



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

DATE: MAY 13, 2026
FROM: TRAVIS KEY, TRANSPORTATION PLANNER
TO: TECHNICAL ADVISORY COMMITTEE
SUBJECT: MAY 13, 2026, TECHNICAL ADVISORY COMMITTEE MEETING

The meeting of the La Crosse Area Planning Committee TAC will be held on **Wednesday, May 13, at 2:30 p.m.** as an in-person and virtual hybrid meeting. Please use the information provided below to join the Teams meeting.

AGENDA

1. Approval of [minutes](#) of the March 11, 2026, meeting.
2. Recommendation to approve amending the [2025-2028 Transportation Improvement Program \(TIP\) List](#).
3. Recommendation to approve [MTP Amendment](#) – WisDOT Majors modifications.
4. La Crosse Regional Airport (LSE) Air Services and Capital Projects Update
5. Other grant program updates: SS4A, RTA Feasibility, RCE, etc.
6. July 2026 agenda items: 2025-2028 TIP amendment, Special Project Updates, MioVision Service Examples.
7. Other business; Adjourn; Next meeting to be announced.

Public Access: Any person may access 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.

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If you need assistance participating in this meeting, please contact Travis Key at 608-789-8548 or at tkey@lacrossecounty.org in advance of the meeting.

Technical Advisory Committee

Voting Members: Chris Dahl, Matt Gallagher, Ken Harwood,
Jarrod Holter, Jim Krueger, Chelsey Bolden, Joe Langeberg, Christina Peterson, Bryan McCoy,
Loren Schwier, Andrea Trane, Lauren Koss, Bill Waller, Kurt Wayne

Non-voting Members: Jason Nordberg, Evan Gross, Matthew Sorensen, Francis Schelfhout



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Minutes of Technical Advisory Committee Meeting, March 11, 2026

Minutes of the meeting of the Technical Advisory Committee held at 2:30 pm on Wednesday, March 11, 2026, virtually by Microsoft Teams.

Members Present/On Call: Voting: Chris Dahl, Stephanie Sward, Ken Harwood, Jarrod Holter, Chelsey Boldon, Joe Langeberg, Christina Peterson, Andrea Trane, Lauren Koss, Tyler Benish, Bryan McCoy

Members Excused: Jim Krueger, Loren Schwier, Kurt Wayne

Guests and Staff: Bob Gollnik, Erin Duffer, Travis Key, Francis Schelfhout, Justin Johnson, Nikki Kvam.

Bob Gollnik called the meeting to order at 2:30 pm.

1. Approval of minutes of the January 14, 2026, meeting.

Stephanie Sward motioned to approve the minutes of the January 14 meeting; Joe Langeberg seconded. All were in favor.

2. Recommendation to approve amending the [2025-2028 Transportation Improvement Program \(TIP\) List](#).

Erin Duffer provided an overview of the items being amended including the addition of 6 projects to the TIP and changes to state funding IDs, funding, project schedules or descriptions for 8 projects.

This resolution amending the TIP will also refer to the TIP as the 2025-2028 Transportation Improvement Program as it was incorrectly referred to as the 2025-2029 TIP on November 19, 2025.

Jarrod Holter motioned to recommend to the Policy Board to approve the amendment to the 2025-2028 Transportation Improvement Program (TIP) List; Ken Harwood seconded. All were in favor.

3. Recommendation to approve City of La Crescent Carbon Reduction Program application.

The City of La Crescent submitted an application to the LAPC for the 2029-2030 CRP program cycle to fund the installation of a rectangular rapid flashing beacon (RRFB) at the midblock crossing of Redwood Street East and South 11th Street. If approved, La Crescent would receive \$12,000 in 2029 and \$12,000 in 2030. La Crescent will provide a 20% match for these funds for \$6,000.

Chris Dahl motioned to recommend to the Policy Board to approve the City of La Crescent Carbon Reduction Program Application; Christina Peterson seconded. All were in favor.

