

LAPC TRANSPORTATION PERFORMANCE REPORT

Annual Progress Summary | September 2018

▲ GOOD OR IMPROVING

◀▶ NO CHANGE

▼ POOR OR WORSENING

THE SCORE RELATES TO HOW THE MOST RECENT YEAR OR 5-YR PERIOD COMPARES TO THE PREVIOUS YEAR OR 5-YR PERIOD AND THE 5-YEAR AVERAGE, IF APPLICABLE.

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
FREIGHT MOVEMENT & ECONOMIC VITALITY:					
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; and Enhance travel and tourism.					
<p>Unemployment Rate: Percentage of total workforce in the La Crosse-Onalaska WI-MN metropolitan statistical area (MSA) that is unemployed and looking for work.</p> <p>Source: Local Area Unemployment Statistics (LAUS), Wisconsin Department of Workforce Development.</p>	< national average (4.9)	<p>3.8 (2016)</p> <p>4.6 (5-yr ave)</p>	<p>2015-2016 ▲</p> <p>5-yr ave ▲</p>		The annual average rate for the MSA (3.8) continues to be less than the national (4.9) and Wisconsin (4.1) rates, and is lower than the Minnesota rate (3.9) for the first time since 2012. The 5-yr average (4.6) is down 8.0% from the 5-yr average for 2011-2015 (5.0).
<p>Annual Mean Wage: The percent change in annual mean wage for all occupations in the La Crosse-Onalaska WI-MN MSA.</p> <p>Source: Occupational Employment Statistics, Bureau of Labor Statistics.</p>	≥ percent change for Wisconsin	<p>-0.45% (2011-2015)</p> <p>3.80% (2012-2016)</p>	<p>2011-2015 ▲</p> <p>2012-2016 ▲</p>		The MSA, whose annual mean wage (\$42,090) remains lower than Wisconsin (\$45,240), Minnesota (\$51,330) and the Nation (\$49,630), experienced positive wage growth for 2012-2016 (3.80%) with the help of lower inflation. All but the MSA experienced wage growth for 2012-2016 greater than the rate of inflation.
<p>Originating Freight Tons: Total tons of freight commodities originating in La Crosse County.</p> <p>Sources: Commodity Flow Surveys (CFS); Wisconsin Department of Transportation (WisDOT); Brennan Marine. [Note: The CFS is being conducted in 2017. Tabulations are not yet complete.]</p>	Tracking measure	3,499,188 (CY 2011)	N/A		Total tons of freight originating from La Crosse County declined by 36% from 5,502,433 tons in 2002 to 3,499,188 tons in 2011.
<p>Freight Mode Share: Mode split of all commodity tons in and out of La Crosse County.</p> <p>Sources: CFS; WisDOT. [Note: The CFS is being conducted in 2017; tabulations are not yet complete.]</p>	Tracking measure	85% truck (CY 2011)	N/A		The truck freight mode increased its mode share of all freight moved in and out of La Crosse County by 16 percentage points to 85%. Although the total tonnage for the air mode increased by 142% between 2002 and 2011 from 1,883 tons to 4,554 tons, the mode share is negligible.



