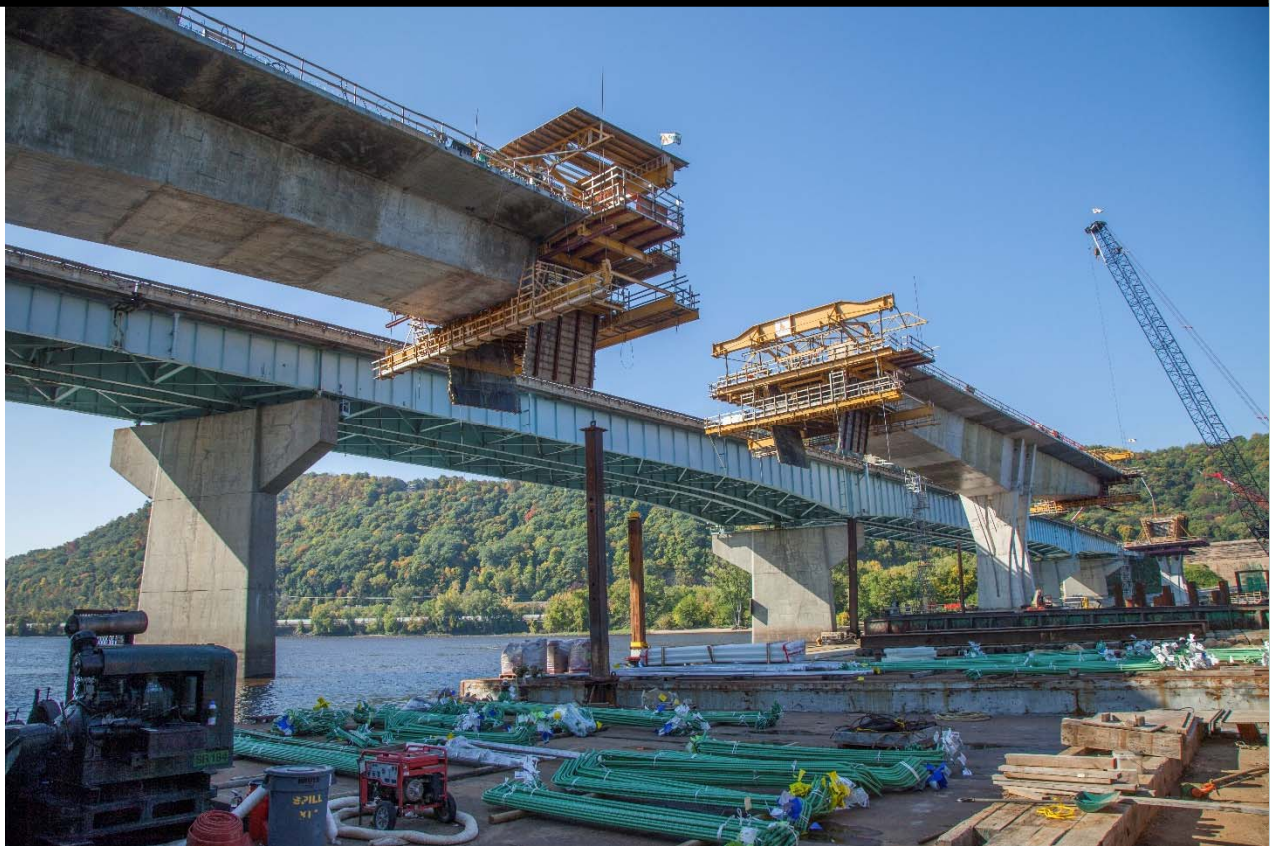


2019-
2022

Transportation Improvement Program



Approved on:
November 14, 2018

2019 - 2022 Transportation Improvement Program

for the

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

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

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Purpose and Scope

The 2019-2022 *La Crosse and La Crescent Metropolitan Area Transportation Improvement Program (TIP)* lists all federally funded transportation projects programmed in the La Crosse and La Crescent Metropolitan Planning Area for the years 2019-2022 as well as other regionally significant projects, regardless of funding source. In addition to the detailed project listing, the TIP includes a financial plan for documenting sufficient funding for program implementation.

The annual TIP is developed with the input 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) and Minnesota and Wisconsin Departments of Transportation (DOTs). Appendix A summarizes the public process.

The TIP includes projects and programs to implement *Coulee Vision*, the Metropolitan Transportation Plan for the La Crosse and La Crescent area (MTP), adopted by the LAPC in September 2015.

The 2019-2022 TIP is developed in accordance with the *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. Self-certification in accordance with 23 CFR 450.336 is included in the annual LAPC resolution approving the Planning Work Program.

All TIP projects are consistent with the LAPC Metropolitan Transportation Plan (MTP) and its investment priorities and make progress toward improving performance measures.

In Minnesota, self-certification of the TIP process includes completion of a Metropolitan Planning Organization (MPO) TIP check List. The LAPC 2019-2022 TIP check list is included in Appendix B.

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

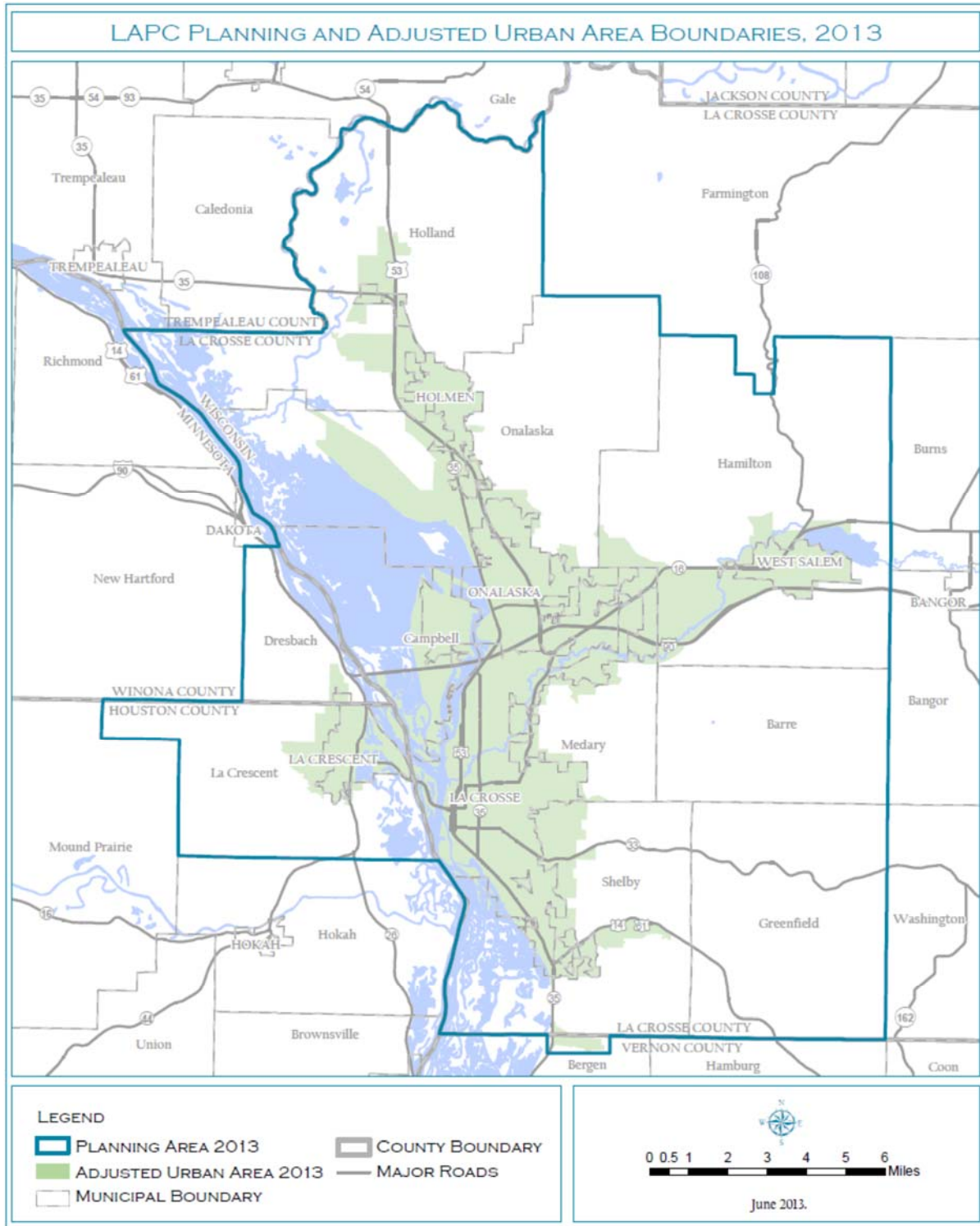


Figure 1: Metropolitan planning area and adjusted urbanized area.

