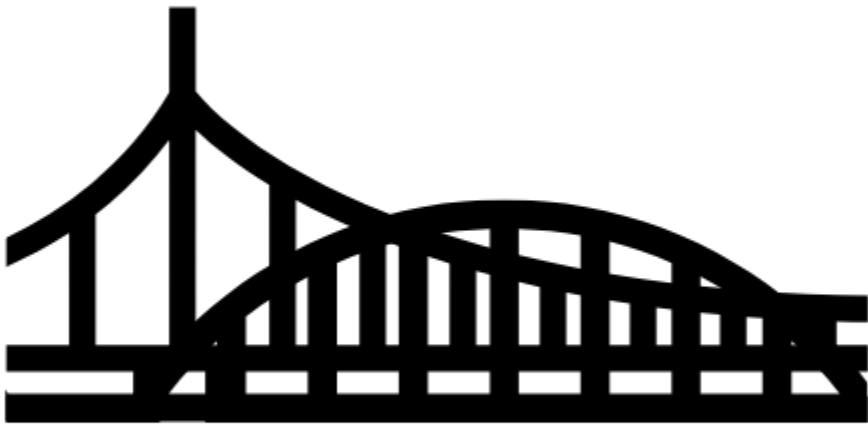


2026

DRAFT LAPC Planning Work Program



LAPC LA CROSSE AREA
PLANNING COMMITTEE

Approved November 19, 2025

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

2026 Planning Work Program (PWP)

for the

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

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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.lacrossecounty.org/mpo.

To request this document in an alternate format, please contact Erin Duffer at 608.785.5597 or at eduffer@lacrossecounty.org

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Background

Introduction

The *2026 Planning Work Program for the La Crosse Area Planning Committee* (PWP, work program) presents work activities that the La Crosse Area Planning Committee (LAPC) will undertake as the designated Metropolitan Planning Organization (MPO) for the La Crosse, Wisconsin and La Crescent, Minnesota Metropolitan Planning Area (MPA).

The PWP is developed with the input and cooperation of the local municipalities, agencies, transit providers, and the public through the LAPC Policy Board, technical committees, and public participation process. Input is also sought from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Minnesota and Wisconsin Departments of Transportation (MnDOT and WisDOT). The PWP is developed to be consistent with the guidance provided in the [Wisconsin Department of Transportation Unified Planning Work Program Handbook](#).

The work program implements [Moving Ahead to 2055](#), the metropolitan transportation plan (MTP) for the La Crosse and La Crescent area, adopted by the LAPC in September 2025 in accordance with Fixing America's Surface Transportation (FAST) Act, which was signed on December 4, 2015.

As well, in accordance with recent federal infrastructure legislation enacted on November 15, 2021 (Public Law No: 117-58).

MPO Resolution

Resolution xx-2025 approving the 2026 Planning Work Program is included in [Appendix A](#).

Self-Certification

Self-certification of the metropolitan planning process in accordance with 23 CFR 450.336(a) is included in the resolution adopting the Planning Work Program. The LAPC certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

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

Transportation Plan	MOVING AHEAD TO 2055 : Metropolitan Transportation Plan for the La Crosse, WI – La Crescent, MN Region, 2025-2055; adopted September 17, 2025
Transportation Improvement Program (TIP)	2025-2028 LAPC Transportation Improvement Program , approved on November 20, 2024
Planning Work Program (PWP)	2026 LAPC Planning Work Program , approved on November 19, 2025
Public Participation Plan	Public Participation Plan for the La Crosse Area Planning Committee approved on September 21, 2022
MPO Cooperative Agreements	WisDOT/LAPC/MTU , May 8, 2017; MOU between MnDOT/LAPC/MTU, October 12, 2022 ; Intermunicipal Agreement for Metropolitan Planning Organization , approved September 15, 2021
Metropolitan Planning Area Boundary	Urban Area Boundary approved by the LAPC; subsequently approved by WisDOT, MnDOT, FHWA-WI & FHWA-MN (December 5, 2024).

- **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) as approved on May 17, 2023.
- **49 U.S.C. 5332, prohibiting discrimination based on race, color, creed, national origin, sex, or age in employment or business opportunity.** The LAPC complies with this requirement through the policies identified in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) as approved on May 17, 2023 and in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022.
- **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects.** The LAPC will follow the WisDOT's federally approved DBE program when soliciting contractors to complete projects using federal planning funds.
- **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.** This requirement does not directly apply to the LAPC because we are not involved in federal or federal-aid highway construction contracts. The LAPC does operate under La Crosse County's *Equal Opportunity in Employment and Service Delivery*.
- **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022. The policies and procedures are posted on our website at <https://lacrossecounty.org/metropolitan-planning-organization/ada-and-title-vi> and in our office at 212 6th St N, Room 1600, La Crosse County Administrative Center, La Crosse, WI 54601.
- **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination based on age in programs or activities receiving Federal financial assistance.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022 and through La Crosse County's policy of *Equal Opportunity in Employment and Service Delivery*.
- **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.** The LAPC complies with this requirement through the policies identified in the [Public Participation Plan for the La Crosse Area Planning Committee](#) approved on September 21, 2022. The policies and procedures are posted on our website at <https://www.lacrossecounty.org/metropolitan-planning-organization/planning-and-programming/public-participation-plan> and in our office at 212 6th St N, Room 1600, La Crosse County Administrative Center, La Crosse, WI 54601.

Operational Procedures and Bylaws

The following agreements that govern the operation of the LAPC are available on the main page of our website at www.lacrossecounty.org/mpo:

- [Cooperative Agreement for Continuing Transportation Planning for the La Crosse, Wisconsin Metropolitan Area \(WisDOT / LAPC / MTU, 2017\)](#)
- [Intermunicipal Agreement for Metropolitan Planning Organization](#) (MN & WI municipalities, LAPC, 2021)
- [Memorandum of Understanding between MnDOT, LAPC and MTU](#) (2022)
- Bylaws of the La Crosse Area Planning Committee (Municipalities, 2025)
- Title VI Non-Discrimination Agreement (LAPC and WisDOT, 2020) is in Appendix B of the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#), May 17, 2023.

MPO Committees and Membership

La Crosse Area Planning Committee Policy Board

Patrick Barlow, Chair Chair, Village of Holmen	Mike Poellinger, Vice Chair Mayor, City of La Crescent	Paula Pryzwojski Chair, Town of Onalaska
Shaundel Washington-Spivey Mayor, City of La Crosse	Steve Elsen Chair, Town of Medary	Bob Stupi Chair, Town of Holland
Kim Smith Mayor, City of Onalaska	Scott Schumacher President, Village of West Salem	Tina Tryggestad Chair, La Crosse County Board
Timothy Candahl President, Town of Shelby	Dan Kapanke Chair, Town of Campbell	

In addition to the Policy Board, the LAPC has two technical committees: The [Technical Advisory Committee \(TAC\)](#) and the [Committee on Transit and Active Transportation \(CTAT\)](#).

The TAC advises the LAPC on technical aspects of transportation planning. The TAC is the primary review group for most proposals brought before the LAPC and makes recommendations on roadway, freight, and Surface Transportation Program-Urban (STP-U) projects and programs. The CTAT advises the LAPC on a wide range of transit, bicycle, and pedestrian programs and issues, including the Transportation Alternatives Program (TAP).

