



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

LA CROSSE COUNTY NOTICE OF MEETING

COMMITTEE OR BOARD:	LA CROSSE AREA PLANNING COMMITTEE	
DATE OF MEETING:	Wednesday, January 15, 2025	
MEETING PLACE:	ROOM 1107 ADMINISTRATIVE CENTER 212 6TH STREET N, LA CROSSE, WI 54601 THE MEETING WILL BE HELD IN PERSON WITH THE OPTION TO ATTEND VIRTUALLY VIA TEAMS – SEE MEETING ACCESS/MONITORING INSTRUCTIONS DETAILED BELOW	
TIME OF MEETING:	4:30 P.M.	
PURPOSE OF MEETING:	January Policy Board Meeting	
	Item	Action
1.	Call to Order and Roll Call	
2.	Public comment (5 minutes time limit per comment)	
3.	Approval of minutes of the November 20, 2024, LAPC meeting	Approve
4.	WisDOT Area Corridor Study Updates (WIS 35, WIS 16, US 53) Michael Richardson, P.E. – Major Studies Project Manager, SW Region Michelle Howe, P.E. – Major Studies Supervisor, SW Region	Information
5.	Approval to amend the 2025-2028 Transportation Improvement Program (TIP) and Document – <i>Resolution 1-2025</i>	Approve
6.	Approve La Crescent 2027-2029 Minnesota DOT CRP Application	Approve
7.	Metropolitan Transportation Plan Update	Information
8.	LAPC RFP Updates	Information
9.	Director and Staff Report (attached)	Information
10.	Future Agenda Items -MTP Update -RFP Updates -TIP Document Amendment	Information
11.	Member Updates or Requests	Information
12.	Next Regular Meeting of LAPC: Wednesday, March 19, 2025	Information
13.	Adjourn	Approve

Public Access: Any person may access/monitor the meeting utilizing options on the following page.



LA CROSSE AREA PLANNING COMMITTEE

METROPOLITAN PLANNING ORGANIZATION

SERVING THE LA CROSSE (WI)/LA CRESCENT (MN) URBANIZED AREA

MEETING ACCESS/MONITORING INSTRUCTIONS:

Option 1: Use the link below to join the TEAMS meeting on your desktop/laptop/phone to stream audio, video or both. If you do not have TEAMS on your desktop/laptop/phone, after you activate the link "Click here to join the meeting" you will have to follow several prompts to join the meeting.

Join the meeting now Meeting ID: 252 930 677 083 Passcode: ZF2Lz7sG	Dial in by phone +1 262-683-8845,,813587373# United States, Allenton Find a local number Phone conference ID: 813 587 373#
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If you need assistance accessing or participating in this meeting, please contact LAPC staff as soon as possible by phone at 608-785-5597, by email at eduffer@lacrossecounty.org, or in person at 212 6th St N, Room 1600, La Crosse, WI 54601.

Yog tias koj xav tau kev pabcuam kom nkag mus lossis koom nrog hauv lub rooj sib tham no, thov hu rau LAPC cov neeg ua haujlwm kom sai li sai tau hauv xovtooj ntawm 608-785-5597, lossis email rau eduffer@lacrossecounty.org, lossis tus kheej rau 212 6th St N, Room 1600, La Crosse, WI 54601.

Si necesita ayuda para acceder o participar en esta reunión, comuníquese con el personal de LAPC lo antes posible por teléfono al 608-785-5597, por correo electrónico a eduffer@lacrossecounty.org, o en persona en 212 6th St N, Room 1600, La Crosse, WI 54601.

NOTICES FAXED/MAILED TO:

NEWS MEDIA

La Crosse Tribune
Other Media

OTHERS

LAPC Technical Committees
Public Participation Process List

DEPARTMENTS

County Administrator
Corporation Counsel
County Clerk
Facilities

COMMITTEE MEMBERS

Patrick Barlow, Chair
Tim Candahl, Vice Chair
Tina Tryggestad
Mitch Reynolds/Barb Janssen
Scott Schumacher
Mike Poellinger
Steve Elsen/Dean Taylor
Stan Hauser/Jerry Monti
Dan Kapanke
Kim Smith
Bob Stupi

MEMBERS: If unable to attend, please contact Bob Gollnik, MPO Executive Director at 608-785-5977.