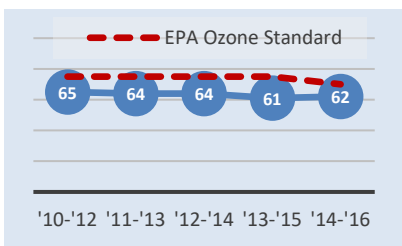


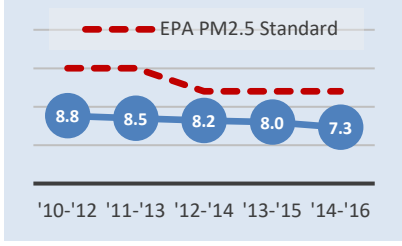


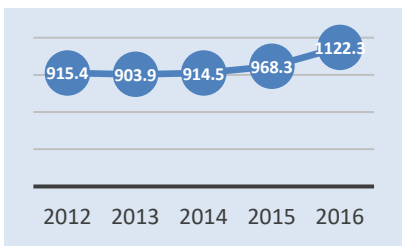
LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
SAFETY: Increase the safety and security of the transportation system for motorized and non-motorized users.																	
<p>Motor Vehicle Crashes: Total number of crashes in the LAPC metropolitan planning area (MPA) involving a motor vehicle (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; Minnesota Department of Transportation (MnDOT).</p>		<p>2,986 (CY 2016)</p> <p>2,759.4 (5-yr ave)</p>	<p>2015-2016 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <caption>Motor Vehicle Crashes (2012-2016)</caption> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Crashes</th><td>2,533</td><td>2,687</td><td>2,646</td><td>2,945</td><td>2,986</td></tr> </table>	Year	2012	2013	2014	2015	2016	Crashes	2,533	2,687	2,646	2,945	2,986	<p>Total crashes in the MPA continue to trend upward. 2016 increased 1.9% from 2015 and 19.0% from 2010. While the 5-yr average for 2012-2016 (2,759) was up 2.8% from the 5-yr for 2011-2015 (2,683), the increase was less than the change from 2010-2014 to 2011-2015 (3.4%).</p>
Year	2012	2013	2014	2015	2016												
Crashes	2,533	2,687	2,646	2,945	2,986												
<p>Fatal Crashes: Total fatal crashes involving a motor vehicle in the LAPC MPA (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT.</p>	2% reduction	<p>6 (CY 2016)</p> <p>5.2 (5-yr ave)</p>	<p>2015-2016 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Fatal Crashes (2012-2016)</caption> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Crashes</th><td>7</td><td>4</td><td>5</td><td>4</td><td>6</td></tr> </table>	Year	2012	2013	2014	2015	2016	Crashes	7	4	5	4	6	<p>Although total fatal crashes increased by 50% from 4 in 2015 to 6 in 2016, fatal crashes in the planning area continue to trend downward. The 5-yr average for 2012-2016 is down 18.8% from the 5-yr for 2011-2015 and down 21.2% from the 5-yr for 2010-2014.</p>
Year	2012	2013	2014	2015	2016												
Crashes	7	4	5	4	6												
<p>Fatal Crash Rate: Number of fatal crashes per million vehicle miles traveled (MVMT) in La Crosse County.</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison. [Note: The MSA is not used as the area of interest because Houston County VMT is not available for 2015.]</p>	2% reduction	<p>0.005 (CY 2016)</p> <p>0.006 (5-yr ave)</p>	<p>2015-2016 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Fatal Crash Rate (2012-2016)</caption> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Rate</th><td>0.009</td><td>0.006</td><td>0.007</td><td>0.004</td><td>0.005</td></tr> </table>	Year	2012	2013	2014	2015	2016	Rate	0.009	0.006	0.007	0.004	0.005	<p>Despite the increase in 2016 from 2015 (25.0%), the fatal crash rate for La Crosse County is trending downward. The rate in 2015 is 16.7% less than the 5-yr average and the 5-yr average for 2012-2016 (0.006) is down 25.0% from the 5-year average for 2011-2015 (0.008). Target met.</p>
Year	2012	2013	2014	2015	2016												
Rate	0.009	0.006	0.007	0.004	0.005												
<p>Serious-Injury (SI) Crashes: Total serious-injury (type "A") crashes involving a motor vehicle in the LAPC MPA (excludes parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT.</p>	5% reduction	<p>52 (CY 2016)</p> <p>60.0 (5-yr ave)</p>	<p>2015-2016 ▲</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Serious-Injury Crashes (2012-2016)</caption> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Crashes</th><td>77</td><td>66</td><td>47</td><td>58</td><td>52</td></tr> </table>	Year	2012	2013	2014	2015	2016	Crashes	77	66	47	58	52	<p>Like fatal crashes, serious-injury (SI) crashes in the MPA are trending downward. SI crashes in 2016 dropped 10.3% from 2015, 15.6% from the 2011-2015 5-yr average (61.6), and 15.3% from the 2011-2014 5-yr (61.4).</p>
Year	2012	2013	2014	2015	2016												
Crashes	77	66	47	58	52												
<p>Serious-Injury Crash Rate: Number of serious-injury crashes per MVMT in La Crosse County.</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison. [Note: The MSA is not used as the area of interest because Houston County VMT is not available for 2015.]</p>	5% reduction	<p>0.052 (CY 2016)</p> <p>0.068 (5-yr ave)</p>	<p>2015-2016 ▲</p> <p>5-yr ave ▲</p>	<table border="1"> <caption>Serious-Injury Crash Rate (2012-2016)</caption> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Rate</th><td>0.093</td><td>0.080</td><td>0.052</td><td>0.065</td><td>0.052</td></tr> </table>	Year	2012	2013	2014	2015	2016	Rate	0.093	0.080	0.052	0.065	0.052	<p>The serious-injury crash rate in 2016 for La Crosse County dropped 20.0% from 2015 and decreased 11.0% from 2011 and is 23.5% less than the 5-yr average. The 5-year average for 2012-2016 (0.068) is down 6.8% from the 5-yr average for 2011-2015 (0.073). Target met.</p>
Year	2012	2013	2014	2015	2016												
Rate	0.093	0.080	0.052	0.065	0.052												