Technical Advisory Committee

Voting Members: Chris Dahl, Matt Gallagher, Ken Harwood,
Jarrod Holter, Jim Krueger, Joe Langeberg, Christina Peterson, Bryan McCoy,
Loren Schwier, Andrea Trane, Lauren Koss, Tyler Benish, Kurt Wayne

Non-voting Members: Jason Nordberg, Evan Gross, Matthew Sorensen, Dena Ryan, Francis Schelfhout



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4. Recommendation to approve Wisconsin 2026 Transit Asset Management Targets (TAM).

Annually, Transit Asset Management Targets are established by states to include four State of Good Repair (SGR) performance measures for equipment, rolling stock, infrastructure, and facilities. These targets are set only for the transit agencies operating solely within the urbanized area, MTU and DriftLink. LAPC is on track to meet these targets in the coming months as MTU acquires its new transit vehicles.

Stephanie Sward motioned to recommend to the Policy Board to approve the 2026 Wisconsin Transit Asset Management Targets; Joe Langeberg seconded. All were in favor.

5. 2025 Federal obligated [projects list](#) update.

Annually, LAPC is required to post a list of projects included in the Transportation Improvement Program that received federal funds.

6. [Online TIP](#) – EcoInteractive Update

Travis Key gave attendees a virtual tour of the public TIP website, showcasing the ability to view the current TIP amendment and how to submit a comment.

7. Bridges and Safety Infrastructure for Community Success (BASICS) Act (H.R. 7437) overview.

Attached to the agenda packet was a one-pager detailing key points of the proposed BASICS Act. This is a transportation reauthorization bill that would replace IIJA which is set to expire in September 2026.

8. [SS4A](#) Project Prioritization overview.

Staff shared that the SS4A project is continuing as scheduled. Currently the project management team is focusing on prioritizing portions of the high injury network to help select 3-5 locations for Bolton & Menk to complete a 30% design of. The project Task Force will be engaged prior to the final selection of these locations.

9. Grant program updates: SS4A, RCE, etc.

RCE: Request for proposals will be receiving two proposals shortly. The selection panel will be engaged soon to assist with grading and interviews of the submitters.

RTA Study: The governance structure and financial feasibility technical memos are completed. SRF is now looking at the economic and social benefit analysis. The next deliverable will help to illustrate not just the feasibility of an RTA, but the benefits the region may see if one were established.

10. May 2026 agenda items: 2025-2028 TIP amendment.

Bob asks the committee to share any updates or requests for the next TAC meeting.
More grant updates to come in the next meeting.

11. Other business; Adjourn; Next meeting to be announced.

No updates from the group.

Next meeting is scheduled for May 13th.

Jarrod Holter motioned to adjourn at 3:00 pm; Ken Harwood seconded. All were in favor.

Technical Advisory Committee

Voting Members: Chris Dahl, Matt Gallagher, Ken Harwood,
Jarrod Holter, Jim Krueger, Joe Langeberg, Christina Peterson, Bryan McCoy,
Loren Schwier, Andrea Trane, Lauren Koss, Tyler Benish, Kurt Wayne

Non-voting Members: Jason Nordberg, Evan Gross, Matthew Sorensen, Dena Ryan, Francis Schelfhout

2025-2028 Transportation Improvement Program Amended Projects - May 20, 2026

*NOTE: Total Improvement Cost indicates past and future project phases which may be outside the four-year TIP cycle and is for illustrative purposes only.