Structure, purpose, officers, and voting procedures of the technical committees can be found on the “Bylaws and Agreements” page of the LAPC website. Membership and information for the TAC can be found at: <https://lacrossecounty.org/metropolitan-planning-organization/committees/technical-advisory-committee>, while CTAT membership and information is at: <https://lacrossecounty.org/metropolitan-planning-organization/committees/committee-on-transit-and-active-transportation>

Please see [Appendix B](#) for the schedule of meeting times for LAPC committees.

MPO Staff and Contractors

Staff responsible for the implementation of the work program are the Executive Director and two Transportation Planners. Staff will work 100% of their time on MPO work activities as detailed later in this document.

The LAPC contracts with outside contractors on a project basis to complete planning efforts and studies. In 2026, contractors will be used for three ongoing projects:

- LAPC RTA Feasibility Study, funded by 2025 Safe & Accessible Transportation Options (SATO)
- LAPC Comprehensive Safety Action Plan, funded by FY 2024 Safe Streets and Roads for All (SS4A), and
- Brice Prairie Rail Safety and Grade Separation Plan, funded by Federal Railroad Administration FY 2023-2024 Railroad Crossing Elimination Program.

In 2026, LAPC will also conduct a Regional Transit Development Plan Update and a corridor study for South 7th Street in La Crescent, using 2026 SATO funds, both of which will require consultant support.

MPO Planning Area

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

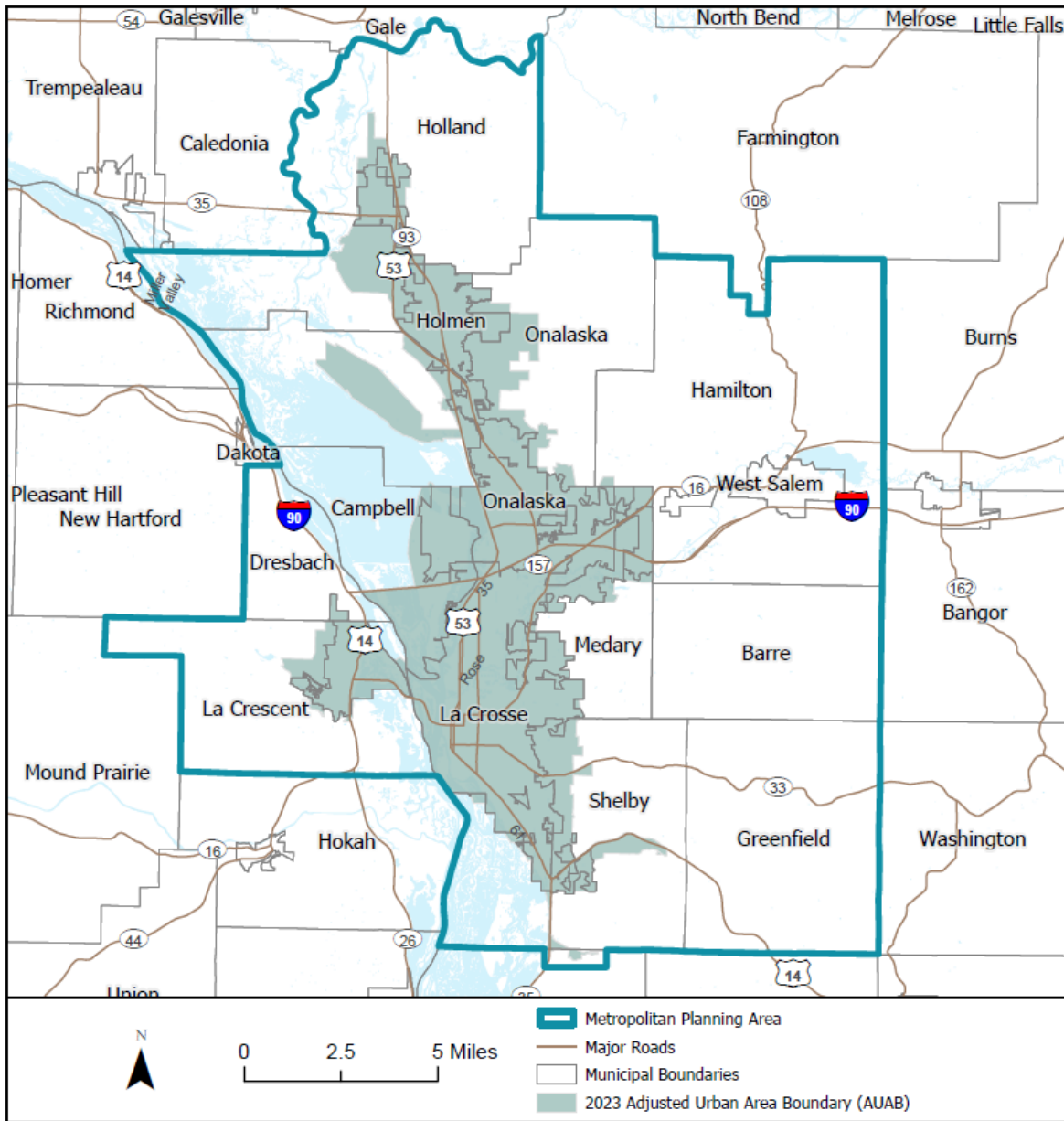


Figure 1: LAPC's MPA and adjusted urban area.

Planning Priorities and Planning Factors

Pursuant to [23 CFR 450.306 \(b\)\(1-10\)](#), the scope of La Crosse Area Planning Committee planning process will consider projects and strategies that will:

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

The planning factors are addressed in the LAPC work program elements as shown in Table 1:

Table 1: Work Program Elements Emphasis Areas										
WORK PROGRAM ELEMENT	PLANNING FACTOR									
	1	2	3	4	5	6	7	8	9	10
100 Program Support and Administration										
Program Support										
Planning Work Program	X	X	X	X	X	X	X	X	X	X
Training and Travel	X	X	X	X	X	X	X	X	X	X
Program Expenses										
200 Long Range Planning										
Metropolitan Transportation Plan Implementation	X	X	X	X	X	X	X	X	X	X
Public Participation Process and Outreach		X		X	X	X				
Transportation Planning Database	X	X	X	X	X	X	X	X	X	X
Environmental Justice		X		X		X			X	X
Travel Forecasting Model				X			X		X	X
300 Short Range Planning										
Transportation Studies and Projects	X	X	X	X	X	X	X	X	X	X
Modal Planning	X	X	X	X	X	X	X	X	X	X
Technical Assistance		X	X	X		X	X		X	X
400 Transportation Improvement Program										
Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
Minnesota ATP	X	X	X	X	X	X	X	X	X	X
500 Special Projects & Reserves										
Local Studies & Special Projects		X	X	X	X	X	X			X
600 SATO Activities		X	X	X	X	X		X		X