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
SAFETY (continued)					
<p>Bicycle and Pedestrian Crashes: Total bicycle and pedestrian crashes in the LAPC MPA (excludes internal parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>		<p>67 (CY 2016)</p> <p>74.8 (5-yr ave)</p>	<p>2015-2016</p> <p>▲</p> <p>5-yr ave</p> <p>▲</p>		<p>Unlike total vehicle crashes, total bicycle and pedestrian crashes is trending downward. 2016 experienced another year of decline—down 10.7% from 2015 and 30.2% from an abnormally high 2012. The 5-yr average for 2012-2016 is down 0.8 percentage points from 2010-2014.</p>
<p>Bicycle and Pedestrian Fatal Crashes: Total bicycle and pedestrian fatal crashes in the LAPC MPA (excludes internal parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>	No fatalities	<p>0 (CY 2016)</p> <p>1.2 (5-yr ave)</p>	<p>2015-2016</p> <p>▲</p> <p>5-yr ave</p> <p>▲</p>		<p>The MPA again experienced a year of zero fatal bicycle or pedestrian crashes, with data for 2010-2016 showing a decreasing trend in these crashes. The 5-yr average for 2012-2016 is down 0.6 percentage points from the 5-yr average for 2010-2014.</p>
<p>Bicycle and Pedestrian Serious-Injury (SI) Crashes: Total bicycle and pedestrian serious-injury crashes in the LAPC MPA (excludes internal parking lot crashes).</p> <p>Sources: WisTransPortal System, TOPS Lab, UW-Madison; MnDOT; WisDOT.</p>	5% reduction	<p>12 (CY 2016)</p> <p>10.6 (5-yr ave)</p>	<p>2014-2015</p> <p>▼</p> <p>5-yr ave</p> <p>▼</p>		<p>Unlike total vehicle SI crashes, bicycle and pedestrian SI crashes are trending upward. 2016 experienced double the number of serious injuries than 2015 and is 50% higher than in 2010. The 5-yr average for 2012-2016 is 0.8 percentage points higher than for 2010-2014.</p>
<p>Highway-Rail Accidents: Total number of highway-rail collisions in the LAPC MPA.</p> <p>Source: Federal Railroad Administration (FRA).</p>		<p>2 (CY 2016)</p> <p>1.2 (5-yr ave)</p>	<p>2015-2016</p> <p>▼</p> <p>5-yr ave</p> <p>▼</p>		<p>Highway-rail safety continues to degrade as the number of collisions doubles from 1 to 2 in 2016. The 5-year average for 2012-2016 (1.2) increased 50.0% over the 5-year average for 2011-2015 (0.8).</p>
<p>Transit Accident Rate: The number of La Crosse Municipal Transit Utility (MTU) fixed-route-related incidences per 100,000 vehicle revenue miles (VRM) driven in the MTU service area.</p> <p>Source: National Transit Database (NTD).</p>		<p>0.00 (CY 2016)</p> <p>0.08 (5-yr ave)</p>	<p>2015-2016</p> <p>◀▶</p> <p>5-yr ave</p> <p>▲</p>		<p>For the second year in a row, MTU experienced no accidents, resulting in a 20.0% drop in the 5-yr average from 0.10 (2011-2015) to 0.08.</p>