TIP Planning Process

The TIP is updated annually, with the Minnesota project list adopted in the summer and the Wisconsin project list and TIP document adopted in the fall. 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>Coulee Vision: A Long-Term Plan for Growth & Transportation in the La Crosse-La Crescent Region 2015-2040</i> ; adopted September 16, 2015.
Transportation Improvement Program (TIP)	<i>2018-2021 Transportation Improvement Program</i> ; approved on November 15, 2017.
Planning Work Program (PWP)	<i>LAPC Planning Work Program, PWP for 2018</i> ; approved on September 20, 2017.
Public Participation Plan	<i>Public Participation Plan for the La Crosse Area Planning Committee</i> ; approved on September 20, 2017.
MPO Cooperative Agreements	WisDOT/MTU, May 8, 2017; MnDOT/MTU, November 14, 2012; MnDOT/MTU, November 15, 2017
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	2018 annual listing posted on website at www.lapc.org .

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The MPO 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 MPO complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) approved on September 20, 2017 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 20, 2017.
- **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 MPO will follow the WisDOT's federally approved DBE program when soliciting contractors to complete MPO projects using federal MPO 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 MPO complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 20, 2017. The policies and procedures are posted on our website at www.lapc and in our office.
- **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 MPO complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 20, 2017 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 MPO complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 20, 2017 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 MPO complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 20, 2017. The policies and procedures are posted on our website at www.lapc and in our office.

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 *La Crosse and La Crescent Metropolitan Area Public Participation Plan*. The plan is available on the LAPC website at www.LAPC.org.

The 2019-2022 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.

TABLE 1: GENERAL SCHEDULE FOR TIP REVIEW AND APPROVAL

Activity	Schedule
Receive draft STIP for Minnesota	April
Publish public notice to begin TIP update process	May – June
Prepare and submit TIP project tables for Minnesota	September
Prepare draft TIP lists with FHWA, DOTs, TAC	June - August
TAC and LAPC review and adopt draft TIP project list	September
LAPC approves and submits final TIP	November

Wisconsin STBG Project Prioritization Process

The LAPC prioritizes local projects submitted to WisDOT for funding from the Surface Transportation Block Grant (STBG) program (formerly “STP-Urban”), including the STBG for areas with population over 5,000 to 200,000, and the Transportation Alternatives (TA) Set-Aside for areas with population over 5,000 to 200,000 (Transportation Alternatives Program or “TAP”), which is a set-aside within the STBG. The projects are prioritized by the Technical Advisory Committee (TAC) and the Committee on Transit and Active Transportation (CTAT), respectively, and forwarded to the LAPC Policy Board for final review and submission to the Wisconsin Department of Transportation (WisDOT). Project prioritization criteria can be found on the LAPC Web site at www.lapc.org.

Both the project prioritization criteria and MTP performance measures have been developed specifically to follow the “planning factors” in Chapter 53 of Title 49 Sec. 5303(h)(1). This ensures that the projects selected are designed to improve the performance measures.

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

Wisconsin STBG Program Policies

At the September 1, 2010 meeting, the LAPC Policy Board voted to adopt the following policies to ensure equitable allocation of STBG funds, especially when a municipality requests moving funds from one project to another:

1. The goal is to fund STBG projects at 80% federal and 20% local.
2. STBG funds will be approved for construction only (will not be approved for funding real estate, utilities, or design).
3. A 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 STBG funds from one STBG-approved project to another STBG-approved project with the following criteria:
 - a. The municipality must drop one project completely when moving funding to another approved STBG project.
 - b. Any re-allocation of funds from one approved STBG project to another will require action by the TAC and LAPC.
 - c. Project sponsors are limited to two substitutions per project.
5. If an STBG-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 STBG projects that are not funded up to 80% federal.

- b. Allocate the funding to a new STBG-eligible project in accordance with the LAPC project selection criteria. The new project (or project phase) must meet the STBG cycle timeline and be funded with at least 50% federal dollars.
6. If the amount of STBG 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 STBG grant in recent cycles.
8. Every project recommended for STBG funding will be required to include appropriate multi-modal aspects.

TIP Projects Lists

The TIP includes six types of project lists:

- The TIP Programmed Projects List (referred to as “Projects List”) lists state- and federally-funded and regionally significant projects programmed for the 4-year TIP timeframe.
- The TIP Grouped Projects List is found on the LAPC website and lists projects that are grouped under a single line item in the TIP Project List.
- The TIP Illustrative Projects List (“illustrative list”) lists projects that are anticipated, but for which funding has not yet been identified.
- The List of Projects Removed from the TIP (“removed list”) lists the status of projects that have been removed from the previous 4 year TIP.
- The Wisconsin Local Road Improvement Program (LRIP) Open Projects Summary Report lists planning area projects. The LRIP list is located on the Wisconsin DOT website.
- The TIP Obligated Projects List (“obligated list”) is found on the LAPC website and lists projects for which state and federal funding are obligated.

TIP Programmed Projects List

The TIP Programmed Projects List (Table 4) 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 (i.e. “17” means that the project first appears in the 2017 – 2020 TIP). The third part, “####” is a sequential number of the project within a TIP year.

State ID Number

The state ID number is the project, or project part, number assigned by Wisconsin or Minnesota.

Sponsoring Agency

The state or municipality implementing each TIP project.

Project Description

The project description identifies the facility (roadway, trail, etc.) that will be built or improved, a brief project description and the project extents. The year of project obligation and anticipated construction is also included if it is not within the 4-year TIP timeframe.

Project Type

The Project Type identifies the type of work that will be accomplished for each project. The terms used in the project list are defined in Table 2:

TABLE 2: PROJECT TYPES

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

Project Costs

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

Source of Funds

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

TABLE 3: PROJECT FUNDING SOURCES

Funding Source*	Acronym
<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

2019-2022 TIP Programmed Project List

The project types for projects in this TIP are discussed under the following categories:

- Major
- Reconstruction
- Bridge
- System Preservation
- Transit
- Rail
- Other

Refer to Table 4 for additional information regarding each of the discussed projects and other projects in the TIP.

Major Projects

Major (or expansion) projects are designed to improve highway capacity by adding lanes to an existing facility or by building a new facility. This TIP includes the *Coulee Region Transportation Study* (project #243-06-012), which will determine the course of action for the USH 53/12th Ave Extended (243-06-013) project carried over from the 2017-2020 TIP.

The purpose of the *Study* is to identify strategies that address safety, infrastructure deterioration, congestion and multimodal deficiencies in the La Crosse / Onalaska area between I-90 and South Avenue. The Study is currently “on hold” but may re-start before 2021 depending on Wisconsin state priorities.

The USH 53/12th Ave Extended project includes a new road between I-90 and Gillette St and a new road connecting 12th Ave to Medary Ln. This project was adopted into the 2035 MTP and is included as a mobility strategy in the 2040 MTP. Design continues for the duration of this TIP, with construction anticipated after 2030.

Reconstruction Projects

Reconstruction projects involve rebuilding both the pavement and the subgrade of an existing highway. The 2019-2022 TIP includes three reconstruction projects, all of which will be undergoing design and right-of-way acquisition within the next four years.

- I-90/STH 157 interchange is anticipated to be reconstructed in 2029 (243-18-018).
- USH 14/61 South Ave between Green Bay St and Ward Ave (243-13-015) in La Crosse will continue design and right-of-way acquisition in 2018-2019, with construction anticipated in 2022.
- The STH 35 La Crosse County Line to Garner Pl project (243-14-026) will occur in two sections: the north half (Garner Pl to just south of the USH 14/61 and STH 35 intersection) will be reconstructed first in 2022, with possible advancement to 2021; the south half (STH 35 to the County line) will undergo right-of-way acquisition in 2019, with construction anticipated for 2024 and 2025.

Bridge Projects

Bridge projects may be standalone projects or associated with larger roadway projects. Nine projects in this TIP include bridge improvements in the form of overlays, rehabilitation, reconstruction, or

replacement. Only three of the projects are anticipated to undergo reconstruction within the four-year window of this TIP.

- Several bridges between the Minnesota state line and Exit 3 in La Crosse will receive a concrete overlay and/or girder paint (bridges B-32-0034, 35, 46, 46, 52) or will be replaced (bridges B-32-0048, 49, 73, 75) in 2025 (243-13-012). Design occurs during the years of this TIP.
- I-90 between STH 16 and CTH C will undergo bridge replacement in 2029, with design anticipated in 2021 (243-18-017). This project is part of a larger project that includes pavement replacement.
- The I-90 / STH 16 interchange area (STH 16 from S Kinney Coulee Rd to CTH OS) project in Onalaska will involve the replacement of two bridges as part of a larger interchange-improvement project (243-13-011). Construction is anticipated for 2025.
- STH 16 between Gillette St and STH 157 is anticipated to undergo bridge and approach reconstruction in 2025 (243-11-028), with final design continuing in this TIP.
- The CTH SN Bridge (243-14-020) will be replaced in 2019 during the reconditioning of CTH SN between CTH OT and Hanson Rd (phase 1). A second phase of the project to recondition CTH SN between Hanson Rd and Alpine Ln is anticipated for 2022.
- The Long Coulee Creek Bridge on CTH V between CTH D and CTH TT (243-18-012) is planned for replacement, but the year of construction has not yet been determined.
- Bostwick Creek Bridge on Drogseth Rd (243-13-019) was obligated design funds for bridge replacement in 2013. A construction date has not yet been determined.