ID	Agency	Plan Revision	Title	Narrative Description of Changes	State ID	Description	Type	County	Fund Types (All)	Total Cost	Prior	2025	2026	2027	2028	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW	
243-19-035	State of Wisconsin	2026-05	STH 35, La Crosse to Trempealeau (Black River Bridges), Bridge Repl	Updated Cost Estimates	7140-00-02, 7140-00-82	STH 35, La Crosse - Trempealeau (Black River Bridges B-32-016 and B-32-018), Replacement, Design Obligated in 2019 and Construction Anticipated in 2028-2029	Bridge Replacement		State-WI, STBG	\$26,048,000	\$685,000	\$0	\$0	\$0	\$25,363,000	\$0	\$20,838,400	\$5,209,600	\$0	\$0	\$25,363,000	\$0	\$0	\$685,000	\$0	
243-20-016	State of Wisconsin	2026-05	USH 53, C La Crosse, Third St (Cass St to 2nd) Pavement Repl	This project group is being removed and will be reprogrammed within the Majors Project Group for US 53 Corridor.	5250-06-72, 5250-06-74	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Master Group TIP #: 243-22-021, Construction Anticipated in 2032-2033	Pavement Replacement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
243-20-028	State of Wisconsin	2026-05	USH 53, C La Crosse, Fourth St (Cass St to 2nd St) Pavement Repl	This project group is being removed and will be reprogrammed within the Majors Project Group for US 53 Corridor.	5250-06-73, 5250-06-75	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Master Group TIP #: 243-22-021, Construction Anticipated in 2032-2033	Pavement Replacement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
243-23-022	State of Wisconsin	2026-05	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Reconst	Updates to Majors Projects to include YOE, Change Orders, Inflation, Amendments, Journal Vouchers, Litigation and Contingency	5221-09-00, 5221-09-01, 5221-09-22, 5221-09-23, 5221-09-24, 5221-09-25, 5221-09-26, 5221-09-72, 5221-09-73, 5221-09-74, 5221-09-75, 5221-09-76	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Reconstruct, Design Obligated 2023 & 2024, Master Group TIP #: 243-22-021, Real Estate Anticipated 2026-2027, Construction Anticipated 2028-2030, *Total Improvement Cost: \$82,400,000	Reconstruction		Local, MAJORS - WI, MAJORS - WI (BONDS), NHPP, State-WI, STBG	\$82,391,635	\$7,303,682	\$0	\$1,613,787	\$2,185,316	\$33,726,416	\$37,562,434	\$58,869,057	\$23,500,176	\$22,402	\$0	\$70,732,628	\$0	\$0	\$7,303,682	\$4,355,325	
243-23-023	State of Wisconsin	2026-05	USH 53, La Crosse - Galesville (STH 35 to IH 90), Reconst	Grouping US 53 Corridor Projects into a single group to better track Total Improvement Cost and prepare for Fiscal Constraint for CEC.	1630-09-01, 1630-09-02, 1630-09-60, 1630-09-70, 1630-09-71, 1630-09-72, 1630-09-73, 1630-09-74, 1630-09-75, 1630-09-76, 1630-09-77, 1630-09-78	USH 53, La Crosse - Galesville (STH 35 to IH 90), Reconstruct, Design Obligated in 2023 & 2026, Construction Anticipated 2028-2032, Master Group TIP #: 243-22-021	Reconstruction		MAJORS - WI, MAJORS - WI (BONDS), NHPP	\$119,433,200	\$1,750,373	\$0	\$10,915,467	\$0	\$1,746,080	\$105,021,280	\$94,133,888	\$25,299,312	\$0	\$0	\$106,782,827	\$0	\$0	\$12,650,373	\$0	
243-24-031	City of La Crosse	2026-05	Green Bay St, C La Crosse (9th St S to 14th St S), Reconst	Schedule Update	5991-07-84, 5991-07-85	Green Bay Street, City of La Crosse, 9th Street South to 14th Street S, Reconstruct, Design Obligated in 2024, Construction Anticipated in 2028	Reconstruction		Local, STBG	\$1,708,150	\$22,750	\$0	\$0	\$0	\$0	\$1,685,400	\$1,040,000	\$0	\$668,150	\$0	\$1,685,400	\$0	\$0	\$22,750	\$0	
243-24-036	City of Onalaska	2026-05	City of Onalaska, Transit Vans, Public Transit (OHWS)	Corrections to Project Title and Schedule	5991-02-41	City of Onalaska, Two (2) Transit Vans (DriftLink - Van Replacement), OHWS Public Transit, Obligation Anticipated in 2028	Transit		Local, STBG	\$360,000	\$0	\$0	\$0	\$0	\$360,000	\$0	\$288,000	\$0	\$72,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0