***PUBLIC COMMENT:** The Committee may receive information from the public, but the Committee reserves the right to limit the time that the public may comment and the degree to which members of the public may participate in the meeting.



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PERSONS WITH DISABILITY: If you need accommodation to access/monitor this meeting, please contact the County Clerk's Office at 608-785-9581 as soon as possible.

The LAPC reserves the right to reconsider issues taken up at previous meetings. Documents are emailed and/or mailed to LAPC Policy Board members; please contact the LAPC office to obtain copies. If you have a disability and need assistance participating in this meeting, please contact Erin Duffer at 608-785-5597 or at eduffer@lacrossecounty.org as soon as possible in advance of the meeting.

DATE NOTICE FAXED/MAILED/POSTED: January 8, 2025

This meeting may be recorded and any such recording is subject to Disclosure under the Wisconsin Open Records Law



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

LA CROSSE AREA PLANNING COMMITTEE
MINUTES OF NOVEMBER 20, 2024
Held in person and via Microsoft Teams

MEMBERS PRESENT:	Patrick Barlow, Tina Tryggestad, Steve Elsen, Scott Schumacher, Bob Stupi, Barb Janssen, Tim Candahl
MEMBERS EXCUSED:	Kim Smith, Stan Hauser, Dan Kapanke, Mike Poellinger
OTHERS PRESENT:	Erin Duffer, Travis Key, Bob Gollnik, Jane Klekamp, Francis Schelfhout

CALL TO ORDER

Chair Patrick Barlow called the meeting to order at 4:30 p.m. Roll call was taken, and a quorum was called.

PUBLIC COMMENT: None.

APPROVAL OF MINUTES OF THE SEPTEMBER 18, 2024, LAPC MEETING

MOTION by Bob Stupi/Tina Tryggestad to approve the minutes of the September 18, 2024, La Crosse Area Planning Committee meeting. **Motion carried unanimously; four excused (Smith, Hauser Kapanke, Poellinger).**

RESOLUTION TO APPROVE LAPC 2025 UNIFIED PLANNING WORK PROGRAM (UPWP) – Resolution 10-2024

The 2025 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.

MOTION by Bob Stupi/Steve Elsen to approve. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**

RESOLUTION TO APPROVE THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Resolution 11-2024

The La Crosse Area Planning Committee (LAPC) was created through an Inter-municipal Agreement approved by all local units of government located within the La Crosse urbanized area as the urban planning body responsible for performing urban transportation planning. The LAPC is recognized by the Governors of Minnesota and Wisconsin as the MPO for the La Crosse/La Crescent area. The LAPC approves the 2025-2028 Transportation Improvement Program as being consistent with metropolitan plans and policies. The LAPC policy board authorizes the staff of the LAPC to make minor changes in order to address the concerns of the FTA, FHWA, MnDOT, and WisDOT.

MOTION by Tina Tryggestad/Bob Stupi to approve. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**



LA CROSSE AREA PLANNING COMMITTEE
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RECOMMENDATION TO APPROVE AMENDING THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT – Resolution 12-2024

The La Crosse Area Planning Committee approved the 2024-2027 TIP on November 15, 2023. Since the adoption of the TIP two projects have been added, changes to funding, state project ID and/or construction schedules to 70 projects, and five projects have been completed and removed and one project rescinded.

MOTION by Tim Candahl/Barb Janssen to approve. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**

RECOMMENDATION TO APPROVE THE 2025 MINNESOTA PM1 SAFETY TARGETS – Resolution 13-2024

Metropolitan Planning Organizations (MPOs) must annually establish calendar year targets for each of the five HSIP safety performance measures and agree to plan and program projects so that the contribute to the accomplishments of the State HSIP targets or commit to quantifiable HSIP targets for the metropolitan planning area.