System Preservation Projects

System preservation projects are projects designed to improve the quality of an existing road and include bridge rehabilitation and pavement replacement, resurfacing, reconditioning, and rehabilitation projects.

- Several bridges on I-90 between Onalaska and West Salem will be resurfaced in 2020 with either an asphalt- or concrete-deck overlay (243-12-011).
- I-90 between STH 16 and CTH C will undergo pavement replacement in 2029, with design anticipated in 2021 (243-18-017). The pavement replacement will occur as part of a larger project that includes the bridge replacement discussed above under Bridge Projects.
- The I-90 / STH 16 interchange area (STH 16 from S Kinney Coulee Rd to CTH OS) project (243-13-011) will involve interchange improvements as well as the bridge replacements discussed under Bridge Projects.
- I-90 / STH 157 interchange is anticipated to be resurfaced in 2020 (243-17-012).
- I-90 eastbound and westbound roughly between Dakota, MN and the Dresbach Bridge (243-17-011) will undergo a bituminous mill and overlay in 2019.
- The USH 53 Black River Bridge rehabilitation project (243-17-013) will obligate construction funds in 2020.
- USH 14 between Brickyard Ln and CTH MM (243-18-015) is anticipated to undergo a mill and overlay in 2023, with possible advancement to 2019.

- STH 35 between USH 53 and the Trempealeau County line (243-18-016) is anticipated to undergo a mill and overlay in 2019.
- STH 35 from the north limit of the Village of Stoddard to the La Crosse County line is anticipated to undergo a mill and overlay in 2022 (243-18-024).
- STH 16/La Crosse St from Oakland St to Losey Blvd (243-11-024) in La Crosse is anticipated to undergo a patch and overlay in 2025.
- STH 16 in Onalaska from Braund St to CTH OS is anticipated to receive monotubes and left-turn-lane improvements in 2021 (243-18-019).
- STH 16 from east of the La Crosse River in La Crosse to Big Creek in Sparta is anticipated to undergo a mill and overlay in 2022 (243-18-025).
- STH 33 (Jackson St) between 3rd St and 19th St (243-11-012) in La Crosse is expected to be resurfaced in 2021.
- STH 108 between S Olson Rd in the Town of Hamilton and L Pfaff Rd in the Town of Farmington is expected to receive safety improvements (243-18-011) and undergo a mill and overlay (243-18-026) in 2020.
- Construction dollars for the Black River Bridge for CTH B/Clinton St (243-17-014) will be obligated for rehabilitation in 2020, with possible advancement to 2019.
- CTH SN between East Ave in the City of Onalaska and Alpine Lane in the Village of Holmen (243-14-020). As a two-phase project, CTH SN between East Ave N and Hanson Rd, including a bridge replacement, is anticipated to be reconstructed in 2018; Hanson Rd to Alpine Ln is anticipated to be reconstructed in 2022.
- CTH M from CTH O to CTH B (243-15-014) was obligated for design in 2014. A construction date is yet to be determined.
- CTH GI in the Goose Island Campground (243-16-012) is expected to be reconditioned in 2019.
- CSAH 6 from the Winona County line to Town Hall Rd in La Crescent will undergo bituminous reclamation and pavement in 2021 (243-18-013).

Other Projects

“Other” projects discussed below include projects funded through the Highway Safety Improvement Program, Transportation Alternatives Program (TAP), and state funds.

- Phase 2 of the Wagon Wheel Trail (243-15-016) will be constructed along Shore Acres Rd and Old Monte Carlo Rd in La Crescent 2018, connecting the existing portion of the Trail to the boat landing parking lot. Phase 3 of the project (243-18-014) involves a grade-separated crossing of TH 14/61 into La Crescent and is anticipated to be completed in 2021.
- Construction continues in 2019 on the BNSF/2nd Ave SW crossing in the City of Onalaska (243-17-002).
- Support for a Safe Routes to School (SRTS) Coordinator and non-infrastructure SRTS activities continue through 2020 (243-11-010).

Transit Projects

All of the transit projects in the TIP are for either capital or operations that support existing services. Projects include operations for the La Crosse Municipal Transit Utility (MTU), Onalaska/Holmen/West Salem Public Transit (OHWSPT), La Crosse County Minibus, Vernon County Minibus, and Scenic Mississippi Regional Transit; operations for a mobility management project and vehicle loan program; and the purchase of new vehicles by MTU and OHWSPT.

TIP Grouped Projects List

The Grouped Projects List (Table 5) includes projects that are grouped under a single project number in the TIP Project List. These projects have a minor environmental or regional travel impact and are likely to be programmed outside the general TIP update cycle. Grouped project types include various safety, maintenance, grade crossing and TAP projects. The projects in this list are discussed under their respective project type category. This list for the LAPC area is also posted on the LAPC website at (<http://www.lapc.org/Content/Plans/plans.htm>).

TABLE 4: 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

2019 - 2022 Transportation Improvement Program Project List						2019 (x\$1000)										2020 (x\$1000)					2021 (x\$1000)					2022 (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						
243-18-001 243-19-001 243-20-001 243-21-001		State of Wisconsin / Minnesota	Transportation Safety Programs (HSIP) Project Group - See Grouped Project Listing on LAPC.org	Safety	PE ROW Const Total																						HSIP				
243-18-002 243-19-002 243-20-002 243-21-002		State of Wisconsin / Minnesota	Rail-Highway Crossing Safety Project Group - See Grouped Project Listing on LAPC.org	Rail	PE ROW Const Total																						HSIP				
243-18-003 243-19-003 243-20-003 243-21-003		State of Wisconsin / Minnesota	Rail-Highway Crossing Safety (OCR) Project Group - See Grouped Project Listing on LAPC.org	Rail	PE ROW Const Total																						STBG				
243-18-004 243-19-004 243-20-004 243-21-004		State of Wisconsin / Minnesota	High-Speed Corridor Grade Crossing Improvements Project Group - See Grouped Project Listing on LAPC.org	Rail	PE ROW Const Total																						STBG				
243-18-005 243-19-005 243-20-005 243-21-005		State of Wisconsin / Minnesota	SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LAPC.org	Br Rehab	PE ROW Const Total																						NHPP				
243-18-006 243-19-006 243-20-006 243-21-006		State of Wisconsin / Minnesota	SW Region/District 6 Pavement Rehabilitation/Maintenance Project Group - See Grouped Project Listing on LAPC.org	Sys Pres	PE ROW Const Total																						NHPP				
243-18-007 243-19-007 243-20-007 243-21-007		State of Wisconsin / Minnesota	SW Region/District 6 Pavement Rehabilitation/Maintenance (Interstate) Project Group - See Grouped Project Listing on LAPC.org	Sys Pres	PE ROW Other Total																						NHPP				
243-18-008 243-19-008 243-20-008 243-21-008		State of Wisconsin / Minnesota	SW Region/District 6 Various Pavement Marking Project Group - See Grouped Project Listing on LAPC.org	Sys Pres	PE ROW Other Total																						STBG				
243-18-009 243-19-009 243-20-009 243-21-009		Local Projects	SW Region/District 6 Local Transportation Safety Projects (HSIP) Project Group - See Grouped Project Listing on LAPC.org	Safety	PE ROW Const Total																						STBG				
243-18-010 243-19-010 243-20-010 243-21-010		Various Municipalities	SW Region/District 6 Transportation Alternatives Program Project Group - (2008 - 2014 Grants) See Grouped Project Listing on LAPC.org	Other	Non Infr. ROW Infr. Total	136.1			34.0	170.1	135.9								34.0	169.9							TAP				
243-18-021 243-19-011 243-20-011 243-21-011		State of Wisconsin / Minnesota	SW Region/District 6 Emergency Relief Project Group - See Grouped Project Listing on LAPC.org	Other	Non Infr. ROW Infr. Total																						EF				
243-13-012	1071-08-31/61	State of Wisconsin	IH 90, Bridges between Minnesota State Line and Exit 3 (I 90 / USH 53/STH 35) B-32-0034,35,46,47,48,49,73,75. Concrete overlay/paint girders & Br Repl. Construction obligated in 2024, construction in 2025	BR Repl	PE ROW Const Total																						NHPP				
243-12-011	1071-07-08, 78	State of Wisconsin	IH 90 (Onalaska to West Salem) Asphalt deck overlay on Bridges B-32-0023,24,25,26,27,28, Concrete deck overlay on Bridge B-32-0057. (Const 2020, Design obligated in 2012)	Sys Pres	PE ROW Const Total																						NHPP				
243-18-017	1071-07-06,76,96	State of Wisconsin	IH-90, STH 16 to CTH C, Pavement & Bridge Replacements, Design Anticipated 2021, Construction Anticipated 2029	Pav Rep / Br Rep	PE ROW Const Total											1,524.8	169.4				1,694.2						NHPP				
243-13-011	1071-08-04, 74	State of Wisconsin	IH 90, STH 16 Interchange Area. (STH 16 from South Kinney Coulee Rd to CTH OS) interchange improvements. Bridge replacements B-32-0053 & 0054. Construction obligated in 2024, construction in 2025	Re Cond	PE ROW Const Total											1,290.0	143.3				1,433.3						NHPP				
243-17-012	1070-04-05, 25, 75	State of Wisconsin	IH 90, STH 157 Interchange resurface. Design obligation 2017, Construction obligation in 2019, Construction anticipated in 2020	Sys Pres	Plan ROW Const Total																						NHPP				
243-18-018	1070-04-03,73	State of Wisconsin	IH-90, STH 157 Interchange Reconstruction, Design Anticipated 2021, Construction Anticipated 2029	Re Const	Plan ROW Const Total											788.4	87.6				876.0						NHPP				
243-06-012	1630-08-00	State of Wisconsin	Coulee Region Transportation Study, USH 53 CTH SS - South Avenue. Planning and Environmental Linkage Study. Study Obligated in 2005	Major(E)	Plan ROW Const Total																						NHPP / MAJOR				
243-06-013	1630-08-00, 25, 27, 40, 44, 46, 48, 70, 71, 75, 77, 80, 81, 84, 86, 88, 89	State of Wisconsin	USH 53 / 12th Avenue Extended from CTH SS - Gillette St. New Roadway (Additional ROW, Utilities, Construction anticipated after 2030)	Major(E)	Plan RW/UTL Const Total																						NHPP / MAJOR				