Summary of 2025 Accomplishments

- Formally added a third staff member to support and expand transportation planning efforts and community liaison services.
- Processed 6 TIP amendments and two administrative modifications.
- Posted public notices, TIP amendments, and the Annual List of Obligated Projects to the website. Processed the Minnesota 2025-2029 TIP.
- Continued coordinating with La Crosse County in several areas, including comprehensive plan implementation, strategic planning, comprehensive wage review, economic development plan, and a county housing study.
- Participated on Great River Rail Commission meetings and WISDOT sponsored Borealis (formerly TCMC) meetings supporting the Amtrak second daily train. In coordination with Explore La Crosse and other stakeholders, participate in Business Roundtables to discuss ridership promotion.
- Participated in Bluffland Coalition, Wisconsin Mississippi River Parkway, Mississippi River Regional Planning Commission, Highway Safety Commission, MnDOT ATP, MTU Board, MTU/ADA, La Crosse Bicycle and Pedestrian Advisory Committee, Onalaska/ Holmen/ West Salem Public Transit Committee, La Crosse Joint Harbor Commission, and La Crosse Committee for Citizens with Disabilities meetings.
- Assisted La Crosse County in preparing a TAP grant to support Safe Routes to School.
- Facilitated La Crosse Area public transit coordination meetings.
- Served on the Minnesota CRP subcommittee and addressed CRP guidance.
- Served on the PAC/TAC for the MnDOT State Rail Plan Update, and Freight Network Optimization Tool.
- Continued serving on TAC for local WisDOT projects: US 53 & US 14/61 Corridor Study, US 53 & Wisconsin 35 Corridor Study, and WIS 16 Corridor Study.
- Provided technical support to La Crosse County for (Scenic Mississippi Regional Transit) SMRT bus planning, administration, and marketing.
- Continued to coordinate with WisDOT, the Mississippi River Parkway Commission, and the City of La Crosse to align the Mississippi River Trail (MRT) along the Regional Route 1 through South La Crosse and finalize community resolutions.
- Continued coordinating with City of La Crosse for signing the Regional Route 1.
- Collaborated with State DOTs and transit agencies on performance measures, targets, and plans.
- Participated in the Area Transportation Partnership (ATP) and DOT/MPO/RPC directors' meetings.
- Continued to coordinate with traffic forecasting staff at WisDOT on data inputs for update of travel model.
- Continued vetting employment data for travel model update 2025.
- Continued gathering and analyzing data, conducted extensive outreach, and finalized 2025 MTP for adoption in September 2025.
- Co-led a Wisconsin MPO stakeholder group to review MTP practices and approach and establish guidelines moving forward.
- Conducted all LAPC Policy Board and advisory committee meetings at locations accessible to persons with disabilities and served by public transportation. Hybrid meetings (in-person and virtual) continued to be offered. To maintain accessibility, special accommodations were considered if requested.

- Provided notice of LAPC Policy Board and advisory committees in accessible formats at least one week prior to a meeting's convening to address requests for special accommodations.
- Continued creating and updating web maps for better visualization of transportation facilities and conditions.
- Continued to update 2025-2028 TIP Projects web map that is updated with draft projects as amendments were up for public comment and approved.
- Continued updating the website and made several improvements to the LAPC web mapping dashboard. Improvements include improved toggle-ability of data layers, ability to illustrate directly on the web map, and the ability to generate ESRI data profiles within a user-defined geographic area.
- Utilized county social media platforms for short-range planning activities.
- Attended local transportation events as well as the AMPO Annual Conference, Wisconsin APA Conference, UMN Center for Transportation Studies Transportation Research Conference, the Mid-America Freight Coalition Quarterly Meetings, and the Wisconsin Governor's Conference on Highway Safety.
- Represented the LAPC in multiple local events, including Week without Driving, "Transit Equity Week", City of La Crosse city-wide Bike Rodeo.
- Provided letters of support for key local and state-level transportation grant submittals.
- Submitted a Safe Streets 4 All grant in May 2024. Awarded September 2024. Received a finalized grant agreement on August 4, 2025, from FHWA HQ.
- Provided technical assistance and information to communities regarding IIJA programs as the programs progress into future funding years. Provided information to communities on state Carbon Reduction Programs, solicitations for TAP grants, as well as modifications/new solicitations for STP-Urban and STP-Local programs.
- Served as member of Transportation Research Board Freight Data Committee, and reviewed paper submissions for this committee as well as Freight Systems (AT060).
- Served on leadership panel as Board Member of Wisconsin APA.
- Facilitated the Comprehensive Plan update for the [Town of Medary](#). Adopted in January 2025.

2025 Title VI and ADA Accomplishments

- Conducted all LAPC Policy Board and advisory committee meetings at locations accessible to persons with disabilities and served by public transportation. Provided the ability for the public to virtually join or monitor meeting.
- Provided notice of LAPC Policy Board and advisory committees in accessible formats at least one week prior to a meeting's convening to address requests for special accommodations.

Status of Current Work Program Activities

All activities are anticipated to be completed by year's end. LAPC experienced continued delays in travel model delivery in 2025 and will consider updates as they are made available:

1. **Travel model update.** Due to timing in model delivery and MTP planning process, LAPC incorporated 2024 forecast data into its travel demand model. LAPC will review new information and outputs as they become available from WisDOT and update/amend as necessary.

Program Elements

Introduction

The following sections provide detail for the 2026 planning work program elements. Please see [Appendix C](#) for the 2026 PWP Budget and Elements Detail for more detail on funding sources, staff costs, and hours and schedules, and [Appendix D](#) for the LAPC Indirect Cost Allocation Plan.

Staff Time Allocation

At the discretion of the Policy Board and as approved by the annual work program, the time the Executive Director devotes to MPO activities may be reduced to perform activities not directly related to transportation planning. It is anticipated that 100% of the Director's time in 2026 will be devoted to MPO activities.

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

Transportation Planner 1: 100% MPO (2,080 hours).

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

100 Program Support and Administration

2026 Staff Hours: 1,440 **2026 Budget: \$167,419**

Objective

Program Support and Administration activities include coordinating technical committee and policy board meetings, providing staff training and travel, preparing the following year's work program, and completing quarterly accounting. These activities also cover program expenses—such as office supplies, printing and mailing, indirect costs, vacation, and holiday time—that support office operations and staff compensation.

Previous Work

Core 100 element activities have remained relatively consistent since the LAPC was established in 1972. Key accomplishments include:

- Facilitating discussion that led to a June special meeting on bylaws amendments. These amendments aligned Chair/Vice Chair election cycles with municipal elections, improving flexibility and leadership continuity.
- Sharing and presenting the MPO Advocacy Toolkit developed by AMPO. This helped strengthen legislative engagement and capacity-building for transportation priorities. The toolkit was formally introduced at the May 21 Policy Board meeting.

2026 Work Goals

Upcoming

- Continue developing staff capacity and integrating into member community and partner planning processes by promoting MPO capabilities and services.
- Expand participation in industry groups, conferences, and professional presentations.
- Strengthen regional planning capacity through new tools and methods.

Ongoing

- Coordinate TAC, CTAT, and Policy Board meetings.
- Prepare the Annual Planning Work Program, submit quarterly accounting, prepare billing for local dues, and budget (coordinated with La Crosse County Accounting Staff).
- Prepare resolutions supporting State performance targets, adopting MPO plans and programs, and supporting local and regional transportation plans and projects.
- Participate in meetings with FHWA, DOT, RPCs, and other agencies. This includes attending MPO/RPC/WisDOT Annual Conference, travel to MPO/RPC Quarterly Directors Meetings (when applicable), training, ATP meetings, technical committee meetings and other activities. Minnesota DOT (MnDOT) requires that \$3,000 of planning funds be used for training.
- Continue supporting La Crosse County Strategic Plan implementation and other relevant host agency initiatives via department head and project-based meetings.

Process

LAPC staff will continue updating the LAPC website, expanding GIS mapping capabilities, and exploring opportunities to use social media. Meetings will maintain hybrid formats to allow both in-person and virtual participation.

Ongoing activities that contribute to organizational operations include:

- Integrating LAPC into local planning efforts.
 - Meeting annually (or more frequently) with municipal boards.
- Expanding liaison efforts in member communities.
- Participating in comprehensive plan coordination.

