to Holmen Drive. Estimated total cost <u>to</u> be \$4 million, with construction in 2027.
City of Onalaska	Installation of bike lanes along the Quincy Street corridor. Estimated total cost to be \$30,000 and could be constructed in 2027.
City of Onalaska	Reconstruction/reconfiguration of S Kinney Coulee Road This would include installing a roundabout and right-in/right-out entrances. Estimated total cost of \$2.5 million, with construction in 2029.
Village of Holmen	Resurfacing of Holmen Drive from CTH M to the end of La Crosse County jurisdiction. Estimated total cost of \$1.5 million, with construction in 2030.
City of Onalaska	Reconstruction and replacement of utilities along Sand Lake Road from Main Street to Redwood Street. Estimated total cost of \$3.7 million, with construction in 2030.

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City of Onalaska	Reconstruction and replacement of utilities along 12th Avenue South from Green Street to Main Street. Estimated total cost of \$1.2 million, with construction in 2030.
City of Onalaska	Reconstruction and adding sidewalks and on-street bike lanes along East Avenue from Spruce Street to Riders Club Road. Estimated total cost of \$1.9 million, with construction in 2030.
City of La Crosse	Protected bike lanes with permanent barriers along Ranger Drive from STH 35 to Gillette Street. Estimated total cost of \$865,807, with construction in 2030. This project was identified as a Tier 1 priority project in the 2024 City of La Crosse <i>Bicycle and Pedestrian Master Plan</i> .
City of Onalaska	Reconstruction of Sand Lake Road from Redwood Street to Riders Club Road, with additional access point and intersection improvements. Estimated total cost of \$2.8 million, with construction in 2031.
WisDOT	Reconstruction and rehabilitation of the WIS 35 corridor from US 14/61 to US 53 to address safety, corridor infrastructure deterioration and multi-modal access and connectivity. Construction planned <u>in</u> 2029 and 2030. Total improvement cost estimated to be \$82.4 million (YOE)



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(Page 117) Figure 6.25 ‘Estimated extents of illustrative and planned projects’

- Added the extent of STH 35 project to the map as a ‘Fiscally Constrained Planned Projects’
- Added note to the figure text to denote that this map has been amended to include the STH 35 Majors project.