2019 - 2022 Transportation Improvement Program Project List						2019 (x\$1000)										2020 (x\$1000)					2021 (x\$1000)					2022 (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																					
243-17-013	1630-03-01, 61	State of Wisconsin	USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation. Design obligation in 2017, Construction obligation in 2020	Sys Pres	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW																																									
					Const											1,058.0					264.5						1,322.5																			
					Total											1,058.0					264.5						1,322.5																			
243-18-015	1640-03-31, 61	State of Wisconsin	USH 14, US 14, Brickyard Lane – CTH M, Mill & Overlay, Design obligated 2017, Construction obligated in 2022, with construction in 2023, Advanceable to 2019	Sys Pres	PE	Design Continued										Design Continued					Design Continued					STBG																				
					ROW																																									
					Const																1,352.0						338.0					1,690.0														
					Total																1,352.0						338.0					1,690.0														
243-13-015	1641-02-02, 22, 53, 72, 82	State of Wisconsin	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections. Design obligated 2013, Construction in 2022. ROW in 2018-2019	Re Const	PE	Design Continued										Design Continued					Design Continued					HSIP / NHPP																				
					ROW	2,200.0										2,200.0					ROW Continued																									
					Const																						5,989.9					890.5					232.8					7,113.2				
					Total	2,200.0										2,200.0											5,989.9					890.5					232.8					7,113.2				
243-18-016	7141-02-30, 60	State of Wisconsin	STH 35, USH 53 – West County Line, Mill & Overlay, Design obligated 2017, Construction obligated in 2019.	Sys Pres	PE	Design Continued										Design Continued					Design Continued					STBG																				
					ROW																																									
					Const	533.9										133.5					667.4																									
					Total	533.9										133.5					667.4																									
243-18-024	5160-06-00, 70	State of Wisconsin	STH 35, Genoa – La Crosse (Village of Stoddard North Limit to North Vernon County Line, Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022	Sys Pres	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW																																									
					Const											1,465.9					366.5						1,832.4																			
					Total											1,465.9					366.5						1,832.4																			
243-14-026	5163-07-02, 20, 24, 42, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014 North half - ROW 2019, Construction 2021 & 2022 (Advanceable to 2020 with build in 2021) South half - ROW 2023, Construction 2024 & 2025	Re Const	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW	150.0										150.0					0.1						0.1																			
					Const																3,763.2						940.8					4,704.0														
					Total	150.0										150.0					0.1						3,763.2					940.8					4,704.0									
243-11-024	7575-07-03,73	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Const. obligate in 2024. (Const. 2025)	Sys Pres	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW																																									
					Const																																									
					Total																																									
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 2018 (Construction anticipated in 2025)	BR Repl	PE	Design Continued										Design Continued					Design Continued					STBG																				
					ROW																																									
					Const																																									
					Total																																									
243-18-019	7575-00-01, 71	State of Wisconsin	STH 16, Braund Street to CTH OS, Monotubes and Left Turn Lane Improvements, Design Anticipated in 2018, Construction LET in 2020 with actual construction in 2021.	Sys Pres	PE	Design Continued										Design Continued					Design Continued					HSIP																				
					ROW																																									
					Const											893.6					99.4						993.0																			
					Total											893.6					99.4						993.0																			
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	Design Continued										Design Continued					Design Continued					STBG																				
					ROW																																									
					Const																2,134.4						533.6					2,668.0														
					Total																2,134.4						533.6					2,668.0														
243-11-012	5120-03-02,22,72,73	State of Wisconsin	STH 33, Jackson St. City of La Crosse, 3rd St. to 23th St. Surface (1.67 mi.)(Design obligated in 2011) Const obligation in 2020 (Const 2021)	Sys Pres	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW	50.0										50.0																														
					Const											1,728.0					432.0						115.0					2,275.0														
					Total	50.0										1,728.0					432.0						115.0					2,275.0														
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	Design Continued										Design Continued					Design Continued					HSIP																				
					ROW																																									
					Const											844.3					93.8						938.1																			
					Total											844.3					93.8						938.1																			
243-18-026	7930-00-30, 60	State of Wisconsin	STH 108, West Salem - Melrose, Stan Olson Rd to L Pfaff Rd, Mill & Overlay, Design obligated in 2018, Construction in 2020.	Sys Pres	PE	Design Continued										Design Continued					Design Continued					STBG																				
					ROW																																									
					Const											1,017.6					254.4						1,272.0																			
					Total											1,017.6					254.4						1,272.0																			
243-17-014	5429-02-01, 61	State of Wisconsin	CTH B (Clinton St), Black River Bridge B-32-0077, Bridge Rehabilitation, Design obligation in 2017, Construction obligation in 2020 Advanceable to 2019	Sys Pres	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW																																									
					Const											1,366.5					341.6						6.9					1,715.0														
					Total											1,366.5					341.6						6.9					1,715.0														
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 2018, Construction Obligated for 2024; Construction in 2025	Sys Pres	PE	Design Continued										Design Continued					Design Continued					NHPP																				
					ROW																																									
					Const																																									
					Total																																									
243-14-020	7067-00-00,70	La Crosse County	CTH SN, CTH OT (East Ave) to Alpine Lane. Two phase project. CTH OT (East Ave N) to Hanson Rd, Reconstruction, includes Bridge Replacement P-32-127, Construction obligated in 2018, construction in 2019. Hanson Rd. to Alpine Lane, Reconstruction, potential STBG project, 2022.	Re Cond / Br Repl	PE	Design Continued										Design Continued					Design Continued					STBG																				
					ROW																																									
					Const																																									
					Total																																									
243-18-012	7345-00-00, 70	La Crosse County	CTH V, CTH D - CTH TT, Long Coulee Creek Bridge Replacement. Design obligated 2016	Br Repl	PE	Design Continued										Design Continued					Design Continued					LF																				
					ROW																																									
					Const																																									
					Total																																									