200 Long-Range Transportation Planning

2026 Staff Hours: 1,608 2026 Budget: \$71,929

Objective

The Long-Range Transportation Planning element includes activities to develop, implement, and provide supporting data for the Metropolitan Transportation Plan (MTP). It also promotes public education and outreach through activities outlined in the Public Participation Plan.

Previous Work

- Updated and approved the MTP, Moving Ahead to 2055, following extensive outreach and engagement.
- Collaborated with WisDOT's Travel Forecasting Section on the LAPC Travel Model; updated numbers are expected in 2026 and will be reviewed for consistency.
- Reviewed and adjusted the 2020 Census-designated urbanized area boundary, coordinated with WisDOT's schedule.
- Updated the functional classification of roads to align with the revised urbanized area boundary, in coordination with WisDOT.

2026 Work Goals

Upcoming

- Finalize MTP implementation strategy for priority objectives in Q1 of 2026.
- Work with DOTs and transit agencies to evaluate targets for Federal performance measures.
- Modify and update travel demand forecasting and modeling tasks, as new data/information becomes available from WisDOT modeling staff, including scenario development that includes population and housing components (potentially beginning in 2026).
- Enhance the display and interactivity for web-based annual performance reporting.
- Update National Highway System in planning area resulting from the removal of State Major projects.
- Conduct meetings and/or outreach (brochures, email newsletters/updates, etc.) with LAPC community member boards, councils, planning committees to aid in incorporating MTP goals and policies in local planning documents.
- Engage in active outreach to LAPC member and non-member planning area communities.
- Explore ArcGIS Insights for analysis and visualizations.
- Develop web maps and data visualization tools for the LAPC website.
- Improve the LAPC website for public education and input.
- Serve as a member of the Highway Safety Commission.
- Continue including representatives of affordable housing organizations in the stakeholder list for the MTP update process.
- Explore collaborative research opportunities with Wisconsin and Minnesota University partners.
 - Rail, port, and waterway planning
 - Micro transit opportunities
 - Rural transportation planning
 - Capstone Engineering Projects
 - Trail and active transportation research

Ongoing

- Continue prioritizing Planning Emphasis Areas outlined in 23 CFR 450.306 (b) (1-10).
- Post annual performance measures to website.
- Support activities that implement LAPC planning and policy plans and studies.
- Work with DOTs on development and implementation of statewide transportation plans.
- Analyze MTU AVL data for performance and customer service measures.
- Update existing and gather new data for transportation planning purposes.
- Update sustainability indicators for La Crosse County.
- Coordinate regional TSMO activities with DOTs and municipalities.
- Support IT initiatives developed by MnDOT and WisDOT.
- Collaborate with La Crosse County IT staff on maintaining the LAPC website for public outreach and information.

Process

In 2026, major activities anticipated include beginning to implement the Metropolitan Transportation Plan (MTP) via action items that are laid out in a series of six strategic goals:

- Advance Multimodal Transportation and Accessibility
- Support Sustainable Land Use and Environmental Stewardship
- Advance Regional Safety, Resilience, and Freight Mobility
- Enhance Regional Planning Capacity and Data Tools
- Foster Inclusive Public Engagement and Communication
- Prioritize Strategic Investment and Project Implementation

Staff will continue working with WisDOT and consultants on the travel model and its data inputs. Outreach to LAPC member community boards, councils, and planning committees will continue to encourage adoption of MTP goals and policies in local planning documents. By late 2026, staff will develop a clear path toward MTP implementation. The web mapping interface and content will also be expanded to maximize engagement.

300 Short-Range and Multimodal Transportation Planning

2026 Staff Hours: 1,200 2026 Budget: \$59,537

Objective

Short-Range and Multimodal Transportation Planning focuses on improving the safety, efficiency, and service of the transportation system over the next 10 years. This includes transit and other multimodal planning activities. All short-range planning activities align with and support the goals, policies, and objectives of the Metropolitan Transportation Plan (MTP).

This element also provides technical assistance to member communities and planning partners. Under the most recently adopted federal infrastructure legislation, the Safe & Accessible Transportation Options (SATO) program allocates a portion of federal planning (PL) funds for Complete Streets activities. The 2026 Complete Streets activities are discussed in Element 600.

Previous Work

Recent efforts included:

- Providing oversight and technical support for the Regional Transit Development Plan (2021).
- Serving on steering committees for the La Crosse Climate Action Plan and the SE Minnesota Local Human Services–Transit Coordination Plan.
- Assisting with grant applications.
- Presenting at the inaugural Community Transportation Academy in La Crosse, engaging students, community members, staff, and elected officials.
- Drafting an RFP for the Regional Transit Authority (RTA) feasibility study following WisDOT approval. The RFP was released in April/May 2025, with the project kicking off in July 2025 and concluding in Q2 2026.
- Issuing the RFP for the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan in February 2025. Staff formed a review board, selected consultants, and launched the project in August 2025; it will conclude in Q1 2027.
- Expanding regional capacity and services by meeting individually with boards and presenting to member communities to reintroduce MPO functions and capabilities.

2026 Work Goals

Upcoming

- Co-host a bi-state freight conference with Minnesota and Wisconsin partners in Fall 2026.
- Use the MTP Update and SS4A Action Plan to scope regional bicycle and pedestrian planning needs.
- Continue advising the Joint Harbor Commission and the La Crosse & Prairie du Chien Chambers on finalizing an MOU to promote waterway access and Port Statistical Area economic development.
- Launch FRA Railroad Crossing Elimination (RCE) projects in Onalaska (Brice Prairie) and La Crescent, pending FRA grant execution.
- Contribute to MnDOT’s State Rail Plan PAC and collaborate on the Freight Network Optimization tool.
- Support Amtrak Borealis expansion through the Great River Rail Commission and the Business Roundtable.
- Begin an internal update of the Coulee Region Regional Bicycle and Pedestrian Plan. This effort will include updating and integrating data sources, coordinating with municipalities to align existing plans, and exploring innovative tools for plan development.

Ongoing

- Continue participation in MnDOT State Rail Plan PAC and Freight Network Optimization tool collaboration, maintaining communication across MPOs for best practices and MTP support
- Support Amtrak Borealis Business Roundtable and ridership expansion efforts.
- Evaluate strategies for enhancing regional transit connectivity.
- Assist local units of government in preparation of Transportation Alternative Program (TAP) and other potential infrastructure funding programs.
- Work with our Committee on Transit and Active Transportation (CTAT) and affected communities to plan for additional regional bicycle routes.
- Assist transit providers with implementing strategies/recommendations identified in the regional transit development plan.
- Assist communities in integrating TDM best practices into local comprehensive plans and/or policies.
- Work with La Crosse County on the SMRT bus service and exploring a mobility manager for regional public transit providers.
- Serve on the Minnesota Great River Rail Commission.
- Serve on the Blufflands Coalition Committee.
- Serve on La Crosse Airport (LSE) Services Workgroup
- Assist with next phase of Borealis service planning and serve on Borealis technical committee, and business roundtable.
- Assist with implementation and further development of the Northern Grain Belts Port (NGBP) Statistical Area.
- Continue to build capacity among planning emphasis areas.
- Assist LAPC agency partners and member communities with grant applications when needed.
- Participate on advisory committees for transportation projects when needed.
- Work with the La Crosse Municipal Transit Utility, La Crosse County, and the City of Onalaska to improve transit service in the area.
- Work with lead agencies on transportation studies and projects.
- Promote bicycle, pedestrian, and transit accommodations in area construction projects.
- Provide technical assistance to partner agencies and member communities when needed.
- Continue evaluation of air quality impacts and performance measures with Minnesota and Wisconsin agencies.