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
SYSTEM MGMT, OPERATIONS, & RELIABILITY: Promote efficient system mgmt & operation; Improve the resiliency & reliability of the transportation system.																	
<p>Bus Reliability: Average miles traveled in revenue service by MTU fixed-route buses per revenue service interruption.</p> <p>Source: NTD.</p>	Tracking measure	<p>3,829 (CY 2016)</p> <p>4,942 (5-yr ave)</p>	<p>2015-2016</p> <p>▼</p> <p>5-yr ave</p> <p>▼</p>	<table border="1"> <caption>Bus Reliability Multi-Year Trend</caption> <thead> <tr> <th>Year</th> <th>Miles Traveled</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>7,397</td> </tr> <tr> <td>2013</td> <td>5,832</td> </tr> <tr> <td>2014</td> <td>3,469</td> </tr> <tr> <td>2015</td> <td>4,183</td> </tr> <tr> <td>2016</td> <td>3,829</td> </tr> </tbody> </table>	Year	Miles Traveled	2012	7,397	2013	5,832	2014	3,469	2015	4,183	2016	3,829	<p>The average miles traveled in 2016 before breakdown decreased by 8.5% from 2015, resulting in a decline in reliability. The 5-yr average for 2012-2016 (4,942) is down 14.3% from the previous 5-yr average, which was also down 14.3%, illustrating a consistent downward trend in reliability.</p>
Year	Miles Traveled																
2012	7,397																
2013	5,832																
2014	3,469																
2015	4,183																
2016	3,829																
<p>MTU Trips per Vehicle Revenue Hours: The number of trips taken on MTU per vehicle revenue hour.</p> <p>Source: NTD.</p>	Tracking measure	<p>18.10 (CY 2016)</p> <p>20.54 (5-yr ave)</p>	<p>2015-2016</p> <p>▼</p> <p>5-yr ave</p> <p>▼</p>	<table border="1"> <caption>MTU Trips per Vehicle Revenue Hours Multi-Year Trend</caption> <thead> <tr> <th>Year</th> <th>Trips/VRH</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>21.29</td> </tr> <tr> <td>2013</td> <td>21.69</td> </tr> <tr> <td>2014</td> <td>22.00</td> </tr> <tr> <td>2015</td> <td>19.63</td> </tr> <tr> <td>2016</td> <td>18.10</td> </tr> </tbody> </table>	Year	Trips/VRH	2012	21.29	2013	21.69	2014	22.00	2015	19.63	2016	18.10	<p>While vehicle revenue hours has been steadily improving, transit ridership has been declining, resulting in a downward trend in trips/VRH. 2016 experienced a 7.8% drop from 2015 and is 11.9% less than the 5-yr average. The 5-yr average for 2012-2016 is down 4.2% from 2011-2015.</p>
Year	Trips/VRH																
2012	21.29																
2013	21.69																
2014	22.00																
2015	19.63																
2016	18.10																
<p>Amtrak Reliability: On-time performance of the Empire Builder.</p> <p>Source: FRA; based on 4th quarter reports ending the fiscal year on September 30; measured as percent of station stops where the train arrival is within 15 minutes of the scheduled time.</p>	≥80%	<p>61.2% (FY 2016)</p> <p>32.9% (5-yr ave)</p>	<p>2015-2016</p> <p>▲</p> <p>5-yr ave</p> <p>▲</p>	<table border="1"> <caption>Amtrak Reliability Multi-Year Trend</caption> <thead> <tr> <th>Year</th> <th>On-time Performance (%)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>24.5%</td> </tr> <tr> <td>2013</td> <td>24.1%</td> </tr> <tr> <td>2014</td> <td>22.6%</td> </tr> <tr> <td>2015</td> <td>32.0%</td> </tr> <tr> <td>2016</td> <td>61.2%</td> </tr> </tbody> </table>	Year	On-time Performance (%)	2012	24.5%	2013	24.1%	2014	22.6%	2015	32.0%	2016	61.2%	<p>Service reliability in 2016 improved dramatically by 29.2 percentage points to 61.2% from 32.0% in 2015. Although reliability remains below the industry standard (80.0%), the 5-yr average (32.9% for 2012-2016) finally topped the previous 5-yr average (25.5% for 2011-2015).</p>
Year	On-time Performance (%)																
2012	24.5%																
2013	24.1%																
2014	22.6%																
2015	32.0%																
2016	61.2%																
<p>Average Tow Delay: The average delay in hours for all delayed tows locking through Lock 7 at Dresbach, MN.</p> <p>Source: LPMS Summary by Division/District, Navigation Data Center, U.S. Army Corps of Engineers (USACE).</p>	Tracking measure	<p>0.85 (CY 2016)</p> <p>2.94 (5-yr ave)</p>	<p>2015-2016</p> <p>▲</p> <p>5-yr ave</p> <p>▲</p>	<table border="1"> <caption>Average Tow Delay Multi-Year Trend</caption> <thead> <tr> <th>Year</th> <th>Average Delay (Hours)</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>7.56</td> </tr> <tr> <td>2013</td> <td>4.61</td> </tr> <tr> <td>2014</td> <td>0.76</td> </tr> <tr> <td>2015</td> <td>0.90</td> </tr> <tr> <td>2016</td> <td>0.85</td> </tr> </tbody> </table>	Year	Average Delay (Hours)	2012	7.56	2013	4.61	2014	0.76	2015	0.90	2016	0.85	<p>The average tow delay for delayed tows in 2016 fell 5.6% from 2015 and is 71.1% less than the 5-yr average of 2.94. The 5-yr average for 2012-2016 ticked down a slight 1.0% from the 5-yr average for 2011-2015. Obviously 2012 and 2013 were extreme years that skew the averages.</p>
Year	Average Delay (Hours)																
2012	7.56																
2013	4.61																
2014	0.76																
2015	0.90																
2016	0.85																
<p>Tows Delayed: The percent of all tows locking through Lock 7 at Dresbach, MN that experienced delay.</p> <p>Source: LPMS Summary by Division/District, Navigation Data Center, U.S. Army Corps of Engineers (USACE).</p>	Tracking measure	<p>66% (CY 2016)</p> <p>60.0% (5-yr ave)</p>	<p>2015-2016</p> <p>▼</p> <p>5-yr ave</p> <p>▼</p>	<table border="1"> <caption>Tows Delayed Multi-Year Trend</caption> <thead> <tr> <th>Year</th> <th>Percent of Tows Delayed</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>61%</td> </tr> <tr> <td>2013</td> <td>60%</td> </tr> <tr> <td>2014</td> <td>55%</td> </tr> <tr> <td>2015</td> <td>60%</td> </tr> <tr> <td>2016</td> <td>66%</td> </tr> </tbody> </table>	Year	Percent of Tows Delayed	2012	61%	2013	60%	2014	55%	2015	60%	2016	66%	<p>Although the average delay for delayed tows has decreased, the percent of all tows that are delayed rose 6 percentage points from 2015-2016. The 5-yr average for 2012-2016 increased 29.9% from the 5-yr average for 2011-2015.</p>
Year	Percent of Tows Delayed																
2012	61%																
2013	60%																
2014	55%																
2015	60%																
2016	66%																

