



Transportation Alternatives Program (TAP) Web

Application 000010

Title: La Crosse County Health Department - Safe Routes to School Non-Infrastructure

Sponsor: 00000 - LA CROSSE COUNTY HEALTH DEPARTMENT

Program Cycle: 2026-2030 TAP Cycle

(generated 10/30/2025 at 01:00:31 PM)

**Respond to the following questions to identify your application type:**

Check the primary location of your project below (Select **only one** option below)

NOTE: If located primarily within a TMA area, select the appropriate TMA from the list.

- Rural** (Population **less than 5,000**)
- Urban** (Population **5,000 - 49,999**)
- Urban Metropolitan Planning Organization (MPO)** (Population **50,000 - 199,999**)

MPO Name*

La Crosse Area Planning Committ
ee (La Crosse) ▼

- Urban Transportation Management Area (TMA)** (Population **200,000 or greater**)
 - Appleton, WI
 - Green Bay, WI
 - Madison, WI
 - Milwaukee, WI
 - Round Lake Beach - McHenry - Grayslake, IL - WI



Sponsor (Sub-Entity)*
00000 - Government - LOCAL - WI - LA CROSSE COUNTY HEALTH DEPARTMENT

Project Sponsor UEI #
ETPKS1DCMRF6

Primary Applicant Agency Contact Information: Same as Applicant

IMPORTANT: Contact listed here must represent the agency who is beholden to the federal grant.

Name*	Rachel King	Title*	Local Sponsor
Street Address*	300 4th St. N	Phone*	(608) 785-9808
Municipality*	La Crosse County	State*	Wisconsin
		ZIP*	54601
Email*	rking@lacrossecounty.org		

Secondary Applicant Agency or Private Organization Contact Information (if applicable):

NOTE: Contact WisDOT if your proposal includes ineligible entities or public-private partnerships.

Organization / Agency Name	- Select -
Name	Title
Street Address	Phone
Municipality	State
	ZIP
Email	

Head of the Local Public Sponsor Agency or Private Organization Contact Information: Same as Primary Applicant Contact

Sponsor (Same as above)	Government - LOCAL - WI - LA CROSSE COUNTY HEALTH DEPARTMENT		
Name*	Audra Martine	Title*	Health Director
Street Address*	300 4th St. N	Phone*	(608) 785-6425
Municipality*	La Crosse County	State*	Wisconsin
		ZIP*	54601
Email*	amartine@lacrossecounty.org		



Project Title: *

La Crosse County Health Department - Safe Routes to School Non-Infrastructure

Activity Questionnaire:

Using the fields below, identify your project type:

- Bicycle-Pedestrian (BP)
- Planning Study Infrastructure
- Construction of Turnouts, Overlooks, and Viewing areas (TOV)
- Historic Preservation and rehabilitation of historic transportation facilities (HP)
- Safe Routes to School (SRTS)
- Planning Study In-School Programing Infrastructure

Please Note: Applicants proposing a project within the SRTS eligibility category MUST complete the "School Demographics" and "Safe Routes to School Plan" sections.

Will this project be constructed as part of another planned road project? Yes No

Enter Project Owner and Construction Schedule here.

If **yes**, specify the source (federal, state, local, or other) and provide additional details such as state/federal project IDs

Provide Additional Detail Here

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits? Yes No

-- Select --

If yes, does the project physically cross a rail facility? Yes No

Will an easement from the Office of the Commissioner of Railroads (OCR) be required? Yes No

Does your school or community have a Safe Routes to School plan? Yes No

Can it be viewed online? Yes No, it is attached with the application.

If you have more than one link, please select "Yes" on the "Is the project identified in any other planning document?" under "Identified Planning" section.

Website address*

<https://www.lacrossecounty.org/health/community-partnerships/Safe-Routes-to-School>

If no, please describe any SRTS-related planning efforts undertaken by the school or community.

0 / 1,000 Characters

Location

County(ies)*
La Crosse Statewide

Region*
Southwest Region

Census Tract Number(s)

All census tracts within La Crosse County

Municipality or Census Designated Place*
All of La Crosse County

Describe location and boundaries:*

Safe Routes to School programming will target all of La Crosse County and any schools within our jurisdiction

Project Length
2 years

Street Address of Project (if located on a highway or road)

Identified Planning

If you have more than one link to include, please select "Yes" on the "Is the project identified in any other planning document?" question.

Is the project identified in a long-range transportation plan?

Yes No

If yes, link to plan*

<https://www.lacrossecounty.org/docs/default-source>

Is the project identified in a bicycle-pedestrian plan?