243-25-027	State of Wisconsin	2026-05	USH 53, La Crosse - Galesville (SH 35 to Clinton St), Reconst	This project group is being removed and will be reprogrammed within the Majors Project Group for US 53 Corridor.	1630-09-02, 1630-09-60, 1630-09-70, 1630-09-71, 1630-09-72, 1630-09-73, 1630-09-74, 1630-09-75, 1630-09-76, 1630-09-77, 1630-09-78	USH 53, La Crosse - Galesville (STH 35 to Clinton Street), Reconstruct, Design Obligated 2026, Construction Anticipated 2028-2032, Master Group TIP #: 243-22-021	Reconstruction		MAJORS - WI, NHPP	\$117,667,360	\$0	\$0	\$10,900,000	\$0	\$1,746,080	\$105,021,280	\$94,133,888	\$23,533,472	\$0	\$0	\$106,767,360	\$0	\$0	\$10,900,000	\$0	
243-26-015	State of Wisconsin	2026-05	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering	Associated State Project IDs to funding/fiscal year	1071-05-72	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering, Construction Anticipated in 2026	Other		State-WI	\$149,100	\$0	\$0	\$149,100	\$0	\$0	\$0	\$0	\$149,100	\$0	\$0	\$149,100	\$0	\$0	\$0	\$0	\$0
243-26-016	State of Wisconsin	2026-05	USH 53, La Crosse - Galesville (STH 157 to Sand Lake Rd) Pavement Repl	Assigned State Project IDs to funding/schedule.	1630-03-08, 1630-03-76, 1630-03-78	USH 53, La Crosse - Galesville (STH 157 to Sand Lake Rd) Pavement Replacement, Design Anticipated in 2026, Construction Anticipated in 2031-2032, Construction Advanceable to 2029	Pavement Replacement		HSIP, NHPP, State-WI	\$9,640,500	\$0	\$0	\$578,000	\$0	\$0	\$9,062,500	\$7,798,650	\$1,841,850	\$0	\$0	\$9,062,500	\$0	\$0	\$578,000	\$0	
243-26-017	State of Wisconsin	2026-05	US 14, La Crosse - Westby (CTH M to Cemetery Ln), Pav'd Shldr/Rumbles	Design Anticipated in 2027	1640-03-32, 1640-03-62	US 14, La Crosse - Westby (CTH M to Cemetery Ln), Pav'd Shldr/Rumbles, Design Anticipated 2027, Construction Anticipated 2029	Safety		HSIP, NHPP, State-WI	\$550,750	\$0	\$0	\$0	\$93,141	\$0	\$457,609	\$486,361	\$64,389	\$0	\$0	\$457,609	\$0	\$0	\$93,141	\$0	
243-26-018	City of Onalaska	2026-05	12th Ave, City of Onalaska (Oak Forest Drive Intersection), Roundabout	Associated State Project IDs to funding/fiscal year.	5991-02-79, 5991-02-80	12th Ave, City of Onalaska (Oak Forest Dr Intersection), Roundabout, Design Anticipated 2026, Construction Anticipated 2029	Safety		HSIP, Local	\$972,909	\$0	\$0	\$27,700	\$0	\$0	\$945,209	\$850,688	\$0	\$122,221	\$0	\$945,209	\$0	\$0	\$27,700	\$0	
243-26-019	State of Wisconsin	2026-05	STH 16, La Crosse - Sparta (Wagon Dr Intersection), Median Changes	Associated State Project IDs to funding/fiscal years	7570-05-01, 7570-05-71	STH 16, La Crosse - Sparta (Wagon Drive Intersection), Median Changes, Design Anticipated 2026, Construction Anticipated 2029	Safety		HSIP, State-WI, STBG	\$651,917	\$0	\$0	\$152,114	\$0	\$0	\$499,803	\$571,514	\$80,403	\$0	\$0	\$499,803	\$0	\$0	\$152,114	\$0	
243-26-021	Couleecep	2026-05	Couleecep Transit (WETAP)	2026 WETAP award for Couleecep Transit.	5311S26-JARC5, 5311S26-JARC6	Couleecep WETAP transit operating assistance, mobility management, and vehicle loans. Serves Crawford, La Crosse, Monroe, and Vernon Counties.	Transit		5311, Local	\$131,934	\$0	\$0	\$131,934	\$0	\$0	\$0	\$98,676	\$0	\$33,258	\$80,400	\$0	\$0	\$51,534	\$0	\$0	
243-26-022	Jefferson Lines	2026-05	La Crosse to Milwaukee intercity Bus Service	New transit project identified in March STIP amendment- CY 2026 Section 5311 Projects - Intercity Bus Operations.		Operating assistance: La Crosse - Milwaukee intercity bus service. (Dane, Jefferson, La Crosse, Milwaukee, Monroe, Sauk, and Waukesha Counties)	Transit		5311, State-WI	\$1,080,778	\$0	\$0	\$1,080,778	\$0	\$0	\$0	\$540,389	\$540,389	\$0	\$0	\$0	\$0	\$1,080,778	\$0	\$0	
243-26-023	Lamers	2026-05	La Crosse to Green Bay Intercity Bus Service	New transit project identified in March STIP amendment- CY 2026 Section 5311 Projects - Intercity Bus Operations.		Operating Assistance and Capital Cost of Contracting: La Crosse - Green Bay Intercity Bus Service. (Brown, La Crosse, Monroe, Outagamie, Portage, Waupaca, and Wood Counties)	Transit		5311, State-WI	\$993,251	\$0	\$0	\$993,251	\$0	\$0	\$0	\$671,863	\$321,388	\$0	\$584,125	\$0	\$0	\$409,126	\$0	\$0	