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
ACCESSIBILITY AND MOBILITY: Increase the accessibility and mobility of people and freight.																	
<p>Transit Accessibility: Percent of population in the LAPC MPA with access to general public transit. Source: U.S. Census Bureau; LAPC GIS.</p>	>80% of population	<p>74.6% (CY 2016)</p> <p>76.4% (5-yr ave)</p>	<p>2015-2016</p> <p>◀ ▶</p> <p>5-yr ave</p> <p>▼</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>77.5%</td><td>77.6%</td><td>77.9%</td><td>74.6%</td><td>74.6%</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	77.5%	77.6%	77.9%	74.6%	74.6%	We haven't quite met our target of 80% of the MPA population being served by fixed route or shared ride transit.
Year	2012	2013	2014	2015	2016												
Value	77.5%	77.6%	77.9%	74.6%	74.6%												
<p>Transit Ridership: Annual trips (chart in 1,000s) in the LAPC MPA made on general public transit. Source: NTD.</p>	1,500,000 by 2025	<p>1,173,758 (CY 2015)</p> <p>1,211,294 (5-yr ave)</p>	<p>2015-2016</p> <p>▼</p> <p>5-yr ave</p> <p>▼</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>1,230</td><td>1,257</td><td>1,272</td><td>1,174</td><td>1,123</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	1,230	1,257	1,272	1,174	1,123	Transit ridership in the planning area is mirroring declining trends across the country which some studies attribute to low gas prices and a rise in vehicle ownership. Ridership in 2016 in the MPA dropped 4.3% from 2015 and 7.3% from the 5-yr average.
Year	2012	2013	2014	2015	2016												
Value	1,230	1,257	1,272	1,174	1,123												
<p>Vehicle Revenue Hours (VRH) of Service: Annual fixed-route vehicle revenue hours (VRH) of service that MTU provides to the general public. Source: NTD.</p>		<p>58,547 (CY 2015)</p> <p>55,456 (5-yr ave)</p>	<p>2015-2016</p> <p>▲</p> <p>5-yr ave</p> <p>▲</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>54,154</td><td>54,206</td><td>54,215</td><td>56,160</td><td>58,547</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	54,154	54,206	54,215	56,160	58,547	VRH increased again in 2016--4.3% from 2015 and 5.6% from the 5-yr average. Although VRH are trending upward in all comparisons thus improving accessibility, the declining trend in ridership is resulting in a loss of service effectiveness.
Year	2012	2013	2014	2015	2016												
Value	54,154	54,206	54,215	56,160	58,547												
<p>Bicycle Facilities: Total designated bike lane miles in the LAPC MPA. Source: LAPC GIS.</p>	Annual increase	<p>36.5 (CY 2016)</p> <p>30.7 (5-yr ave)</p>	<p>2015-2016</p> <p>▲</p> <p>5-yr ave</p> <p>▲</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>25.5</td><td>26.9</td><td>31.2</td><td>33.4</td><td>36.5</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	25.5	26.9	31.2	33.4	36.5	The number of bike lane miles continues to increase annually, with 2016 gaining another 3.1 lane miles in La Crosse (2.3 miles) and Onalaska 0.8 miles). The area has more than doubled its mileage since 2010 (from 17.4 miles to 36.5 miles).
Year	2012	2013	2014	2015	2016												
Value	25.5	26.9	31.2	33.4	36.5												
<p>Sidewalks: Percent of centerline miles of roads in the adjusted urbanized area with a sidewalk or a trail on one or both sides. Source: LAPC GIS; updated when new aerial photography is obtained.</p>		<p>42.9% (spring 2015)</p>	<p>2011-2015</p> <p>▲</p> <p>5-yr ave</p> <p>N/A</p>	<table border="1"> <tr><th>Year</th><td>2011</td><td>2015</td></tr> <tr><th>Value</th><td>41.5%</td><td>42.9%</td></tr> </table>	Year	2011	2015	Value	41.5%	42.9%	Based on a GIS analysis of aerial photography, the centerline miles of streets that allow pedestrian use in the La Crosse, WI – La Crescent, MN adjusted urbanized area increased by 9.4 miles or 1.4 percentage points from 2011.						
Year	2011	2015															
Value	41.5%	42.9%															