Yes No

If yes, link to plan*

<chrome-extension://efaidnbmnnnibpcajpcgglefindmka>

Is the project identified in an outdoor recreation plan?

Yes No

If yes, link to plan

Is the project identified in a comprehensive plan?

Yes No

If yes, link to plan*

<chrome-extension://efaidnbmnnnibpcajpcgglefindmka>

Is the project identified in any other planning document?

Yes No

If yes, link to plan

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

Describe:

The LCHD's Community Health Improvement Plan (CHIP) focuses one of the priorities on creating a healthier environment where we continue to focus on building healthier more accessible neighborhoods where people are connected to what they need where they live. This plan emphasizes the use of active transportation and ties directly to Safe Routes to School programming and advocacy for infrastructure changes.

https://lacrossecounty.org/docs/default-source/health/chip-report-2022-2024_finale8e4102730544874a12d8fd15098beba.pdf?sfvrsn=57b058e9_2

Long-Range Transportation Plan: chrome-extension://efaidnbmnnnibpcajpcgglefindmkaj/https://www.lacrossecounty.org/docs/default-source/metropolitan-planning-organization/final-beyond-coulee-vision-2040-approved-09162020-reduced.pdf?sfvrsn=3e6c03c6_0

Bicycle Pedestrian Plan: chrome-extension://efaidnbmnnnibpcajpcgglefindmkaj/https://www.lacrossecounty.org/docs/default-source/metropolitan-planning-organization/coulee-regional-bicycle-plan-final.pdf?sfvrsn=6a1ab0de_0

Comprehensive Plan: <https://lacrossecounty.org/comprehensiveplan>

1,083 / 2,000 Characters

Brief Project Summary



Provide a brief project summary in the field below. This information should adequately describe the scope of your project but should not be as detailed as the Narrative Response – Question #1.

The La Crosse County Health Department SRTS TAP application proposes to continue SRTS program implementation among La Crosse County schools featuring walking school buses, bike trains, and safe biking and walking education. The program will impact non-motorized transportation county-wide by planning and implementing program activities in communities throughout La Crosse County. SRTS staff will also continue participating in various committees to advocate for bike and pedestrian infrastructure improvements. Staff will use data gathered from parent surveys, community feedback, and SRTS plans to make suggestions on how infrastructure can be improved to increase safety for kids who are walking and biking in neighborhoods surrounding schools.

748 / 750 Characters



Check all applicable project benefits, then describe in application narrative:

ENVIRONMENTAL

- Increases likelihood of modal shift to biking, walking, or transit from utilitarian car travel.
- Increases access and connection to the natural environment.

PUBLIC HEALTH - Project would have a demonstrable impact upon public health of applicant community.

- ECONOMIC** - Project would go beyond community enhancement to address specific "communities of concern," including elderly, disabled, minority, and low-income population. The project is within ½ mile of affordable housing complex(es). The project improves low-income access to transit, jobs, education, and essential services.

SAFETY

This project contains or addresses:

- Collision data
- Lack of adequate safe crossing or access
- Lack of separated facility
- High speed / volume
- Provides sidewalks or pathway, with curb-cuts
- Provides bike lanes, markings, and signage
- Implements traffic calming measures
- Signage and/or markings directed to safety concern
- Provides crosswalk enhancement (striping, refuge island, signal, etc.)

For SRTS Projects there is:

- Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
- Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
- Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
- High level of parental concern documented in survey data.
- Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
- Children are walking but application shows that unsafe conditions exist.

- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.

- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.



PLEASE NOTE: It is recommended that local funds be used to acquire right of way. WisDOT recommends applicants review the [real estate webpage](#).

Was any real estate acquired or transferred in anticipation of this project?

Yes No

Explain

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)

Explain

(none)

Is ROW acquisition anticipated for this project?

Yes No

If yes, provide a brief description of the property anticipated for acquisition and check all boxes that apply to ROW acquisition for this project:

Provide a brief description of ROW to be acquired (current owner, zoning concerns, etc.)

- Less than 1/2 acre More than 1/2 acre
 Parklands Large Parcels Temporary interests

If right of way was acquired in anticipation of this project, attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the [Local Program Real Estate Manual \(LP RE Manual\)](#).

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation?

Yes No

If right of way is required, will acquisition occur through a transfer of an adequate interest in real property?

Yes No

Is the project on existing state-owned highway right of way (ROW)?

Yes No

Have you contacted the WisDOT Regional Access Section to inform them of proposed facility within state right of way?