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(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.

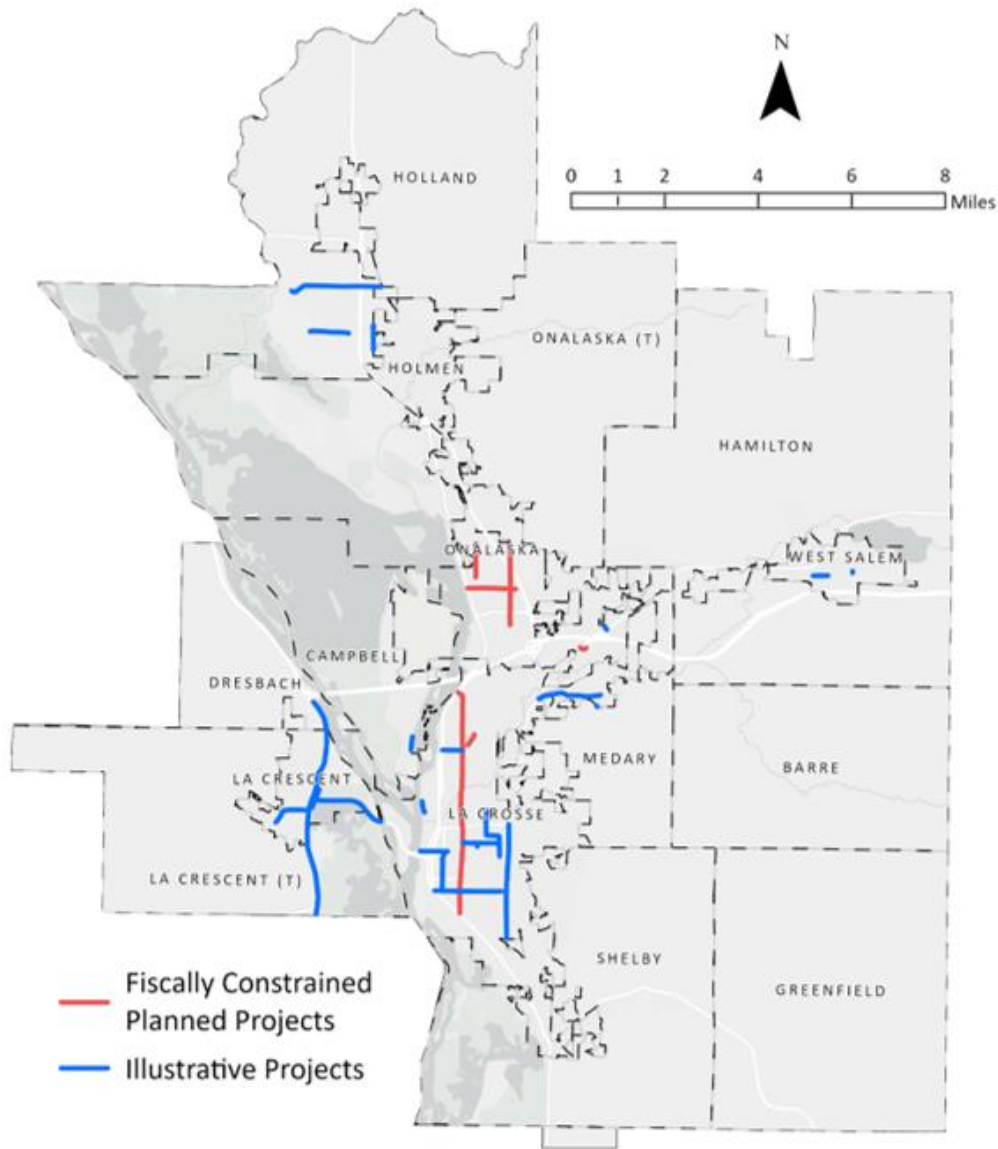


Figure 6.25. Estimated extents of illustrative and planned projects. Amended May 2026 to include STH 35 Majors Project as a fiscally constrained planned project.



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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)



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

(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	\$538,337,588¹	\$518,292,941	\$631,796,202	\$1,688,426,731
Construction and Preservation Expenses	\$535,518,252¹	\$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)

LA CROSSE AREA REGIONAL TRANSIT AUTHORITY FEASIBILITY STUDY

Executive Summary



The La Crosse Area Planning Committee (LAPC) is studying the feasibility of establishing a Regional Transit Authority (RTA) as a mechanism to strengthen mobility, coordination, and funding for public transportation across the region. This study is intended to assess the potential for more equitable and sustainable funding, governance, and operational structures that support both urban and rural areas within the region.

Process Overview

The LAPC RTA Feasibility Study process included extensive stakeholder engagement, detailed analysis of current operations, exploration of RTA governance alternatives and financial feasibility, operational alternatives analysis, and analysis of potential associated economic and community benefits. This Executive Summary synthesizes the findings of the study and serves as the plan's final guiding document.



Background

The La Crosse region is home to a diverse set of public transit providers, and serves as a hub for health care, business, and critical community services. These include:

- **La Crosse MTU**, an urban bus system operated by the City of La Crosse
- **DriftLink**, a shared-ride taxi serving Onalaska, Holmen, and West Salem
- **Scenic Mississippi Regional Transit (SMRT)**, a regional bus service connecting commuters and longer-distance travelers

Benefits of RTA Formation