Process

Staff will assist transit providers in implementing the Regional Transit Development Plan recommendations. We will also coordinate with our agency partners and provide technical assistance to our member communities and transit providers as needed. Staff will continue serving on the Minnesota Great River Rail Commission, the Blufflands Coalition Committee and additional transportation committee/commissions as requested.

400 Transportation Improvement Program

2026 Staff Hours: 464

2026 Budget: \$19,952

Objective

This element ensures that the Transportation Improvement Program (TIP) is updated on an annual basis. The TIP is a four-year listing of transportation projects in the area that will be funded with federal and state dollars. This element also includes participation in the MnDOT District 6 Area Transportation Partnership (ATP).

Previous Work

The TIP document and projects list are developed annually. TIP amendments and administrative modifications are processed when necessary.

2026 Work Goals

Ongoing

- Implement and refine E-TIP software. In August 2025, LAPC entered into agreement with Ecounteractive to migrate to an electronic TIP system. Staff will continue to develop the process through 2026.
- Reconstruct internal TIP documentation spreadsheets and process
- Performance monitoring and investment linkage.
- Publish TIP notices as needed for TIP amendments and for the annual TIP document.
- Maintain TIP project information on website.
- Review existing and incorporate new projects.
- Continue discussing and evaluating opportunities for e-TIP applications.
- Extend current 4-year TIP document including financial plan.
- Prepare the annual list of obligated projects.
- Serve on the MnDOT District 6 Area Transportation Partnership.
- Manage STP-U with WisDOT and Carbon Reduction Program (CRP) and Transportation Alternatives Program (TAP) processes in coordination with WisDOT and MnDOT. Continue participation in and adherence to Greenhouse Gas (GHG) performance measure guidance developed by MnDOT and Minnesota Pollution Control Agency (MPCA).

Process

The TIP document is updated annually. This update includes public notice of the process, solicitation, and reviews of changes to planned and ongoing projects, preparation of an updated project list, and preparation of a final TIP document. The TIP includes a fiscally constrained financial plan documenting the availability of funds for planned projects. The TIP is also required to include a discussion of the anticipated effect of the TIP toward achieving the performance-measure targets and link the area investment priorities to those targets. The TIP coordination and approval process provides the opportunity to ensure projects and strategies are consistent with the MTP as well as between transportation improvements and local housing, planned growth, and economic development patterns.

The LAPC Executive Director is a designated voting member of the MnDOT District 6 Area Transportation Partnership (ATP). The ATP is responsible for district-wide decisions on federal and state transportation funding and policies. This activity includes participation by the Director at monthly meetings, review of

supporting materials, review of Transportation Alternatives Program (TAP) projects, Carbon Reduction Program (CRP) and membership on sub-committees as required.

500 Special Studies Funding and Reserves

2026 Staff Hours: 0

2026 Budget: \$20,000

Objective

This element accounts for the LAPC consultant and/or special studies funded by federal planning funds and local dues. Funding is made available to local units of government in the planning area to assist in transportation/land use related studies.

Previous Work

Past projects completed through Consultant Studies include LAPC MTP Outreach and Engagement Project (2024/5), *Coulee Vision 2050*, Regional Transit Development Plan (2021), the Town of Holland Bike and Pedestrian Plan (2022), and City of La Crescent Walnut Street Corridor Plan (2023).

2026 Work Goals

Upcoming

- Continue and finalize the Safe Streets 4 All (SS4A) Comprehensive Safety Action Plan – awarded September 2024. Agreement in place with the City of La Crosse to fund fifty percent of the local match. Total project cost \$350,000. \$20,000 in LAPC local match will be applied toward the project in 2026. Consultant has been selected through a rigorous procurement process, and agencies are awaiting final grant agreement approval from FHWA Headquarters.
- Launch FRA Railroad Crossing Elimination (RCE) projects in the Town of Onalaska (Brice Prairie) and La Crescent, pending FRA grant execution. LAPC will provide project management on the Brice Prairie Rail Crossing Safety, a partnership of LAPC, La Crosse County, Town of Onalaska, and BNSF Railway. Once the grant agreement is finalized, LAPC will lead contractor procurement and kickoff the project as soon as possible. The project length is 18 months.
- Additional consultant-led project work is discussed in the 600 Element.

600 Safe & Accessible Transportation Options (SATO)

2026 Staff Hours: 1,528

2026 Budget: \$234,304

Objective

This element accounts for the set-aside of Safe & Accessible Transportation Options (SATO)—also known as Complete Streets—established under the Public Law 117-58. The Act requires MPOs to allocate at least 2.5% of FHWA federal planning (PL) funds to Complete Streets activities that “increase safe and accessible options for multiple travel modes for people of all ages and abilities” [§11206(b)].

Eligible LAPC activities are identified in this section (600 Element) of the LAPC Unified Planning Work Program. As a bi-state MPO, the LAPC must dedicate a minimum of \$1,361 (2.5% of MN FHWA funds) in Complete Streets activities for Minnesota and \$4,751 (2.5% of WI FHWA funds) for Wisconsin. In addition, the total FTA SATO set-aside available to the LAPC requiring no local match is \$56,352.74 (Wisconsin) and \$17,527 (Minnesota). In total, a minimum of \$79,991.75 is available in SATO match funding for 2026.

Previous Work

- Released a competitive RFP for a project to support Regional Transit Development Plan implementation activities (SATO 2025) (Project Value: \$75,000) and kicked off project in July 2025. Key components of the Regional Transit Authority Feasibility Study include:
 - Create a blueprint for optimal coordination among regional transit providers
 - Improve connections among regional service providers, including trip planning and travel training strategies
 - Complete project and evaluate next steps in Q2 2026

2026 Work Goals

Upcoming

- Continue and complete the RTA Feasibility Study by May 30, 2026 (\$30,000). Timeline: Complete by May 30, 2026.
- Update the [Regional Transit Development Plan](#) (adopted 2021) feasibility study to begin in Q1 2026 (SATO) (\$40,000 consultant-led). Timeline: Q1 2025 – Q1 2026. Key elements of the plan update will address:
 - **Plan Overview & Progress Since 2021** – Summarize the purpose of the update, review accomplishments under the previous plan, and identify key changes or lessons learned.
 - **Current Conditions & Trends** – Update demographic, land use, economic, and transportation data (including La Crosse County Housing Study findings), assess system performance, highlight emerging technologies and travel behaviors.
 - **Goals, Needs & Priorities** – Revisit regional goals and performance measures, identify unmet needs and gaps across modes, set updated priorities for mobility, safety, sustainability, and community development.
 - **Strategies & Implementation** – Consider regional trends, MTP objectives, RTA Feasibility Study Findings, and service impacts (including SMRT closure) to outline major transportation, land use, and policy strategies. Identify and refine project priorities, funding options, and partnership responsibilities. Create a 5-year action plan.
- Update and modernize the [Coulee Regional Bicycle Plan](#)
 - Using staff time allocated in the 600 Element (240 hours), staff will analyze and update core components of the plan, with an emphasis on existing conditions, inventory and maps, and

identifying areas for further analysis and strategy in a formal plan update. Staff anticipates a full plan update that is consultant-led in 2027 which will create comprehensive and equitable active transportation plan that identifies regional priorities for walking and bicycling infrastructure, incorporates a coordinated wayfinding and signage system, and outlines strategies to leverage biking and walking for local economic development.