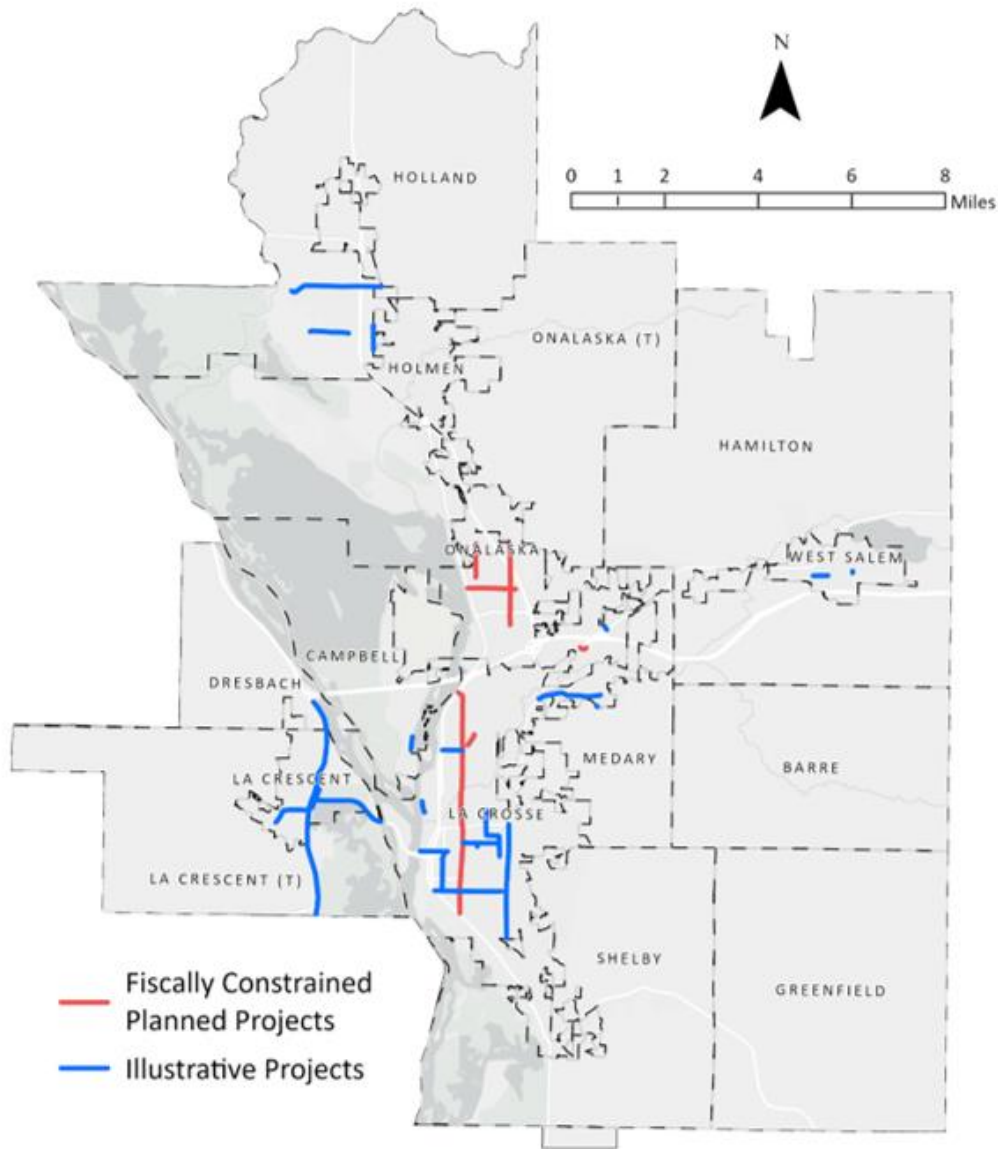


Figure 6.25. Estimated extents of illustrative and planned projects. Amended May 2026 to include STH 35 Majors Project as a fiscally constrained planned project.



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(Page 132) Table 8.7 ‘**Summary of Projected Planning Area Revenues for Local Roads and Highways**’

- Table, as adopted, erroneously did not include the originally programmed \$22.5 million for TIP project 243-23-022.
- Created new line ‘Wisconsin Federal and State Funding for Expansion, Preservation, and Safety (Majors Projects – STH 35)’ to contain the now fiscally constrained Majors project.
 - o The amount \$75,087,953 is less than the total improvement cost for this project because \$7,303,682 was expended prior to the 2026-2035 ‘Short-Range’ timeframe.
- Adjusted totals for the amended columns and narrative.
- Added footnote to Table 8.7 to explain that the added row is in YOE dollars.

Table 8.7 summarizes projected revenues by source over the 30-year plan horizon. When adjusted for inflation, over **\$3.7** billion is anticipated in transportation revenue for the planning area. This does not include anticipated transit revenues, which is discussed further in this chapter.

TABLE 8.7 Summary of Projected Planning Area Revenues for Local Roads and Highways

Funding Type	Short-Range (2026-2035)	Mid-Range (2036-2045)	Long-Range (2046-2055)	Estimated Total Revenue
WI STH Preservation, Maintenance and Operation	\$304,640,176	\$340,837,512	\$415,479,025	\$1,060,956,713
WI Federal and State Funding for Expansion, Preservation, and Safety	\$463,249,635	\$518,292,941	\$631,796,203	\$1,613,338,778
Wisconsin Federal and State Funding for Expansion, Preservation, and Safety (Majors Projects - STH 35)	\$75,087,953¹	N/A¹	N/A¹	\$75,087,953¹
WI Local Operation and Maintenance (not paid by GTA funds)	\$227,655,720	\$254,705,765	\$310,484,906	\$792,846,392
Minnesota State and Federal Funding (including Operation & Maintenance)	\$49,534,399	\$55,420,074	\$67,556,762	\$172,511,235
Total	\$1,120,167,883	\$1,169,256,292	\$1,425,316,896	\$3,714,741,071

¹Short-Range WI Federal and State Funding for Expansion, Preservation, and Safety (Majors Projects – STH 35) includes year of expenditure (YOE) only. (Updated by amendment, May 2026)

Sources: Wisconsin Department of Transportation 2025 Revenues (July 2025); County and Municipal Revenues and Expenditures Report published by the Wisconsin Department of Revenue (2020-2023); The Minnesota County/City/Towns Finances Report (2020-2022); Projected revenue calculated by LAPC.



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(Page 136) Table 8.12 ‘Street and Highway Projects Funding Needs (Expenditures)’

- Table, as adopted, erroneously did not include the originally programmed \$22.5 million for TIP project 243-23-022.
 - o Removed language from row ‘WI STH Expansion and Preservation (Combined Backbone / Non-Backbone)’ that falsely stated Majors Program funding was included.
- Created new line ‘Wisconsin STH Majors Funding for Expansion and Preservation (Majors Projects – STH 35)’ to contain the now fiscally constrained Majors project.
 - o The amount \$75,087,953 is less than the total improvement cost for this project because \$7,303,682 was expended prior to the 2026-2035 ‘Short-Range’ timeframe.
- Adjusted totals for the amended columns.
- Added footnote to Table 8.12 to explain that the added row is in YOE dollars.