Currently, each transit system in the region operates separately, which can make regional travel harder for riders and more expensive for local governments. RTAs work in partnership with local transit providers to streamline services, reduce duplication, and improve regional connectivity for riders.

Over the past several years, numerous regions in the State of Wisconsin have pursued the establishment of RTAs. While this is currently prohibited by Wisconsin statute, there is renewed interest in offering local government the ability to fund and manage transit at the regional level. Studying the feasibility of forming an RTA offers local governments and stakeholders a data-driven foundation to evaluate how an RTA could improve planning and system resilience.

Governance Scenarios

Four feasible governance scenarios emerged during the study process, with variations in geographic scope, representation, administrative complexity, and alignment with existing service delivery models. Each scenario reflects a model that could be implemented depending on the final structure of RTA enabling legislation in

Scenario 1: Municipal Partnership RTA

Partners: This RTA would be formed by the City of La Crosse, the City of Onalaska, the Village of West Salem, the Town of Campbell, and the Village of Holmen.

Governance: Participation would likely be formalized through resolutions adopted by each governing body, and would consist of a board with representation from each participating municipality.

Scenario 2: Metropolitan Planning Area RTA

Partners: This RTA would be formed by all municipalities within the Wisconsin portion of the LAPC metropolitan planning area (MPA). Service in La Crosse would be achieved through a separate intergovernmental agreement.

Governance: Participation would reflect member jurisdictions, with authority limited to those legally eligible to participate under potential future RTA enabling legislation.

Scenario 3: Countywide RTA

Partners: This RTA would include the entirety of La Crosse County, including unincorporated areas and municipalities outside the MPA boundary.