- Assist communities with complete streets activities (i.e., “Week without Driving” Events, grant applications, area active transportation connections/bridge planning, SRTS activities, SS4A demonstration planning etc.)
- In Minnesota, the City of La Crescent will conduct a South 7th Street Corridor Study using 100% of its FTA and FHWA SATO funds. Project will begin in Q1 2025 and extend through Q1 2026. The corridor study will evaluate South 7th Street to ensure it functions effectively as a through street and minor collector while maintaining a safe and livable residential environment. The study will apply Complete Streets standards to guide design and operational recommendations. Coordination with MnDOT will address appropriate intersection treatments at Highway 16, Elm Street, and Oak Street to enhance safety and multimodal connectivity. The project will also include a redesign of Oak Street from South 6th to South 14th to improve conditions for all users, particularly near the Montessori School, and to align with the planned Transportation Alternatives (TA) project in 2029.

Table 2 below illustrates LAPC’s UPWP funding that will be utilized for complete streets activities and SATO for Wisconsin and Minnesota.

Table 2: LAPC’s SATO Set-Aside Funding Amounts			
	LAPC SATO (\$)	FHWA SATO	FTA SATO
Wisconsin Funds	\$162,352.74	\$106,000.00	\$56,352.74
Minnesota Funds	\$71,951.00	\$54,424.00	\$17,527.00
Total(s)	\$ 234,303.74	\$160,424.00	\$73,879.74

Appendix A: Resolution Approving the Work Program

Resolution Approving the 2026 Work Program

Appendix B: LAPC Meeting Times and Locations

LAPC Committee Meeting Times and Locations

Table 3 summarizes the tentative schedules for important meetings that support the planning functions at the LAPC and ensure coordination between the MPO and State and local agencies.

Table 3: Anticipated Schedules and Locations for Important Coordination Meetings		
Meeting	Date/Time	Location
Policy Board	4:30 p.m. on 3 rd Wednesday of odd* months or as business dictates	La Crosse County Administrative Center
Technical Advisory Committee (TAC)	2:30 p.m. on 2 nd Wednesday of odd months or as business dictates	La Crosse County Administrative Center
Committee on Transit and Active Transportation (CTAT)	3:00 p.m. on 2 nd Thursday of odd months or as business dictates	La Crosse County Administrative Center
Mid-year Review	May/June 2026	TEAMS/conference call
Annual Work Program	September/October 2026	TEAMS/conference call
Quarterly WisDOT-MPO-RPC Directors' meetings	4 th Tuesday of January, April, July, October 2026	Hill Farms, Madison, WI; TEAMS/conference call
MnDOT MPO Directors' meetings	February, May, November 2026	Location TBD; TEAMS/conference call
Area Transportation Partnership	9:00 a.m. on 2 nd Friday of month or as business dictates	MnDOT, Rochester, MN; Remote/conference call

*January, March, May, July, September, November.

The LAPC, TAC, and CTAT generally meet in Room 1107 of the La Crosse County Administrative Center at 212 6th St N, La Crosse. This location is accessible by public transit and is ADA accessible. Meetings conducted provide a virtual option via TEAMS to encourage more accessibility and opportunities for the public to attend meetings.

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Appendix C: 2026 PWP Budget and Elements Detail

2026 Planning Work Program Budget

Funding Source	Funds 2025	Allocation of Funds (2026)					
		100	200	300	400	500	600
		Program Support	Long Range Planning	Short Range Planning	TIP Development	Special Studies Funding & Reserves	SATO Activities
LAPC Revenue							
Minnesota Federal Grant Funds	\$54,424.00	\$19,795	\$16,262	\$13,857	\$4,511	\$0	\$0
Minnesota State Funds	\$11,000.00	\$4,001	\$3,287	\$2,801	\$912		\$0
Local Match for Minnesota Funds	\$2,895.00	\$1,053	\$865	\$737	\$240		\$0
Wisconsin Federal Grant Funds	\$185,300.89	\$67,396	\$55,367	\$47,180	\$15,358		\$0
Wisconsin State Funds (Non-SATO)	\$11,036.29	\$4,014	\$3,298	\$2,810	\$915		\$0
Local Match for Wisconsin Funds	\$9,976.69	\$2,343	\$1,925	\$1,640	\$534	\$3,534	\$0
FHWA SATO (WI)	\$106,000.00	\$0	\$0	\$0	\$0		\$106,000.00
FTA SATO (WI)	\$56,352.74	\$0	\$0	\$0	\$0		\$56,352.74
FHWA SATO (MN) 100%	\$54,424.00	\$0	\$0	\$0	\$0		\$54,424.00
FTA SATO (MN) 100%	\$17,527.00	\$0	\$0	\$0	\$0		\$17,527.00
SATO Subtotal (up to 71,951 (mn) and 246,404.64 (wi) = \$318,556	\$234,303.74						\$234,303.74
Local Share Balance (\$56,000)	\$43,128	\$0	\$0	\$0	\$0	\$43,128	
Non-SATO Subtotal (MN and WI)	\$317,761						
TOTAL REVENUE	\$552,065	\$98,602	\$81,004	\$69,025	\$22,469	\$46,662	\$234,304
% of Total Funds		17.9%	14.7%	12.5%	4.1%	8.5%	42.4%
LAPC Expense Summary							
Salaries and Fringe							
Director Salary + Fringe	\$137,415	\$79,278	\$15,063	\$26,426	\$264		16,384.10
Planner Salary + Fringe	\$91,280	\$4,388	\$28,086	\$19,309	\$15,799		23,697.75
Planner Salary + Fringe	\$80,895	\$3,889	\$28,780	\$15,557	\$3,889		28,779.95
Consultant							\$141,951.00
Local Match						\$20,000	
Total:	\$309,590	\$87,556	\$71,929	\$61,292	\$19,952	\$20,000	\$210,812.80
	Element Staffing %	36.4%	29.9%	25.5%	8.3%	0.0%	22.2%
Program Expenses							
Office Supplies	1,000	1,000					
Data Processing/Collection	0	0					
Indirect Costs	20,000	20,000					
Unemployment & retirees indirect	28,624	28,624					
Duplicating/Printing	1,000	1,000					
Postage (Internal)	0	0					
Telephone	400	400					
Cell Phone	0	0					
Meals	1,000	1,000					
Lodging	2,000	2,000					
Mileage	2,000	2,000					
Parking	100	100					
Public Notice	300	300					
Publications Costs (Misc)	500	500					
Conferences	3,000	3,000					
Dues	10,000	10,000					
Software Licenses	4,684	4,684					
Computers/monitors/hardware	500	500					
Training	3,000	3,000					
Total:	\$ 78,108	\$ 78,108	\$ -	\$ -	\$ -	\$ 20,000	\$ 210,813
TOTAL EXPENSES	\$549,649	\$165,664	\$71,929	\$61,292	\$19,952	\$20,000	\$210,813
% OF INTERNAL EXPENSES		30.1%	13.1%	11.2%	3.6%	3.6%	38.4%
Consultant Costs							
64056 Local Studies							\$0
SATO Reimbursement							
99913 To Reserves	\$2,416						\$2,416
	\$2,416						\$2,416
	\$390,114	\$165,664	\$71,929	\$61,292	\$19,952		\$2,416
	82.3%	42.5%	18.4%	15.7%	5.1%		0.6%
Total Expenses	\$390,113.92						
*Finance Department estimate based on Transportation Planner position pay and fringe rate							