TABLE 8.12 Street and Highway Projects Funding Needs (Expenditures)

	Short-Range (2026-2035)	Mid-Range (2036-2045)	Long-Range (2046-2055)	Estimated Total Expenditures
WI Local Street and Highway Operations, Maintenance, and Preservation Needs	\$227,655,720	\$254,705,765	\$310,484,906	\$792,846,392
WI Local Street and Highway Expansion and Preservation Needs	\$306,344,544	\$518,292,941	\$631,796,203	\$1,456,433,687
WI STH Expansion and Preservation (Combined Backbone/ Non-Backbone) and Majors Program – design only in short-range	\$128,014,866	\$216,583,590	\$264,014,188	\$608,612,643
Wisconsin STH Majors Funding for Expansion and Preservation (Majors Projects - STH 35)	\$75,087,953¹	N/A¹	N/A¹	\$75,087,953¹
WI STH Bridges	\$2,655,545	\$36,474,566	\$44,462,293	\$83,592,405
WI STH Maintenance and Operation	\$78,457,087	\$87,779,355	\$107,002,544	\$273,238,986
Minnesota (Local and STH) Street and Highway Operations, Maintenance and Preservation Needs	\$49,534,399	\$55,420,074	\$67,556,762	\$172,511,235
Programmed Projects in the TIP (includes transit projects) (fixed \$)	\$228,603,323	N/A	N/A	\$228,603,323
Planned Projects (Fiscally Constrained) inflated at 2.93%	\$20,995,111	N/A	N/A	\$20,995,111
Total Estimated Street and Highway Needs	\$1,117,348,548	\$1,169,256,292	\$1,425,316,896	\$3,711,921,736

Sources: Wisconsin Department of Transportation 2025 Revenues (July 2025); County and Municipal Revenues and Expenditures Report published by the Wisconsin Department of Revenue (2020-2023); The Minnesota County/City/Towns Finances Report (2020-2022); LAPC 2025-2028 TIP, as amended (May 2025); Planned Projects identified by LAPC and local municipal staff; Projected revenue and expenditures calculated by LAPC.

¹Short-Range Wisconsin STH Majors Funding for Expansion and Preservation (Majors Projects – STH 35) includes year of expenditure (YOE) only. (Updated by amendment, May 2026)



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(Page 141) Table 8.14 ‘Fiscal Constraint Analysis’

- Updated revenues and expenses in the ‘Short-Range’ and ‘Estimated Total’ columns to reflect the additional \$75,087,953 represented in tables 8.7 and 8.12.
- Added footnote to Table 8.14 to explain that the added funds to ‘Short-Range Revenues and Expenses (Needs)’ includes the STH Majors Funding for Expansion and Preservation in YOE dollars only.

TABLE 8.14 Fiscal Constraint Analysis

Revenues and Expenses (Needs)	Short-Range	Mid-Range	Long-Range	Estimated Total
Streets and Highways				
Operation and Maintenance Revenues	\$532,295,896	\$595,543,277	\$725,963,931	\$1,853,803,104
Operation and Maintenance Expenses	\$532,295,896	\$595,543,277	\$725,963,931	\$1,853,803,104
	<i>Subtotal (Revenues minus Expenses)</i>			\$0
Construction and Preservation Revenues	\$538,337,588 ¹	\$518,292,941	\$631,796,202	\$1,688,426,731
Construction and Preservation Expenses	\$535,518,252 ¹	\$518,292,941	\$631,796,202	\$1,685,607,395
	<i>Subtotal (Revenues minus Expenses)</i>			\$2,819,336
Minnesota Revenues (includes O & M)	\$49,534,399	\$55,420,074	\$67,556,762	\$172,511,235
Minnesota Expenses (includes O & M)	\$49,534,399	\$55,420,074	\$67,556,762	\$172,511,235
	<i>Subtotal (Revenues minus Expenses)</i>			\$0
Transit				
Operation and Maintenance Revenues	\$66,551,960	\$112,596,787	\$137,254,855	\$316,403,602
Operation and Maintenance Expenses	\$66,551,960	\$112,596,787	\$137,254,855	\$316,403,602
	<i>Subtotal (Revenues minus Expenses)</i>			\$0
Capital Revenues	\$5,109,939	\$9,347,454	\$12,477,082	\$26,934,475
Capital Expenses	\$5,109,939	\$9,347,454	\$12,477,082	\$26,934,475
	<i>Subtotal (Revenues minus Expenses)</i>			\$0
Total Transportation				
Anticipated Revenues	\$1,191,829,782	\$1,291,200,533	\$1,575,048,832	\$4,058,079,147
Anticipated Expenses	\$1,189,010,446	\$1,291,200,533	\$1,575,048,832	\$4,055,259,811
Planning Area Total (Revenues minus Expenses)	\$2,819,336	\$0	\$0	\$2,819,336

Note: Revenues inflated at a 2.0% rate, while planned and programmed project expenses inflated at a 2.93% rate, as provided by WisDOT.

¹Short-Range Revenues and Expenses (Needs) includes Wisconsin STH Majors Funding for Expansion and Preservation (Majors Projects – STH 35), included by year of expenditure (YOE) only. (Updated by amendment, May 2026)