2019 - 2022 Transportation Improvement Program Project List						2019 (x\$1000)										2020 (x\$1000)					2021 (x\$1000)					2022 (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	Fed	WI	MN	Local / Other	Total			
November 14, 2018																																	
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	Design Continued					Design Continued					Design Continued					Design Continued					LF							
243-15-014	5436-00-01	La Crosse County	CTH M, CTH O to CTH B Recondition. Design obligated in 2014	Re Cond	PE	Design Continued					Design Continued					Design Continued					Design Continued					LF							
243-16-012	5085-00-00, 01, 70	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI, Design obligated 2016, Construction in 2019	Pav Rep	ROW																											FLAP	
Total						2,626.6	0.0	0.0	668.6	3,295.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,295.2	
MINNESOTA PROJECTS																																	
243-17-011	8580-167	State of Minnesota	Repaving Westbound I-90 From Near Hwy 61/Dakota To West Of Westbound Entrance Ramp From Hwy 61 Northbound And Eastbound I-90 From Near Hwy 61/Dakota To West Of South Limits Of Dakota.	Sys Pres	PE																											NHPP	
243-19-013	8580-167P	State of Minnesota	Repaving Westbound I-90 From Near Hwy 61/Dakota To West Of Westbound Entrance Ramp From Hwy 61 Northbound And Eastbound I-90 From Near Hwy 61/Dakota To West Of South Limits Of Dakota.	Sys Pres	OA	121.6		30.4		152.0																							STBG
243-19-014	8580-167S	State of Minnesota	High Tension Cable Barriar (Associated with 243-17-011)	Sys Pres	OA	550.0				550.0																							HSIP
243-18-013	028-606-024	Houston County	CSAH 6, From Winona County Line to Town Hall Road, Bituminous Reclamation / Bituminous Pavement	Sys Pres	Other											1,680.0				651.0					2,331.0								STBG
243-15-016	236-090-002AC	City of La Crescent	**AC** Wagon Wheel Trail - Phase 2, Construct trail along Shore Acres Drive and Old Monte Carlo road connecting Wagon Wheel Trail to Boat Landing Parking Lot at the north side of the West Channel Bridge (AC Payback 1 of 1)	Other	CAPT	215.0				215.0																							TAP
243-18-014	236-090-003	City of La Crescent	La Crescent Wagon Wheel Trail Phase 3	Other	CAPT											1,000.0				1,250.0					2,250.0								TAP
243-09-015	TRF-3780-19, 20, 21, 22	City of La Crescent	SECT 5307: La Crescent Transit Operating Assistance	Transit	OA	55.0			320.0	375.0	55.0			320.0	375.0	55.0				320.0	375.0	55.0			320.0	375.0	55.0			320.0	375.0	5307	
Total:						4,240.0	0.0	380.0	320.0	4,940.0	55.0	0.0	0.0	320.0	375.0	2,735.0	0.0	0.0	0.0	2,221.0	4,956.0	55.0	0.0	0.0	320.0	375.0	10,646.0						
WISCONSIN TRANSIT PROJECTS																																	
243-03-037		La Crosse County Aging	MiniBus, Volunteer Driver	Transit	PE																												SF
243-03-039		City of LaCrosse	MTU Operating Assistance	Transit	OA	1,990.9	1,553.8		4,202.8	7,747.5	2,010.8	1,569.3		7,825.0	11,405.1	2,030.9	1,585.0			0.0	3,615.9	2,051.2	1,600.9			0.0	3,652.1					5307	
243-12-018		City of La Crosse	MTU Capital Investment, (Bus Purchase). Purchase obligated in 2014.	Transit	CAPT	2,000.0			500.0	2,500.0																							5339
243-18-027		CouleeCap	Operating, Mobility Management Project, Vehicle Loan Program (La Crosse project portion WETAP grant)	Transit	OA	12.4			12.4	24.8																							5307
243-09-010		Vernon County Aging Unit	Mobility Management, Volunteer Driver Program and Vernon County Mini Bus. Serves locations in La Crosse Area.	Transit	OA	85.0	76.0		24.0	185.0																							5310
243-18-020		Riverfront Activity Center, Inc.	One Minivan, Side Load. Vehicle Expansion. Jackson, La Crosse, Monroe Counties	Transit	CAPT	28.0			7.0	35.0																							5310
243-13-013		City of Prairie Du Chien	Scenic Mississippi Regional Transit (SMRT) La Crosse, Crawford and Vernon Counties	Transit	OA	204.0			136.0	340.0																							5311
243-03-043	11.12.15 11.93.02	City of Onalaska	Onalaska / Holmen / West Salem Public Transit. Operating Assistance, Additional vans (2017 - 2022)	Transit	OA	273.8	215.1		365.5	854.4	276.5	217.3		369.2	862.9	279.3	219.4			372.8	871.6	282.1	221.6			376.6	880.3					5307	
Total:						384.0	213.0		389.5	992.2	387.9	217.3		397.6	1,002.7	391.7	219.4			402.1	1,013.3	395.6	221.6			406.7	1,024.0						

TABLE 5: 2019-2022 TIP GROUPED PROJECT LIST

November 14, 2018					2019 (x\$1000)					2020 (x\$1000)					2021 (x\$1000)					2022 (x\$1000)					Source of Funds						
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					
Transportation Safety Programs (HSIP) Project Group																															
Rail-Highway Crossing Safety Project Group																															
243-17-002	5991-02-59	State of Wisconsin	Burlington Northern Santa Fe Railroad & 2nd Avenue SW Crossing, Crossing No. 079897G, MP 303.02, City of Onalaska, 2nd Avenue SW	Sys Pres	PE																					HSIP					
					ROW																										
					Const	Construction Continued																									
					Total																										
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 Pavement Rehabilitation/Maintenance (Interstate) Project Group																															
SW Region/District 6 Various Pavement Marking Project Group																															
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	1009-01-03,04	La Crosse County	Non-Infrastructure, La Crosse County. Equipment; Education, Encouragement, Enforcement and Evaluation Activities. Continuation of County Coordinator	Other	PL&ADMN	136.1			34.0	170.1	135.9				34.0	169.9											TAP				
					ROW																										
					Const																										
					Total	136.1			34.0	170.1	135.9				34.0	169.9															

Programmed Projects and System Performance

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 and in 49 CFR 625 for transit asset management 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; and,
- **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.

Under Federal regulations, MPOs have the choice to either 1) develop their own performance targets or 2) agree to plan and program projects that contribute toward meeting the targets established by their respective department(s) of transportation. The LAPC has opted to plan and program projects that support WisDOT and MnDOT performance targets. The cooperative agreements for LAPC/MnDOT/MTU and LAPC/WisDOT/MTU are on the LAPC website at www.lapc.org.

LAPC Performance Monitoring Process

The LAPC annually publishes a Transportation Performance Report on its website at www.lapc.org that tracks over 30 local measures at either the planning area or metropolitan statistical area geographies as data availability allows. The federal measures are addressed separately as part of the TIP as required under 23 CFR 450.326(d). MPOs must describe the anticipated effect of the TIP toward achieving the performance-measures targets and link the area investment priorities to those targets.

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

Safety Targets

The targets for the HSIP measures are illustrated in Table 6. Each measure is based on a five-year rolling average (2013-2017 for 2019), with 2012-2016 as the baseline. These targets are updated on an annual basis.

TABLE 6: WISDOT & MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS FOR 2019

Safety Performance Measure	WisDOT Target	MnDOT Target
<i>Fatalities</i> : Number of fatalities	555.7	372.2
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.915	0.622
<i>Serious Injuries</i> : Number of serious injuries	2,967.6	1,711
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	4.785	2.854
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	342.0	267.5

Because the targets are values that cannot be applied directly to the planning area as we are a subset of each state, we can apply for discussion purposes the percent reduction targets WisDOT developed during the target-setting process. These targets include a 2% reduction in the number of fatalities and the fatality rate, and a 5% reduction in serious injuries, non-motorized fatalities and serious injuries, and the serious-injury rate.

When comparing the 5-yr average for 2013-2017 to the 5-year average for the baseline (2012-2016), the planning area experienced a 17.2% increase in fatalities, an 8.7% decrease in serious injuries, and an 8.3% decrease in non-motorized fatalities and serious injuries. If we compare the rolling 5-year averages back to 2010, the planning area is experiencing a trend of decreasing fatalities and serious injuries, with all three metrics improving by more than 5%. Because we don't have vehicle miles traveled (VMT) for the planning area, we cannot produce rates. We can, however, assume that the rates are also decreasing as fatalities and serious injuries trend downward with VMT in La Crosse County trending upward.

Condition and Performance Targets

Table 7 lists the performance measures and the WisDOT and MnDOT targets for the National Highway Performance Program. The Minnesota pavement targets for the non-Interstate NHS are significantly more ambitious than the Wisconsin targets.

If we apply the State targets to the facilities in the planning area, we meet all but four of the 4-year pavement targets. (Please note that the condition data are from 2016—the most recent GIS layers obtained from the DOTs—and do not reflect projects that have been completed in 2017 and 2018.)

The Minnesota targets are met for the percentage of Interstate pavements in “good” condition (94%) and the percentage of non-Interstate NHS pavements in “poor” condition (0%); but, they are not met for the percentage of Interstate pavements in “poor” condition (6%) or the percentage of non-Interstate NHS pavements in “good” condition (28%). The Wisconsin targets are met for the percentage of Interstate and non-Interstate NHS pavements in “poor” condition (0% and 3%, respectively); but, the targets are not met for the percentage of Interstate and non-Interstate NHS pavements in “good” condition (44% and 4%, respectively).

The bridge condition targets are met for both Minnesota and Wisconsin for their respective bridges in the planning area. Nearly 82% of the Minnesota bridges (10) and just over 56% of the Wisconsin bridges (40) in the planning area are rated “good.” None of the Minnesota bridges and less than 1% of the Wisconsin bridges (1) are rated “poor.” Travel time reliability in the planning area as calculated from the National Performance Management Research Data Set (NPMRDS) is 100% for the Interstate, 90.6% for the non-Interstate NHS, and 1.13 for the Interstate truck travel time reliability index, resulting in all State targets being met.

TABLE 7: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM TARGETS, 2018-2021

Performance Measure	2-yr target (2018-2019)		4-yr target (2018-2021)	
	WisDOT	MnDOT	WisDOT	MnDOT
<i>Pavement Condition</i>				
Interstate – Percentage pavements in “Good” condition	NA	NA	≥45%	≥55%
Interstate – Percentage pavements in “Poor” condition	NA	NA	≤5%	≤2%
Non-Interstate NHS – 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%	≥50%
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%	75.0%
Interstate – Truck travel time reliability index	1.40	1.50	1.60	1.50

Transit Asset Management (TAM) Targets

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-Holmen-West Salem Public Transit (OHWSPT) must either develop their own TAM plan or participate in a group TAM plan. La Crosse MTU and OHWSPT have both have opted to join the Wisconsin group TAM plan, which was first developed in 2017 for subrecipients of 5311 Formula Grants for Rural Areas and 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. The 2018 Plan now includes recipients of 5307 Urbanized Area Formula Grants who, like La Crosse MTU and OHWSPT, have opted in to the Wisconsin group plan. 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; and,
- **Facility:** Percent of facilities rated below “3” on the TERM condition scale.