2026 Program Elements Detail

100 PROGRAM SUPPORT AND ADMINISTRATION						
	100 Program Support and Administration	Budget	Director (Hours)	Timeframe Quarter(s)	Planner 1 (Hours)	Planner 2 (Hours)
		\$167,419	1,200		140	100
Program support	Prepare resolutions of support of state performance targets	\$79,278	1,080	1,2	20	20
	Coordinate technical committee and Policy Board meetings			1,2,3,4		
	Prepare PWP and quarterly accounting			1,2,3,4		
	Calculate and bill for local dues			1,2		
	Prepare the 2024 budget			2,3		
	Staff training and travel for agency meetings			1,2,3,4		
	Training and staff development			1,2,3,4		
	Continue administrating and disseminating BIL information			1,2,3,4		
	Maintain the LAPC website			1,2,3,4		
Program Expenses	Program expenses. (See budget for details)	\$78,108				
	Vacation, Sick and Holiday Time	\$16,305	120		120	80

200 LONG-RANGE TRANSPORTATION PLANNING						
	200 Long-Range Plan Implementation	Budget \$71,929	Director (Hours) 228	Timeframe Quarter(s)	Planner 1 (Hours) 640	Planner 2 (Hours) 740
Planning Emphasis Areas	Performance-based Planning and Programming	\$12,182	28	1,2,3,4	200	40
	Regional Models of Cooperation			1,2,3,4		
	Economic Vitality			1,2,3,4		
	System Resiliency			1,2,3,4		
	Multimodal Transportation Accessibility			1,2,3,4		
	Complete Streets			1,2,3,4		
	Public Involvement			1,2,3,4		
	STRAHNET/FLMA Coordination			1,2,3,4		
MTP Implementa tion	PEL			1,2,3,4		
	Data Collection and Sharing			1,2,3,4		
	Conduct meetings with LAPC community boards, councils, planning committees to incorporate MTP goals	\$59,747	200	1,2,3,4	440	700
	Continue web-based annual performance reporting			1,2,3,4		
	Work with DOTs on development of statewide plans			1,2,3,4		
	Update functional classification of roads as based on 2023 Census Adjusted Urban Area Boundary			1,2		
	Continue ArcGIS online mapping			1,2,3,4		
	Analyze MTU automatic vehicle location (AVL) data			1,2,3,4		
	Coordinate with DOTs on state transportation plans			1,2,3,4		
	Engage in active outreach to planning area communities			1,2,3,4		
	Continue website information and outreach improvements			1,2,3,4		
	Continue/Finalize update of 2025 MTP			1,2,3,4		
	Support DOT ITS initiatives			1,2,3,4		
	Continue coordinating with WISDOT on the update of the travel model			1,2,3,4		
Update transportation/land use indicators for La Crosse County			1			
Update transportation planning data			1,2,3,4			
Coordinate regional TSMO activities with DOTs and municipalities			1,2,3,4			
	300 Short-Range and Multimodal Planning	Budget \$59,537	Director (Hours) 400	Timeframe Quarter(s)	Planner 1 (Hours) 400	Planner 2 (Hours) 400
Transportation Studies and Projects	Manage local studies program	\$11,581	50	1,4	100	100
	Initiate work on an "EV Readiness" plan consistent with state/federal requirements			1,2,3,4		
	Participate on study and project advisory committees			1,2,3,4		
	Work with lead agencies on studies and projects			1,2,3,4		
Modal Planning and Technical Assistance	Work with transit agencies to improve transit service	\$18,187	150	1,2,3,4	100	100
	Provide GIS assistance and custom map making			1,2,3,4		
	Continue participating on the MN Great River Rail Commission			1,2,3,4		
	Continue supporting TCMC activities/implementation			1,2,3,4		
	Assist MTU with transit planning			1,2,3,4		
	Assist La Crosse County with S.M.R.T service planning			1,2,3,4		
Complete Streets activities (2.5% of \$\$)	Assist agency partners with grant applications if needed			1,2,3,4		
	Assist communities with Complete Streets activities (i.e., grant applications, Wagon Wheel Trail connection/bridge, SRTS activities, etc.)	\$29,768	200	1,2,3,4	200	200
	Improve public transit ridership (i.e., Week Without Driving event planning, Mobilty Manager, etc.)			1,2,3,4		
	Begin update of Regional Bicycle Plan with data collection and analysis			1,2,3,4		
	Continue to assist communities with bicycle and pedestrian planning and implementation			1,2,3,4		

	400 Transportation Improvement Program	Budget	Director (Hours)	Timeframe Quarter(s)	Planner 1 (Hours)	Planner 2 (Hours)
		\$19,952	4		360	100
Transportation Improvement Program	Monitor performance of projects and link to investments	\$19,952	4	2	360	100
	Provide public notice of TIP update & amendments			1,2,3,4		
	Maintain TIP project information on website			1,2,3,4		
	Process TIP amendments and administrative modifications as needed			1,2,3,4		
	Complete TIP environmental justice analysis			3		
	Prepare 4 year TIP document including financial plan			2,3,4		
	Serve on MnDOT District 6 Area Transportation Partnership			1,2,3,4		
	500 Consultant Studies Funding	Budget	Director (Hours)	Timeframe Quarter(s)	Planner 1 (Hours)	Planner 2 (Hours)
		\$20,000	0		0	0
Consultant Studies	Local Match	\$20,000		1,2,3,4		
		\$0				
	600 SATO Activities	Budget	Director (Hours)	Timeframe Quarter(s)	Planner 1 (Hours)	Planner 2 (Hours)
		\$210,813	248		540	740
Complete Streets and SATO Activities	Complete RTA Feasibility	\$ 7,754	20	1,2,3,4	120	30
	Update RTDP	\$ 10,397	60		120	30
	Revise Coulee Region Bicycle Plan	\$ 23,953	80			480
	Community Assistance (incl. La Crescent Corridor Study)	\$ 26,757	88		300	200
Total for 2026		\$549,649	2,080		2,080	2,080

2026 Unified Planning Work Program Budget (Mn UPWP Chart)					
UPWP Category	Project Title	Minnesota Federal Funding Amount	Wisconsin Federal Funding Amount	Local Funding Amount	Total Funding Amount
100	Program Support	\$24,132.86	\$82,166.71	\$25,734.64	\$132,034.21
200	Long Range Planning	16,694.53	\$56,840.93	\$17,802.60	\$91,338.06
300	Short Range Planning	10,623.61	\$36,170.90	\$11,328.73	\$58,123.24
400	TIP Development	2,973.00	\$10,122.35	\$3,170.32	\$16,265.67
500	Special Studies/Reserves/SATO			99,972.75	\$99,972.75
	Funding Totals	\$54,424.00	\$185,300.89	\$158,009.04	\$397,733.93
Source of Local Funds:	Local "dues" from MPO member communities, budgeted reserves, and Minnesota and Wisconsin state planning grants. SATO funds calculated in 500: Local Studies				

2026 Local Share Dues

The Table illustrates local share dues required to provide matching funds for the MPO planning grant.