Yes No

Please explain what has been done to date.

For real estate questions, please contact Megan Munden, WisDOT Local Program Statewide Local Program Real Estate Manager, at (715) 392-7962 or megan.munden@dot.wi.gov.



Agriculture Yes No Not Investigated

Comments

Archaeological sites Yes No Not Investigated

Comments

Historical sites Yes No Not Investigated

Comments

Designated Main Street Area Yes No Not Investigated

Comments

Lakes, waterways, floodplains Yes No Not Investigated

Comments

Wetland Yes No Not Investigated

Comments

Storm water management Yes No Not Investigated

Comments

Hazardous materials sites Yes No Not Investigated

Comments

Hazardous materials on existing structure Yes No Not Investigated

Comments

Upland habitat Yes No Not Investigated

Comments

Endangered/threatened/migratory species Yes No Not Investigated

Comments

Section 4(f) Yes No Not Investigated

Comments

Section 6(f) Yes No Not Investigated

Comments

Through/adjacent to tribal land Yes No Not Investigated

Comments

For Environmental/Cultural Issue questions, please contact Jay Waldschmidt, DOT Technical Services Chief, at (608) 267-9806 or jay.waldschmidt@dot.wi.gov.



Has there been, or will there be a road improvement project in this project area?

Yes No

If yes, type year:

If yes, check all that apply:

- State Highway Project STP Local Bridge LRIP
- Pavement Replacement Reconstruction New Construction

Has the municipality anticipated, requested or previously received other federal or state funding from WisDOT for the improvement?

Yes No

If yes, please indicate all the other funding sources that are anticipated, have been requested or previously received with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Local Roads Improvement Program (LRIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Railroad Programs	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Surface Transportation Program - Rural	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Surface Transportation - Urban	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Carbon Reduction Program (CRP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Agricultural Roads Improvement Program (ARIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Transportation Enhancement Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Bicycle & Pedestrian Facilities Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Safe Routes to School	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input checked="" type="radio"/> Awarded ID:	<input type="text" value="1009-01-25/26"/>
Transportation Economic Assistance Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Flood Damage Aids	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
State Funding	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>

Other

Anticipated Requested Awarded ID:

School Demographics



Below, please include the name and demographics for the schools involved in the proposed program or project. If you have numerous schools and would prefer to provide an Excel spreadsheet with the same information you may use this template ([WisDOT TAP SRTS Demographic Template](#)) and upload as an attachment under the "Local Resolution of Support and Other Attachments."

What are the name and demographics for the school affected by the proposed program or project?



Project Costs, Priorities, and State Fiscal Years:

Complete the section below for the appropriate fiscal years of the application/project cycle. If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description. In addition to this section, applicants will need to **attach a Cost Line-Item Spreadsheet using Microsoft Excel**. This detailed breakdown of project costs must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. Project requests are not considered for partial funding.

The Cost Line Item Spreadsheet can be uploaded in the "Local Resolution of Support and Other Attachments" section of the application.

Project Cost Guidelines:

WisDOT recommends the following for all proposed TAP projects:

	Infrastructure Projects	Non-Infrastructure Projects
> 5,000 Census Designated Population Areas <i>(i.e., TAP Urban (5,000 – 50,000), TAP Urban (50,000 – 200,000), TAP TMA (>200K+))</i>	Minimum project cost of \$300,000, including any design work. \$100,000 minimum for any federally funded real estate costs.	Minimum project cost of \$50,000.
< 4,999 Census Designated Population Areas <i>(i.e., TAP Rural (<5k))</i>	Minimum project cost of \$50,000.	Minimum project cost of \$20,000.

Applicants may work with the Local Program Manager within their region for assistance to estimate costs more accurately. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Delivery Method:

Briefly describe the preferred method of project delivery (i.e., consultant contract, local delivery, etc.)

Delivery Method*

Enter the requested Federal Share of Participating Costs percentage.

%

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

	Total Funding:	Total Federal Share:	Total Local Share:
Education:	\$ 233,770.00	\$ 187,016.00	\$ 46,754.00
Encouragement:	\$ 255,016.00	\$ 204,012.80	\$ 51,003.20
Engagement:	\$ 55,754.00	\$ 44,603.20	\$ 11,150.80
Evaluation:	\$ 53,954.00	\$ 43,163.20	\$ 10,790.80
Total Cost Estimate:	\$ 598,494.00	\$ 478,795.20	\$ 119,698.80

NOTE: [WisDOT Policy Link](#)

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Total Estimated Cost	Total Federal Requested Share Amount	Total Local Share Amount	Project Award Amount
\$ 598,494.00	\$ 478,795.20	\$ 119,698.80	\$



Provide a narrative response attachment answering questions 1 through 5, making sure to provide information in response to each sub-question.