Table 8 summarizes the performance for all bus, cutaway, and minivan vehicles (the types of vehicles used by MTU or OHWSPT) 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.

Because WisDOT does not yet have a total inventory for facilities or equipment, targets for those two measures are not reported.

TABLE 8: STATE OF GOOD REPAIR FOR ROLLING STOCK FOR LA CROSSE MUNICIPAL TRANSIT UTILITY (MTU) AND ONALASKA/HOLMEN/WEST SALEM PUBLIC TRANSIT (OHWSPT), 2018

Vehicle Type	ULB ¹ (years)	TAM ² Target	Wisconsin		MTU		OHWSPT	
			# vehicles	>ULB	# vehicles	>ULB	# vehicles	>ULB
Bus	12	58.00%	158	58.22%	20	55%	0	0%
Cutaway	7	54.00%	536	54.29%	1	0%	0	0%
Minivan	4	47.00%	488	47.95%	0	0%	13	8%

¹Useful life benchmark.

²Transit Asset Management.

TIP Projects and Performance

A total of 42 projects are programmed in this TIP. Eight of the projects are transit capital and/or operations projects; five are HSIP projects (one rail and three highway); three are TAP projects (two trail and one Safe Routes to School), which could be considered safety projects as they will provide safe options for bicycle and pedestrian travel; sixteen are National Highway Performance Program (NHPP) projects (two are also HSIP projects); seven are Surface Transportation Block Grant (STBG) projects; one is a Federal Land Access Program (FLAP) project; and four are projects that are being funded in whole by state or local funds (one is the transit Minibus driver volunteer program).

Table 9 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 infrastructure, system performance, or freight 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 and an infrastructure project on the NHS and is counted in each of those categories.) Less than half (19) of the TIP projects occur on non-NHS roads or involve transit operations that will not directly impact the federal measures.

As summarized in the table, nearly half (47.6%) of the projects are designed to improve infrastructure on the Interstate and non-Interstate NHS, including five projects to improve bridges; seven (16.6%) are intended to improve safety; and two (4.8%) can impact the state of good repair for transit. Five (11.9%) of the projects could improve travel time reliability measures.

TABLE 9: DISTRIBUTION OF TIP INVESTMENTS TOWARD ADDRESSING FEDERAL PERFORMANCE MEASURES

Performance Measure Category	# Projects	% of All TIP Projects
Safety (HSIP)	5	11.9
Safety (TAP)	3	7.1
Transit (SGR)	2	4.8
Infrastructure*	20	47.6
Bridge condition*	5	11.9
System Performance*	5	11.9
Freight (Interstate)	0	0

*For the Interstate and non-Interstate NHS.

Projects are illustrated in Figure 2 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 projects are located at the origin of the transit provider/administrator offices (MTU bus depot on Isle La Plume and City Hall in Onalaska). Transit 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.

Programmed Projects and Environmental Justice

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, and limited-English proficient (LEP) 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 at or below 150%¹ the U.S. Department of Health and Human Services (HHS) poverty guidelines. Areas of high low-income population are identified as tracts whose percent low-income is greater than the percent low-income of the planning area. The data source is C17002 Ratio of Income to Poverty Level for the most recent 5-year estimates available from the American Community Survey (ACS).
- *Minority* refers to a person who identifies with being American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or Other Pacific Islander. Areas of high minority population are identified as tracts whose percent minority is greater than the percent minority of the planning area. The data source is B03002 Hispanic or Latino Origin by Race for the most recent 5-year estimates available from the ACS.
- *Limited-English proficient* refers to people for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all. Areas of high limited-English-proficient population are identified as tracts whose percent limited-English proficient is greater than the percent limited-English proficient of the planning area. The data source is S1601 Language Spoken at Home for the most recent 5-year estimates available from the ACS.

The percentages of low-income persons (22.87% +/- 1.50%) and minority persons (9.49% +/- 0.82%) are statistically unchanged from what was reported in the 2018-2021 TIP. The percentage of LEP persons is not compared because the percentage in the 2018-2021 TIP was calculated as a percentage of the total population (2.8% +/- 0.5%), not the percentage of the population for whom English is not their primary language (44.01% +/- 8.25%) as in this TIP and consistent with the Title VI definition of LEP.

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

Figure 2 illustrates the projects programmed within the four-year window of the 2019-2022 TIP in relation to Census tracts defined as having a high percentage of low-income, minority, and/or LEP persons. A tract is defined as “high percentage” when the lower-bound percentage (estimate minus the

¹This threshold is consistent with the definition of “low-income” found in 49 U.S.C. 5302 as amended by MAP-21.

margin of error) is higher than the upper-bound percentage for the planning area (estimate plus the margin of error or 24.37% for low-income, 10.31% for minority, and 52.26% for LEP). The estimates and the margins of error for the planning area are 22.87% +/- 1.50% for low-income, 9.49% +/- 0.82% for minority, and 44.01% +/- 8.25% for LEP.

Several tracts are identified in Figure 2 as having a high percentage of minority (1) or low-income (6) persons. Population and group estimates are provided in Table 10. No tracts in the planning area exhibit a high percentage of more than one population group and no tracts are identified as having a high percentage of LEP persons.

Three projects have all or part of their construction occurring within tracts that have a high percentage of low-income persons: project 11024 La Crosse St, Oakland St to Losey Blvd (tract 5); project 11012 STH 33 Jackson St/State Rd, 3rd St to 23rd St (tracts 3, 4, 8, 9); and project 13015 USH 14 South Ave, Green Bay St to Ward Ave (tract 9). (See Figure 2 and Table 9.) Of the three projects, only project 13015 has the potential to negatively impact low-income persons as this project will require right-of-way acquisition. The environmental justice analysis to be completed during the NEPA process will identify the actual impacts.

Persons within tracts 2 (low-income) and 104.02 (minority) are not affected by any projects in this TIP.

TABLE 10: TRACTS WITH A HIGH PERCENTAGE OF MINORITY OR LOW-INCOME PERSONS

Group Tract ¹	Population Location	Population Estimate	Population MOE ²	Group Estimate	Group MOE	% Group Estimate	% Group MOE
<i>Minority³</i>							
104.02	Onalaska	9823	405	1780	647	18.10%	6.54%
<i>Low-Income⁴</i>							
2	La Crosse	4751	359	2441	627	51.38%	12.61%
3	La Crosse	2008	207	980	242	48.80%	10.96%
4	La Crosse	5442	399	4219	587	77.53%	9.18%
5	La Crosse	2066	165	1703	256	82.43%	10.49%
8	La Crosse	3275	350	1169	330	35.69%	9.32%
9	La Crosse	3301	348	1097	288	33.23%	7.99%

¹No tracts in the planning area had a percentage of LEP persons whose lower-bound percentage was higher than the upper-bound percentage of the planning area. An LEP or Limited-English Proficient person is defined as a person who speaks a language other than English at home and speaks English less than very well.

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).

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; U.S. Census, 2012-2016 American Community Survey 5-Year Estimates.