Unit of Government	Equalized Values for Calculating 2026 Dues		Estimated Local Dues 2026*
	Equalized Value, 2025	Percent of Total Value	
Town of Campbell	\$545,711,700.00	3.57%	\$1,996.62
Town of Medary	\$269,194,200.00	1.76%	984.91
Town of Holland	\$690,439,800.00	4.51%	2,526.14
Town of Shelby	\$726,761,700.00	4.75%	2,659.03
Town of Onalaska	\$945,498,400.00	6.18%	3,459.33
City of La Crescent	\$1,160,444,900.00	7.58%	4,245.76
City of La Crosse	\$5,638,471,900.00	36.84%	20,629.68
City of Onalaska	\$3,207,483,600.00	20.96%	11,735.34
Village of Holmen	\$1,425,709,100.00	9.31%	5,216.29
Village of West Salem	\$696,114,800.00	4.55%	2,546.90
Total - LAPC	\$15,305,830,100	100.00%	\$56,000.00

*2026 dues may fluctuate +/- 5% based on 2024 equalized values as they become available

Appendix D: Indirect Cost Allocation Plan

Office Indirect Costs

Budgeted indirect costs are \$20,000 for 2026. These costs are billed by La Crosse County to partially cover indirect costs of central services departments. (information below to be updated to reflect new amount)

The indirect costs are based on the La Crosse County *Central Services Cost Allocation Plan* based on 2022 financials. The indirect cost allocation plan is prepared in accordance with 2 CFR 200 Subpart E—Cost Principles as guidance for determination of cost allocation and basis selection. The Cost Allocation Plan Certification is shown below under, *Certificate of Cost Allocation Plan*. The Cost Allocation Plan is submitted to the US Department of Health & Human Services as the cognizant federal agency for La Crosse County.

The indirect cost allocation plan distributes the allowable costs of central serviced departments (such as the La Crosse County Finance Department) based on allowable allocation or distribution methodology depending on the nature of cost and benefit provided to its recipients (such as the LAPC staff office). For example, the Finance Department provides accounting, payroll and other financial services to all county departments, including the LAPC.

The indirect cost allocation plan includes a narrative describing the services provided by each central services department and the activities or functions provided to grantee departments benefitting from its services. All costs for each central services department are analyzed to determine if they are allowable for charging to grantee department and to which activity or function, they will be allocated from. A detailed distribution showing the actual cost allocation basis is also presented for each function.

As shown in Table 4, office indirect costs for the LAPC office are calculated at \$31,050. The LAPC incurs an annual indirect charge of \$120,000. La Crosse County considers additional indirect costs (\$15,050) as an in-kind contribution. Indirect insurance costs include Workers' Compensation and General Liability.

Indirect costs are charged to federal, Wisconsin state and local funding sources. The costs are charged proportional to the billing period. The distribution of costs will depend upon the available federal and state balances when the indirect costs are charged. The maximum federal and state shares will be 80% and 5% respectively. The remaining 15% will be local funding.

Table 4: Central Services Cost Allocation Plan			
Central Services Dept	LAPC Office Total Indirect Cost	In-Kind Contribution (La Crosse County)	LAPC Office Indirect Cost
Building depreciation	\$7,798	\$3,780	\$4,018
Special accounting	\$82	\$40	\$42
Facilities	\$5,244	\$2,542	\$2,702
Finance	\$1,078	\$523	\$555
Insurance	\$1,800	\$872	\$928
County Administrator	\$12,114	\$5,872	\$6,242
Human Resources	\$1,959	\$950	\$1,009
Information technology	\$749	\$363	\$386
County treasurer	\$226	\$110	\$116
Total(s):	\$31,050	\$15,050	\$16,000

Leave and Fringe Benefit Rates

The 2026 leave-additive indirect cost rate is based on an estimated vacation, sick and holiday leave of 210 hours per staff member, out of a total of 2,080. This represents about 10.10% of regular direct salaries.

The fringe benefit rate is 24.69% of total salary and benefits in 2026.

Certificate of Cost Allocation Plan

La Crosse County certifies its cost allocation plan for the LAPC with a *Certificate of Cost Allocation Plan*:

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

1. All costs included in this proposal (as dated below) to establish cost allocations or billings for the year ended December 31, 2022, are allowable in accordance with the requirements of 2 CFR 200 and the Federal Award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
2. All costs included in this proposal are properly allocable to Federal Awards based on a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Governmental Unit: La Crosse County, Wisconsin

Signature: Lance Nickelotti

Name of Official: Lance Nickelotti

Title: Finance Director

Date of Execution: 8/24/23

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Appendix E: Contact Information

Federal, State, and Local Contacts

LAPC Contact Information

La Crosse Area Planning Committee
La Crosse County Administrative Center
212 6th Street N, Room 1600
La Crosse, Wisconsin 54601

www.lacrossecounty.org/mpo

LAPC Subcommittees:

- Technical Advisory Committee (TAC)
- Committee on Transit and Active Transportation (CTAT)

Executive Director

Robert Gollnik

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Transportation Planner

Travis Key

PH: (608) 789-8548

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Department of Transportation Local Contacts

Wisconsin

Wisconsin Department of Transportation
Southwest Region, La Crosse Office
3550 Mormon Coulee Road
La Crosse, WI 54601
Phone: (608) 785-9022
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Department of Transportation Federal Contacts

Federal Highway Administration (FHWA)

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Federal Transit Administration (FTA)

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Appendix F: Work Program Checklist

Work Program Checklist

Table 5: WisDOT Work Program Checklist	
Program Document Component	Check/Page #
COVER PAGE	X
Name of MPO agency and area represented	X
FY of UPWP	X
Contact Information for MPO	X
TITLE PAGE	X
Name of MPO Agency and area represented	X
Contact person and information	X
FY of UPWP	X
Agencies providing funds or support – including agencies Logos	X
INTRODUCTION/PREFACE	X
Table of Contents	i-ii
MPO Approval Resolution-signed	19
Self-Certification-signed	1
Prospectus	3
Committee Lists-responsibilities, meetings	Web, 3, 21
Staff-names, positions, and responsibilities with percentage of time they will spend on MPO work activities	3, 29
Map-Regional MPO Coverage Area	4
Planning Boundary	X
Urbanized Area Boundary	X
Air Quality Boundary*	N/A
Ten Planning Factors	5
UPWP	X
Definition of UPWP purpose	1
Summary of previous Year's Accomplishments	6-7 (each element)
Status of current activities	8

WORK ELEMENTS (Description of major work products and tasks)	9
Program Document Component (continued)	Check/Page #
UPWP	9
Administration	9-10
TIP – Development/Maintenance	14
LRTP – Development/Maintenance	10-11
Congestion Management Process/ITS*	N/A
Transit Planning*	13-14
Multimodal Planning	13-14
i). Bicycle/Pedestrian	X
ii). Intermodal Freight*	X
iii). Intermodal Passenger*	X
Air Quality Planning*	N/A
i). Modeling	N/A
ii). CMAQ Application Process*	N/A
Public Involvement plan	1
Surveillance (Data Collection)	13-14
Project/Corridor Studies	13
Special Studies	13-14,16
TSM/TDM Planning	13
TE Planning	11-13
Performance Management	10-11
Summary of Budget Revenues	24-27
Budget Summary	X
Funding Sources	X
Direct Costs	24
Indirect Cost Allocation Plan	28
Indirect Costs	29
Indirect Cost Rate Proposal	29
Carry-over of unspent funds	N/A
Current Signed Title VI Nondiscrimination Agreement	Website
Link to current Title VI Program	2, 3, 8
Annual Meeting Schedule	21

*Items present on as “as-needed” basis.