1. PROJECT DESCRIPTION AND OVERVIEW

Provide a general overview of the project, including type of facility or project, location and any other information about the project. Be brief.

La Crosse County Health Department (LCHD) staff have collaborated with schools, municipalities, communities, and agencies to implement a non-infrastructure SRTS program since 2007. Project funds will be used to continue & expand the County SRTS program, using the National Partnership for SRTS framework. An overarching focus for all SRTS activities is to ensure individuals of all demographics & identities benefit from the program. Staff will work with partners to assess the need for adaptable materials/resources, helmets, scooters, & other opportunities to reduce barriers to make SRTS activities more accessible. All County schools are invited to participate in the SRTS host school program. Future SRTS funds will be used to implement high school programming based on our prior research findings. Staff will use results from previous focus groups & surveys conducted with high school students & staff for implementation. Staff will continue to sit on various committees to raise infrastructure concerns around schools as reported by community members. Staff will continue to work with partners to identify ways to generate enthusiasm for SRTS activities. In the host school program, schools work with LCHD & designate a school liaison. Staff & liaisons promote SRTS activities, implement a supervised Walking School Bus (WSB) & bike rides to school, & coordinate educational opportunities for students. Additionally, schools not participating in the host school program are encouraged to participate in other SRTS activities such as International Walk to School Day, Walk/Wheel to School Challenges & Winter Walk to School Day. Modest incentives are offered to encourage participation. Staff collaborate with schools, libraries, Safe Kids Coalition, & community groups to provide bike/ped education through bike rodeos, WSB, & helmet safety presentations. Parent surveys are collected to help staff track program impact & identify areas of concern. School participation & coordinator activities are reported regularly. Surveys, school reports & participant feedback are used to assess & improve activities. Staff use feedback from schools & parents about walking/biking concerns & barriers to advocate for infrastructure improvements.

2,241 / 2,250 Characters

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan (bike-pedestrian plan, safe routes to school plan, transportation plan, comprehensive plan, etc.), describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

This proposal will build upon current SRTS activities. Staff partner with communities and schools to implement SRTS plans. For example, staff worked with the City of La Crosse on updating their 2020 SRTS Plan and the Master Bicycle and Pedestrian Plan, which references SRTS. LCHD's vision is "La Crosse County's vibrant local economy and strong public services create the foundation for a healthy, safe and inclusive community." Complete Streets legislations have been enacted by the County, La Crosse Area Planning Committee (LAPC), City of La Crosse, Onalaska, Holmen, & West Salem, thus all support active transportation. State-wide Vision Zero & other plans also emphasize this support. As plan updates occur, staff continue to advocate for SRTS to be included. Most recently, SRTS was added to the La Crosse School District's Climate Action Plan and the steering committee for LAPC's Safe Streets and Roads for All Safety Action Plan. Staff utilize parent surveys to collect information on walking & biking including concerns, interest, and identify areas for improvement. Audits are part of SRTS plan development, combined with crash statistics, school demographics, & parent/student concerns. According to WI Community Maps, from 2022-2024 there were 176 total crashes involving bicyclists and/or pedestrians in La Crosse County. Of those crashes, 77 bicyclists sustained injuries - 12 of them being seriously injured. Even higher, 89 pedestrians were injured in these crashes with 20 being seriously injured and one resulting in a fatality. Only 19 (11%) of those crashes did not result in any injuries.

1,612 / 2,250 Characters

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project? Considering project obstacles, describe how the project sponsor will comply with state law. Will project commencement occur within four years of the award date, and project completion within approximately six years?

Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the state fiscal year it was programmed? In the last 10 years, has the sponsor ever had to turn back awarded federal funds related to a transportation project? Please explain.

If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally. Examples of a commitment could be a local "complete streets" ordinance, multimodal advisory committees, or the inclusion of multimodal accommodations in other local program projects sponsored by the municipality.