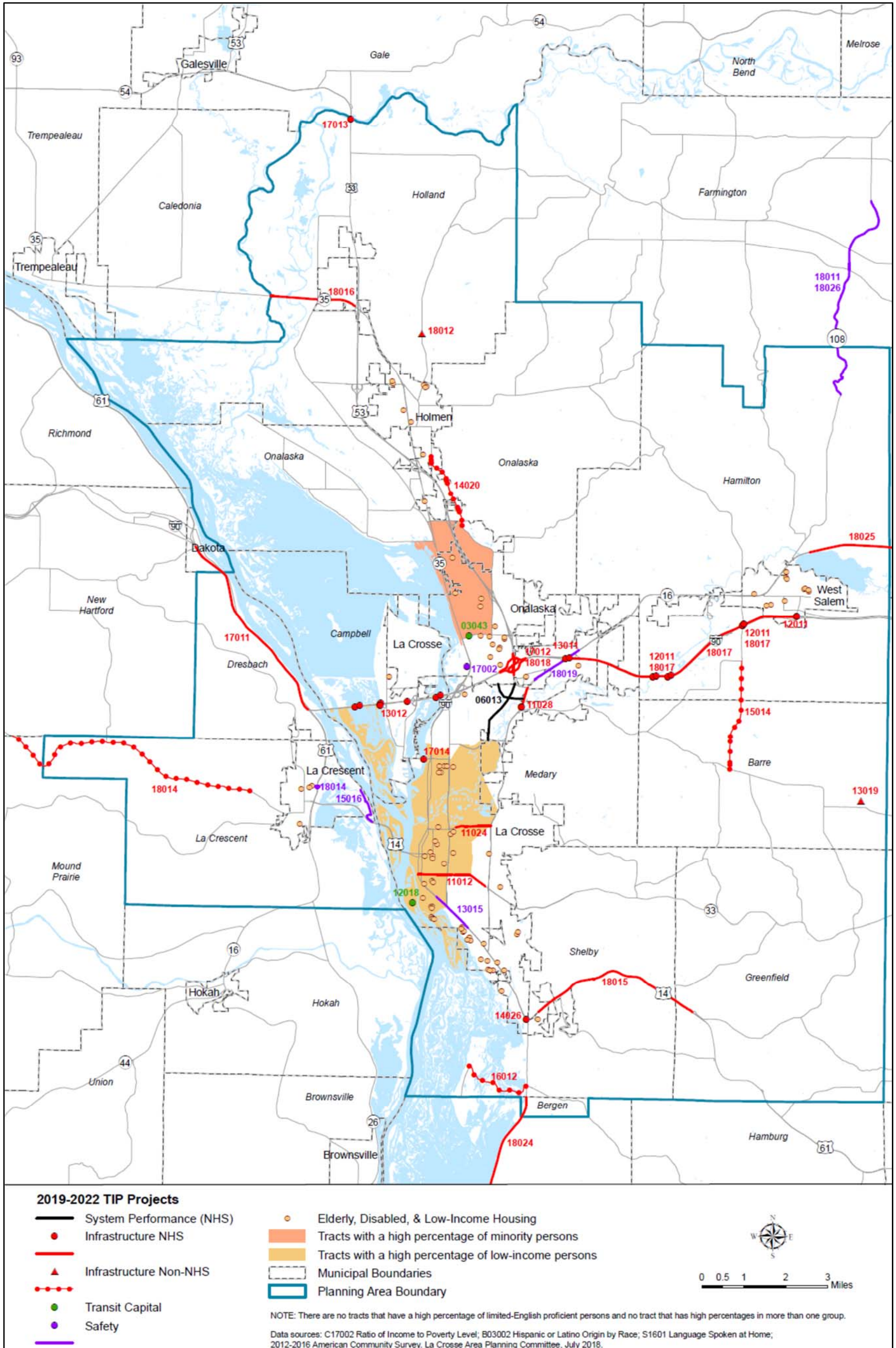


Figure 2: Proximity of 2019-2022 TIP Projects to Census Tracts with a High Percentage of Low-Income or Minority Persons.

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Illustrative Projects List

The illustrative list (Table 11) includes future projects that are being considered by area municipalities and agencies. Funding for these projects has not been identified and they are included to give planners, decision makers and the public an idea of future transportation improvements. This list remains unchanged from the 2018-2021 illustrative list.

TABLE 11: ILLUSTRATIVE PROJECTS LIST

Sponsoring Agency	Description	Type	Year	Estimated Cost
City of Onalaska	Theater Rd/CTH PH to STH 16: Reconstruction; concrete pavement (5 lanes)	Re Const	2019-2023	\$800,000
City of Onalaska	CTH OS from STH 16 to Marketplace-- Widen to 7 lanes	Sys Pres	2019-2023	\$100,000
City of Onalaska	STH 16 Multipurpose Trail from CTH PH to Landfill Rd.	Other	2019-2023	\$750,000
City of Onalaska	East Main St/Green Coulee Rd - Corridor Improvements	Sys Pres	2019-2023	\$3,500,000
City of La Crosse	STH 33 (State Rd.) 19th St. to Losey Blvd. Reconstruct	Re Const	2019-2023	\$15,000,000

List of Projects Removed from the TIP

The TIP Removed Project List (Table 12) lists projects that have been removed from the 2019-2022 TIP.

TABLE 12: LIST OF PROJECTS REMOVED FROM THE 2019-2022 TIP

Project Number	State ID Number	Sponsor-ing Agency	Project Description	Removal Reason
243-18-023	1071-02-65	State of Wisconsin	IH-90, La Crosse County, Stump Grinding, Construction Obligated for 2018, Construction 2018	Complete
243-13-017	1071-06-10, 23,45,46, 47,48,82 1071-07-41	State of Wisconsin	USH 53, Livingston St to West George St, Reconstruct NB and SB pavement (0.65 mi). Design obligation 2013, Construction anticipated in 2017	Complete
243-11-014	1070-00-01	State of Wisconsin	Airport Pond Wetland Mitigation Site (for Dresbach Bridge Project), French Island District, Construct cable wire grid system to deter waterfowl if deemed necessary.	Complete
243-17-016	5991-17-60	State of Wisconsin	STH 157, Large Drainage Structure - Flood Damage Site WI-16-117 - HMS 0032-66-02/04, Construction obligated 2017	Complete
243-14-012	5991-05-18, 19	City of LaCrosse	Market St., 14th St. South to 19th St. South. Design obligated in 2014, Construction obligated in 2017, Construction in 2018.	Complete
243-14-013	5991-05-27, 28	City of LaCrosse	6th St. North. Badger St. to State St. Pavement Replacement. Design obligated in 2014, Construction obligated in 2017, Construction in 2018	Complete
243-14-014	5991-02-53,54,55	City of Onalaska	Braund St., STH 16 to CTH PH. CTH PH, Braund St. to Theater Road. STBG-Urban project, Project Design and WisDOT oversight. Design obligated in 2014, construction in 2018.	Complete
243-14-015	5991-02-56/57	City of Onalaska	Riders Club Rd. STH 35 to Sand Lake Rd. (CTH S), Reconstruct, Project Design and WisDOT Oversight, Design obligated in 2014, Construction in 2018	Complete
243-18-022	7272-00-70	Town of Onalaska	Construction of new Dynamic Way Roadway, new intersection at CTH ZN, (TEA), construction in 2018	Complete
243-14-017	7272-00-00/01	Village of Holmen	Sunset Drive, Holmen Drive to Main St. Reconstruct. (CTH HD to CTH DH), Project Design and WisDOT Oversight, Design obligated in 2014, Construction in 2018	Complete
243-15-005	5200-03-31, 61	State of Wisconsin	USH 14, City of La Crosse, Cameron Ave & Cass St, Mississippi River B-32-202 & B-32-300, PM Painting & Steel Repairs, Design obligated in 2015, Construction obligated in 2017, Construction in 2018	Complete
243-18-021	5075-00-71	State of Wisconsin	CTH B, STH 16 – CTH O, Site WI-17-046, Obligated in 2018	Complete
243-18-021	5078-00-70	State of Wisconsin	CTH FO, CTH F – CTH OA, Site WI-17-045, Obligated in 2018	Complete
243-18-021	5436-00-72	State of Wisconsin	CTH M, Kloss Road – STH 33, Site WI-17-073, Obligated in 2018	Complete
243-18-021	7371-00-72	State of Wisconsin	CTH XX, CTH OT – CTH MH, Site WI-17-016, Obligated in 2018	Complete
243-07-018	5991-07-31,32 5991-02-46,48	C. Onalaska C. La Crosse	2009 - 2010 Infrastructure/Non-Infrastructure Grants Awards. Improves signage, curb ramps, trail addition, education and encouragement, ped improvements, etc. Designs Obligated in 2009. Construction in 2013 -2017	Complete
243-15-010	5991-07-33,34	City of La Crosse	VIP Trail Extension. Widen existing VIP Trail and extend it to South Avenue and create a path to Maple Street. Obligated in 2014. Design in 2015 and 2016. Construction in 2017.	Complete

Wisconsin LRIP Open Projects Summary Report

The Wisconsin Local Road Improvement Program (LRIP) Open Projects Summary Report includes LRIP projects within La Crosse County. LRIP is a Wisconsin state funded program that assists local governments in 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:

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/lrip.aspx>.

TIP Obligated Projects List

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

<http://www.lapc.org/Content/Plans/plans.htm>.

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Financial Plan

The TIP Financial Plan (Table 13 and Table 14) lists anticipated annual expenditures by source and program (see Table 3).

Table 13 lists TIP expenditures in “year of expense” dollars. Project costs are inflated by 1.7% per year for 2020, 2021, 2022. Table 14 lists anticipated funding in 2019 dollars. Although funding may be increased to meet year of expenditure costs, a comparison shows that there is a difference of about \$2,008,800 between the inflated costs and anticipated funding.

This difference will need to be addressed by an increase in federal, state and/or local funds, or by scaling back or deferring programmed projects. As a short-term planning process, the annual TIP update is used to balance projects with available funds to determine the most effective way to serve the area transportation needs.