Governance: Both incorporated municipalities and the county government would be represented.

Scenario 4: Multi-County RTA

Partners: This RTA would include La Crosse, Vernon, Crawford, Monroe, and Trempealeau counties.

Governance: While not allowable under recent RTA enabling legislation, a Multi-County Transit Commission is currently permitted and could function as a coordinating and planning body.

Each of the four structures outlined as part of this RTA Feasibility Study would be a significant improvement over existing conditions in areas such as funding, coordination, and planning. However, each RTA structure also has its own specific benefits and challenges when compared against one another.

	Advantages	Disadvantages
Existing Municipal Partners	<ul style="list-style-type: none"> Allows closer coordination among existing urban transit services in the La Crosse region Limits administrative complexity 	<ul style="list-style-type: none"> Limited ability to address rural mobility needs outside participating municipal boundaries
Metropolitan Planning Area	<ul style="list-style-type: none"> Well-aligned with regional mobility needs 	<ul style="list-style-type: none"> Would omit some areas of La Crosse County outside the MPA boundary
La Crosse County	<ul style="list-style-type: none"> Centralizes allocation of resources across services Supports integrated urban and rural service markets 	<ul style="list-style-type: none"> Trade-offs between meeting urban and rural priorities Equity in governance representation
Multi-County	<ul style="list-style-type: none"> Governs across both urban and rural contexts Potential for Transit Commission as a transitional model 	<ul style="list-style-type: none"> May not allow taxing authority under future RTA enabling legislation

Financial Feasibility and Operational Alternatives

To assess the feasibility of future RTA scenarios, it is important to understand the funding levels and sources used to operate existing transit service in the La Crosse region. The table below shows the existing funding sources for MTU, SMRT, and DriftLink in 2024. Included are Federal Transit Authority (FTA) assistance, State of Wisconsin operating assistance, local subsidies, and directly generated revenues (fares, contracts, and program revenue).

Jurisdiction	FTA Section 5307 (Urban) & 5311 (Rural)	Wisconsin 85.20 State Operating Assistance	Local Subsidy (General Fund)	Directly Generated (Fares, etc.)	Total Operating Funds
La Crosse MTU	\$3,686,649 (51.3%)	\$1,470,090 (20.5%)	\$1,223,829 (17.0%)	\$799,282 (11.1%)	\$7,179,850
SMRT	\$259,522 (46.5%)	\$40,419 (7.2%)	\$229,863 (41.2%)	\$28,676 (5.1%)	\$558,480
DriftLink	\$380,131 (36.2%)	\$196,219 (18.7%)	\$181,452 (17.3%)	\$291,739 (27.8%)	\$1,049,541
Total	\$4,326,302 (49.2%)	\$1,706,728 (19.4%)	\$1,635,144 (18.6%)	\$1,119,697 (12.7%)	\$8,787,871

What Service Improvements Could an RTA Fund?

Recent legislative proposals have included provisions enabling sales tax levies of up to a “half-cent” (0.5%) to support public transit service. This RTA Feasibility Study included an estimation of potential annual sales tax revenues at this half-cent level across each of the four governance scenarios, as shown in the table below.

Different RTA governance structures also affect the types of transit service improvements that are feasible in the region. This study included an Operational Alternatives Analysis which examined how service delivery, mode choice, scale, and flexibility may vary depending on institutional capacity, geographic scope, and funding availability. In other words, this analysis looked at different ways transit service could be improved or expanded in each governance scenario, with a focus on regional transit priorities identified in previous planning efforts. A description of these opportunities and their associated annual operating cost estimates are also shown below.