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS												
INTEGRATION AND CONNECTIVITY: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.																	
<p>Transit Transfers: The number of passengers transferring between Onalaska/Holmen/ West Salem Public Transit (OHWSPT) and MTU.</p> <p>Source: City of Onalaska Transit Statistics Summaries; MTU.</p>	Tracking measure	<p>9,882 (CY 2016)</p> <p>10,417 (5-yr ave)</p>	<p>2015-2016 ▼</p> <p>5-yr ave ▲</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>9,107</td><td>11,179</td><td>10,891</td><td>11,026</td><td>9,882</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	9,107	11,179	10,891	11,026	9,882	<p>Although transfers between OHWSPT and MTU dropped in 2016 by 10.4% from 2015, the 5-yr trend is still slightly upward, with 2016 up 8.5% from 2012. The 5-yr average for 2012-2016 is up a slight 0.3% from the 5-yr average for 2011-2015 (10,391).</p>
Year	2012	2013	2014	2015	2016												
Value	9,107	11,179	10,891	11,026	9,882												
<p>Amtrak Ridership: Annual passengers boarding/alighting at the La Crosse Station.</p> <p>Source: Amtrak Fact Sheets</p>	Tracking measure	<p>26,619 (FY 2016)</p> <p>26,385 (5-yr ave)</p>	<p>2015-2016 ▲</p> <p>5-yr ave ▼</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>28,872</td><td>28,128</td><td>24,036</td><td>24,269</td><td>26,619</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	28,872	28,128	24,036	24,269	26,619	<p>Amtrak passengers boarding and alighting in La Crosse in 2016 increased a significant 9.7% from 2015, but is still down 7.8% from the 5-yr high in 2012. Despite the improvement, the 5-yr average for 2012-2016 is 1.3% down from the 5-yr average for 2011-2015 (26,744).</p>
Year	2012	2013	2014	2015	2016												
Value	28,872	28,128	24,036	24,269	26,619												
<p>Intermodal Facilities: The number of intermodal freight facilities (accommodates transfers between freight modes) as a service for commodity suppliers in the planning area.</p> <p>Source: LAPC GIS.</p>	Maintain at least 3 facilities	<p>3 (CY 2016)</p> <p>3.4 (5-yr ave)</p>	<p>2015-2016 ◀▶</p> <p>5-yr ave ▼</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>4</td><td>4</td><td>3</td><td>3</td><td>3</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	4	4	3	3	3	<p>No change occurred in the number of intermodal facilities operating in the planning area. The former WATCO transload facility remains inactive. Because the 2011-2015 5-yr average included 3 years with 4 facilities, the 5-yr average for 2012-2016 dropped 0.2 percentage points. The target is still met.</p>
Year	2012	2013	2014	2015	2016												
Value	4	4	3	3	3												
PRESERVATION & INFRASTRUCTURE: Emphasize the preservation of the existing transportation system.																	
<p>Age of Bus Fleet: Average age of vehicles of La Crosse Municipal Transit Utility's (MTU) fixed-route bus fleet.</p> <p>Sources: NTD.</p>	≤12 years	<p>10.6 (CY 2016)</p> <p>9.4 (5-yr ave)</p>	<p>2015-2016 ▼</p> <p>5-yr ave ▼</p>	<table border="1"> <tr><th>Year</th><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td></tr> <tr><th>Value</th><td>8.9</td><td>8.5</td><td>9.5</td><td>9.6</td><td>10.6</td></tr> </table>	Year	2012	2013	2014	2015	2016	Value	8.9	8.5	9.5	9.6	10.6	<p>The average age for the MTU active fleet continues to trend upward, with a significant 10.4% increase from 2015 to 2016 and a 5.6% increase in the 5-year average for 2012-2016 from 2011-2015 (8.9). The average age, however, remains below the target of 12 years.</p>
Year	2012	2013	2014	2015	2016												
Value	8.9	8.5	9.5	9.6	10.6												