TABLE 13: 2019-2022 TIP FINANCIAL PLAN EXPENDITURES (X \$1000 WITH 1.8% ANNUAL INFLATION FACTOR APPLIED TO 2020-2022)

		Expenditures (x \$1000 with 1.7% Annual Inflation Factor 2019 - 2021)				
FUNDING SOURCE / PROGRAM		2019	2020	2021	2022	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	550.0	1,769.2		6,319.2	8,638.4
	Surface Transportation Block Grant Program (STBG)	655.5	1,035.9	3,952.9	1,426.3	7,070.7
	National Highway Performance Program (NHPP)	10,089.4	4,227.2	9,153.1		23,469.7
	Federal Land Access Program (FLAP)	2,626.6				2,626.6
	Transportation Alternatives Program (TAP)	351.1	138.3	1,036.3		1,525.8
Federal Transit Administration	Urban Area Formula Grant (5307)	2,451.9	2,497.8	2,567.6	2,639.4	10,156.8
	Bus and Bus Facilities Program (5339)	2,000.0				2,000.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	153.0				153.0
	Rural Area Formula Grants (5311)	204.0				204.0
Total Federal		19,081.5	9,668.5	16,710.0	10,385.0	55,845.0
Wisconsin	State Funds including Major Projects and State Transit Funds	5,382.1	3,586.0	4,451.9	3,482.7	16,902.7
Minnesota	State Funds Including State Construction Oversight	380.0				380.0
Total State		5,762.1	3,586.0	4,451.9	3,482.7	17,282.7
Local	Local Shares (Wisconsin)	6,755.6	8,580.2	468.6	727.4	16,531.8
	Local Shares (Minnesota)	320.0	325.8	2,301.7	337.6	3,285.0
Total Local		7,075.6	8,905.9	2,770.2	1,065.0	19,816.8
Total Programmed Projects		31,919.3	22,160.4	23,932.1	14,932.7	\$92,944.5

TABLE 14: 2019-2022 TIP FINANCIAL PLAN ESTIMATED AVAILABLE FUNDING (X \$1000 IN 2019 DOLLARS)

		Estimated Available Funding (x \$1000 in 2018 Dollars)				
FUNDING SOURCE / PROGRAM		2018	2020	2021	2022	Total
Federal Highway Administration	Highway Safety Improvement Program (HSIP)	550.0	1,737.9		5,989.9	8,277.8
	Surface Transportation Block Grant Program (STBG)	655.5	1,017.6	3,814.4	1,352.0	6,839.5
	National Highway Performance Program (NHPP)	10,089.4	4,152.5	8,832.3		23,074.2
	Federal Land Access Program (FLAP)	2,626.6				2,626.6
	Transportation Alternatives Program (TAP)	351.1	135.9	1,000.0		1,487.0
Federal Transit Administration	Urban Area Formula Grant (5307)	2,451.9	2,453.7	2,477.7	2,501.9	9,885.1
	Bus and Bus Facilities Program (5339)	2,000.0				2,000.0
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	153.0				153.0
	Rural Area Formula Grants (5311)	204.0				204.0
Total Federal		19,081.5	9,497.6	16,124.4	9,843.8	54,547.2
Wisconsin	State Funds including Major Projects and State Transit Funds	5,382.1	3,522.6	4,295.8	3,301.2	16,501.7
Minnesota	State Funds Including State Construction Oversight	380.0				380.0
Total State		5,762.1	3,522.6	4,295.8	3,301.2	16,881.7
Local	Local Shares (Wisconsin)	6,755.6	8,428.5	452.1	689.5	16,325.7
	Local Shares (Minnesota)	320.0	320.0	2,221.0	320.0	3,181.0
Total Local		7,075.6	8,748.5	2,673.1	1,009.5	19,506.7
Total Programmed Projects		\$31,919.3	\$21,768.6	\$23,093.3	\$14,154.5	\$90,935.7

Appendix A: Public Process

Public Comment

No public comments were received at the LAPC office or at the November 21, 2018 LAPC meeting.

Public Notice and Resolution

Public Notice

La Crosse Area Planning Committee (LAPC)

Transportation Improvement Program

The LAPC is preparing the *2019 – 2022 Transportation Improvement Program (TIP)*, listing all area projects eligible for federal funding.

This public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program of projects requirements of the Section 5307 Urbanized Area Formula Program for the La Crosse Municipal Transit Utility and Onalaska/Holmen/West Salem Public Transit.

The TIP will be considered at LAPC meetings in September and November, 2018, with an opportunity for public comment.

Contact

Please contact Tom Faella at the LAPC office, 212 6th St N, Room 1200, La Crosse, WI 54601, (608) 785-5977, TFaella@lacrossecounty.org, or www.LAPC.org.

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RESOLUTION 12 - 2018

APPROVING THE

2019 -2022 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 *Coulee Vision* Metropolitan Transportation Plan on September 16, 2015; 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

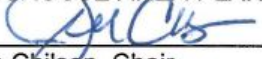
- 1) the LAPC, MnDOT and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT, MnDOT or the transit operator to proceed with federal fund commitment; and
- 2) if WisDOT, MnDOT 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 or third 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 STBG 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 *2019-2022 La Crosse and La Crescent Metropolitan Area 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



Joe Chilsen, Chair



Tom Faella, Executive Director

Dated: November 21, 2018

Appendix B: Minnesota MPO TIP Check List

MPO: La Crosse Area Planning Committee

TIP Period Covered: From: 1/2019 To: 12/2022

MPO Contact: Tom Faella, Executive Director Phone: (608) 785-5977

Table 15 identifies information that should be covered by the MPO's TIP, as required by CFR 450.

TABLE 15: CFR 450 REQUIRED ELEMENTS FOR TIP

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP? Page(s)	Comments
CFR 450.316 (a)	Public Involvement	TIP uses visualization, is available on the web, process was consistent with public involvement plan, final action includes documentation of significant comments and disposition.	Appendix A	Yes
CFR 450.316 (b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies.	Page 3	Yes
CFR 459.320 (b)	Congestion Management	TMA's TIP reflects multimodal measures/strategies from congestion management process	N/A	Yes

TABLE 15: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP? Page(s)	Comments
CFR 450.324 (a)	Cooperation with State and public transit operators	TIP was developed in cooperation with the State (DOT) and (any) public transit operators.	Page 3	Yes
	≥ 4 years	TIP covers at least 4 years.	Table 4	Yes
		TIP cycle matches STIP.	Table 1	Yes
	MPO approval of TIP	Date TIP approved by the MPO's Policy Board. Signed copy of the resolution is included.	Appendix A	11/15/2017 Yes
CFR 450.324 (a) Continued		Approval recommended by the District.		Date:
	Governor's Approval	Approval by Mn/DOT.		Date:
	MPO Conformity Determination	If a nonattainment /maintenance area, a conformity determination was made.		NA
CFR 450.324 (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.	Appendix A	Yes
CFR 450.324 (c)	Specific types of projects to be 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.	Table 4	Yes

TABLE 15: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

Regulatory Citation	Key Content	Guidance	Where in TIP? Page(s)	Comments
CFR 450.324 (d)	Lists all regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Table 4	Yes
CFR 450.324 (e)	Information required about each project	Sufficient scope description (type, termini, length, etc.).	Table 4	Yes
		Estimated total cost (including costs that extend beyond the 4 years of the TIP).	Tables 10, 11	Yes
		Federal funds proposed, by year.	Table 4	Yes
		Proposed category(ies) and source(s) of federal and non-federal funds.	Table 4	Yes
		Recipient/responsible agency(s) identified.	Table 4	Yes
		If a nonattainment/maintenance area, TCMs from SIP are identified.		NA
	Information required about each project.	If a nonattainment/maintenance area, project information provides sufficient detail for air quality analysis.		NA
		Identification of projects that will implement ADA paratransit or key station plans.	Table 4	Yes
CFR450.324 (h)	Financial Plan	Demonstrates TIP can be implemented, expected public and private resources, and recommends financing strategies for needed projects and programs.	Tables 10, 11	Yes

TABLE 15: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

Regulatory Citation	Key Content	Guidance	Where in TIP? Page(s)	Comments
CFR450.324 (h) Continued		Total costs are consistent with DOT estimate of available federal and state funds.	Tables 10, 11	Yes
		Construction or operating funds are reasonably expected to be available for all listed projects.	Tables 10, 11	Yes
		For new funding sources, strategies have been identified to ensure fund availability.		N/A
		Includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Table 4	Yes
		Contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Tables 10, 11	Yes
		Revenue and cost estimates are inflated to reflect year of expenditure.	Table 10	Yes
CFR 450.324 (i)	Financial Constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Tables 10, 11	Yes
		If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.		NA
		TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Tables 10, 11	Yes

TABLE 15: CFR 450 REQUIRED ELEMENTS FOR TIP (continued)

Regulatory Citation	Key Content	Guidance	Where in TIP? Page(s)	Comments
CFR 450.324 (i) continued	Financial Constraint	If a nonattainment/maintenance area, priority was given to TCMs identified in the SIP.		NA
CFR 450.324 (k)	5309 Projects	Total federal share in first year of TIP is less than funding committed to the MPA. Funding in future years is less than what is reasonably expected to be available.		NA
CFR450.324 (l)	Monitoring Progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Page 6	Yes
		TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Table 9	Yes
		If a nonattainment/maintenance area, progress implementing TCS is described.		NA
CFR 450.326	TIP/STIP Relationship	Approved TIP included within STIP without change.		TIP matches STIP
CFR 450.332	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	On website	Yes
CFR450.334	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of CFR450.334 and federal lobbying restrictions of 49 CFR 20.110	Appendix A	Yes

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Appendix C: Contact Information

LAPC Contact Information

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LAPC Website

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