	Service Improvement Opportunities	RTA Revenue	Additional Annual Operating Cost
Existing Municipal Partners	<ul style="list-style-type: none"> New North-South Connector Route in the State Highway 35 corridor New Onalaska-Holmen Route Weekend Service on Southside Circulator Weekday Frequency Improvements Weekend Span Extensions 	\$14,945,980	\$5,440,100
Metropolitan Planning Area	<ul style="list-style-type: none"> Scenario 1 improvements MPA-wide rural demand-response service 	\$16,792,712	\$8,384,696
La Crosse County	<ul style="list-style-type: none"> Scenario 1 improvements County-wide rural demand-response service 	\$17,297,675	\$8,447,740
Multi-County	<ul style="list-style-type: none"> Scenario 1 improvements Multi-county rural demand-response service 	\$29,899,843	\$13,763,715

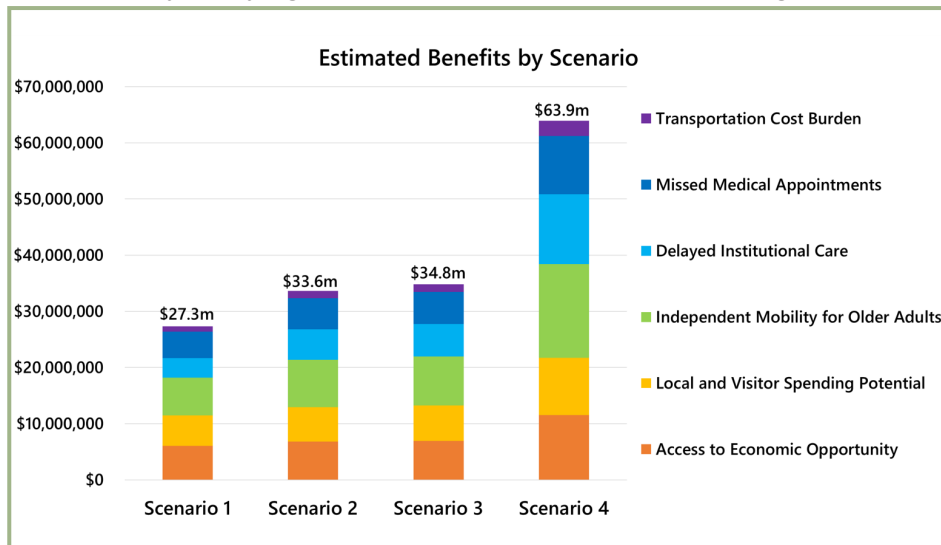
Each RTA scenario has the potential to provide funding exceeding current investment in public transit, while also increasing the potential for increased future matching funds. The values presented can help local partners understand the implications of the different service areas and service types outlined in each scenario. The transit improvements feasible under each governance scenario create additional benefit for the communities they serve.

Economic and Community Benefit

To understand the potential benefits associated with RTA formation, the Economic and Community Benefit analysis quantifies the value of benefits feasibly attributable to public transit across each RTA Scenario geography. These planning-level dollar estimates reflect a variety of regional data inputs, including travel purpose data, individual and household demographic information, employment data, sales tax revenue and spending data, and more. These data inputs were further scaled by applying transit mode share, or the percentage of all trips currently made using public transit, to understand what regional activity can be attributed to transit use, in accordance with industry research and best practices.

These dollar values are order-of-magnitude estimates intended to aid in understanding potential benefits and are not precise forecasts.

More information on this analysis is available in Technical Report 3.



Return on Investment

Comparing these benefits to the level of investment required to provide transit service under each scenario, benefit-cost ratios range from approximately 4 to 5, indicating that each scenario produces several dollars of estimated benefit for every dollar of investment.

RTA Enabling Legislation

Multiple recent proposals in the Wisconsin legislature have aimed to enable RTAs. Recent attempts have included the ability to raise local sales taxes at up to 0.5% (half-cent). Considerations for future legislation may include:

- Desired geography for RTAs in state law (cities, counties, urban areas, etc.)
- Desired local funding sources (sales taxes or other)
- Uses of funding (transit or broader mobility needs)

This legislation would allow the region to better coordinate in the planning and funding of public transit services. LAPC and local partners will proactively engage in these legislative efforts to ensure that the desired structures are permitted in future legislation.

What's Next?

LAPC will continue working with local stakeholders, community organizations, and elected officials to prepare for future RTA legislation and ensure the region's interests are reflected. Local cities and partner agencies can use this study to understand options for improving transit service and to inform future coordination efforts. LAPC will continue sharing information on this topic with boards, councils, and the public.

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