LAPC MEASURE	TARGET	RESULT	SCORE	MULTI-YEAR TREND	ANALYSIS
Protect & enhance the environment, promote energy conservation, improve the quality of life, & promote consistency between transportation improvements and State and local planned growth and economic development patterns; and ENVIRONMENT AND QUALITY OF LIFE: Reduce or mitigate stormwater impacts of surface transportation.					
Air Quality--Ozone: The annual fourth-highest daily maximum 8-hr ozone concentration in parts per billion averaged over three years as measured for La Crosse County at the State Building at 3550 Mormon Coulee Rd, La Crosse. <i>Source: Wisconsin DNR.</i>	< National Ambient Air Quality Standards (NAAQS) of 70 ppb (8-hr)	62 (2014-2016) 63 (5-yr ave)	2013-15 to 2014-16  5-yr ave 		Despite an increase of 1 ppb in the 3-yr average for 2014-2016 from the average for 2013-2015, the 8-hr ozone concentration remains well below the standard of 70 ppb.
Air Quality—PM_{2.5}: The annual average concentration of particulate matter 2.5 micrometers or smaller averaged over three years as measured for La Crosse County at the State Building at 3550 Mormon Coulee Rd, La Crosse. <i>Source: Wisconsin DNR.</i>	< NAAQS annual standard of 12 µg/m ³	7.3 (2014-2016) 8.2 (5-yr ave)	2013-15 to 2014-16  5-yr ave 		Air quality for particulates continues to improve, with the 3-year concentration averages dropping 8.8% from 2013-2015 to 2014-2016. The region continues to be well below the standard.
Million Vehicle Miles Traveled (MVMT): The total annual miles traveled (in million miles) by motor vehicle in La Crosse County. ¹ <i>Source: WisDOT.</i>	Tracking measure	1,122.3 (CY 2016) 964.9 (5-yr ave)	2015-2016  5-yr ave 		MVMT took a significant jump of 15.9% in 2016 from 2015, resulting in a 4.2% increase in the 5-yr average for 2012-2016 from the 5-yr average for 2011-2015. WisDOT attributed VMT increases in the state to a better economy, lower gas prices, and growth in population and commercial traffic.