LCHD staff have successfully advocated for, planned, & implemented SRTS activities for the last 18 years. Activities and budgets are reviewed regularly to prioritize timeliness and accuracy of proposed program plans. Staff actively research local & national SRTS programs, survey schools/students/families, host focus groups & participate in committee meetings. Through this research, we have found schools hesitate to join our host school program due to limited staff capacity. In response, we have implemented tiered options for our host school program that allow schools to choose their level of involvement and continue to find ways to enhance what they are already doing with active transportation. Implementation of the new/expanded activities detailed in this narrative & the implementation of funds will begin in 2028. LCHD has a long history of broad community support for alternative modes of transportation, as demonstrated in its inclusion & participation in local/regional transportation plans and various committees. LCHD leaders & staff participate in City of La Crosse Bicycle & Pedestrian Advisory Committee, and LAPC's Committee on Transit and Active Transportation (CTAT) and Technical Advisory Committee (TAC). Staff also collaborate with the County Highway Commissioner, local governments' engineers & planners, school officials, and others to address county-wide SRTS concerns and identify bike and pedestrian accommodations on projects. Project 1009-00-67 was due to be completed in 2021. Due to the COVID-19 pandemic, \$2696 was not spent and the funding was returned to the DOT. All other project funding that LCHD has received has been spent within expected timelines.

1,693 / 2,250 Characters

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Planning Projects

Describe how the implementation of a plan would serve a broad geographic area and add connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Safe Routes to School Programming Projects

Will the project get a higher percentage of children walking and biking to school - addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues.

School policies that include WSB's greatly enhance active transportation. Feedback from schools have shown increases in walking on WSB days. Safety issues are addressed when schools & coordinators advocate for infrastructure improvements, engage with law enforcement, & educate youth on safe walking and biking. Top three concerns as identified through parent surveys and conversations with our schools are safety of intersections/crossings, speed of traffic & lack of safe sidewalks & pathways. This funding will help address concerns by identifying safer alternative routes on low speed/low volume streets with sidewalks, convenient WSB drop-off points for families who live further, & routes with crosswalks & crossing guards. As communities work to improve SRTS networks, busing & car transportation may be reduced to positively impact our health & environment. Communities will benefit from SRTS participation as students become more confident in their ability to walk & bike safely. SRTS staff have an ongoing relationship with a local police sergeant who supports SRTS efforts, checking in regularly to identify collaboration opportunities.

1,147 / 2,250 Characters

5. PROJECT BENEFIT — ENVIRONMENTAL, LIVABILITY, ECONOMIC, PUBLIC HEALTH, HISTORICAL PRESERVATION, ECONOMIC DEVELOPMENT, AND SAFETY

Describe the benefits likely derived from the proposed project; this description should correspond to the project benefit section. Beyond connectivity, it is advantageous that a potential TAP project demonstrates a tangible contribution to a community benefit.

Environmental benefits include reduced vehicle emissions, improving air quality & livability. Livability is further enhanced from added opportunities for student social connections & healthy activities. SRTS improvements benefit public health at its core, addressing safety concerns with reduced bike and pedestrian accidents, encouraging spending time outdoors, & increasing physical activity opportunities for students. Improved Safety benefits occur with safe infrastructure improvements and increased preference for biking and walking to school. Walking School Bus and bike trains allow students to travel in supervised groups and learn ways to safely navigate their community. Parent survey results indicate that the top concerns are safety of infrastructure/crossings, speed of traffic, & lack of safe sidewalks and pathways. SRTS provides education to allow kids to safely navigate crossings and properly use existing infrastructure. Advocacy is also used to highlight these concerns and the need for improvements and better connectivity.

1,045 / 3,000 Characters



Applicants must **submit the Local Resolutions of Support to the respective WisDOT Regional Office on or before 5 pm on December 29, 2025. All other components of applications are due on or before 5PM October 31, 2025.** and must include the following documents:

Cost Line Item Spreadsheet *

Local Resolution of Support

Document Name	Document Type(s)	Upload Date
2028-2030 SRTS budget.xlsx	Cost Line Item Spreadsheet	2025-09-12
School Demographics - La Crosse County Health Department SRTS Non-Infrastructure.xlsx	Other (School Demographics)	2025-10-28
SRTS Resolution - County Board 10-18-25.pdf	Local Resolution of Support	2025-10-22



Please confirm your understanding of the following project condition by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

WisDOT will deem ineligible any application that does not provide confirmation to this section.

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current Sponsor's Guide to Non-Traditional Transportation Project Implementation, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.
- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. ***For 100% locally-funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.
- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

Application prepared by a consultant? Yes No

Consultant Company Name:

Company Location (City, State):

Consultant Signature (electronic only):

Date:

Sponsor consultant(s) should not initial or sign project applications.

I confirm that I have read and understand project conditions (a) through (p) above: Same as Primary Applicant

Name:

Title:

Accepted (please initial here):

AM