¹La Crosse County is reported instead of the MSA because 2015 VMT for Minnesota counties is unavailable—"replacement data systems [were] under development."

Glossary of Terms and Sources

CFS	Commodity Flow Survey
DNR	Department of Natural Resources
DOA	Department of Administration
EPA	Environmental Protection Agency
FARS	Fatality Analysis Reporting System
FRA	Federal Railroad Administration
GIS	Geographic Information System
LAPC	La Crosse Area Planning Committee
LAUS	Local Area Unemployment Statistics
LPMS	Lock Performance Monitoring System
MnDOT	Minnesota Department of Transportation
MnCMAT	Minnesota Crash Mapping Analysis Tool
MPA	Metropolitan Planning Area. Consists of the towns of Barre, Campbell, Greenfield, Hamilton, Holland, Medary, Onalaska, and Shelby; the villages of Holmen and West Salem; and the cities of La Crosse and Onalaska in La Crosse County, Wisconsin; a small part of the Town of Bergen in Vernon County, Wisconsin; the Township of La Crescent and most of the City of La Crescent in Houston County, Minnesota; and the Township of Dresbach and the rest of the City of La Crescent in Winona County, Minnesota.
MSA	Metropolitan Statistical Area. The La Crosse-Onalaska WI-MN MSA includes La Crosse County in Wisconsin and Houston County in Minnesota.
MTU	Municipal Transit Utility
MVMT	Million Vehicle Miles Traveled
NAAQS	National Ambient Air Quality Standards
NARP	National Association of Railroad Passengers
NHS	National Highway System
NTD	National Transit Database
OHWSPT	Onalaska/Holmen/West Salem Public Transit
PPB	Parts per billion
TERM	Transit Economic Requirements Model
TOPS Lab	Traffic Operations and Safety Laboratory
ULB	Useful Life Benchmark
USACE	U.S. Army Corps of Engineers
VRH	Vehicle Revenue Hours
WisDOT	Wisconsin Department of Transportation