Safety Performance Measure	2019-2023 Baseline	MnDOT 2025 Target
Number of fatalities	420.8	352.4
Rate of fatalities per 100 million vehicle miles traveled	0.742	0.582
Number of serious injuries	1,745.6	1,463.4
Rate of serious injuries per 100 million vehicle miles traveled	3.075	2.470
Number of non-motorized fatalities and serious injuries	285.4	258.4

MOTION by Steve Elsen/Tim Candahl to approve. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**

RECOMMENDATION TO APPROVE THE 2025 WISCONSIN PM1 SAFETY TARGETS – Resolution 14-2024

Metropolitan Planning Organizations (MPOs) must annually establish calendar year targets for each of the five HSIP safety performance measures and agree to plan and program projects so that the contribute to the accomplishments of the State HSIP targets or commit to quantifiable HSIP targets for the metropolitan planning area.

Safety Performance Measure	2019-2023 Baseline	WisDOT 2025 Target
Number of fatalities	591.6	579.8
Rate of fatalities per 100 million vehicle miles traveled	0.922	0.904
Number of serious injuries	3,145.0	3,082.1
Rate of serious injuries per 100 million vehicle miles traveled	4.906	4.808
Number of non-motorized fatalities and serious injuries	388.6	380.8

MOTION by Barb Janssen/Steve Elsen to approve. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**



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RECOMMENDATION TO APPROVE THE 2024 UPWP EXTENSION REQUEST– Resolution 15-2024

Since approval of the 2024 UPWP the budget was amended in June to transfer funds from the 500-element to hire additional staff member while maintaining a balance for outreach and engagement consultants for the Metropolitan Transportation Plan. LAPC contracted with SRF in September 2024. This item is to approve extension of the 2024 funds until June 30, 2025, to complete the unfinished 2024 work program activities for the outreach and engagement consultants.

MOTION by Bob Stupi/Tina Tryggestad to approve. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**

METROPOLITAN TRANSPORTATION PLAN UPDATE

Erin Duffer provided an update on the engagement efforts thus far, including the open house, focus groups, pop-ups, and the online community survey and comment map.

DIRECTOR AND STAFF REPORT

Detailed list of additional LAPC activities and involvements between this meeting and the last Policy Board meeting was provided in the agenda packet.

FUTURE AGENDA ITEMS

- MTP Update
- TIP Amendment

MEMBER UPDATES OR REQUESTS

Members shared about 2025 municipal and county budget approvals. Other updates included Casberg Coulee bridge in Holland opened on Friday, Holmen Fire District started looking at fire station siting, Medary's Comprehensive Plan is wrapping up, and the La Crosse Hwy 35 Corridor study progressing with a Technical Advisory Committee meeting coming up in December.

NEXT MEETING DATE: Wednesday, January 15, 2025, at 4:30 p.m.

MOTION by Tina Tryggestad/Tim Candahl to adjourn the meeting at 5:07 p.m. **Motion carried unanimously; four excused (Smith, Hauser, Kapanke, Poellinger).**

Disclaimer: The above minutes may be approved, amended or corrected at the next committee meeting.

Recorded by Erin Klar and Erin Duffer

La Crosse Area Planning Committee

RESOLUTION 1 – 2025

AMENDING THE

2025 - 2028 Transportation Improvement Program (TIP) for the La Crosse / La Crescent Planning Area

WHEREAS, the U. S. Department of Transportation regulations require the development and approval of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO); and

WHEREAS, the La Crosse Area Planning Committee approved the 2025-2087 TIP on November 20, 2024;

And,

WHEREAS, since adoption of the TIP, four (4) projects have been added to the TIP projects list:

243-25-012	State of WI	STH 33, La Crosse - Cashton (Wedgewood Drive to Southdale Dr) Curb Ramps for WisDOT ADA Trans Plan, Design Anticipated in 2025, Construction Anticipated in 2032.
243-25-013	La Crosse County	LAPC Safe Streets For All (SS4A) Comprehensive Safety Action Plan, Planning Obligated in 2025 and 2026.
243-25-014	Vernon Area Rehabilitation Center	One (1) medium-large bus replacement vehicle.
243-25-015	Monroe County	One (1) High Roof Rear Entry Transit Vehicle Replacement. Transit Serves La Crosse and Monroe Counties.

And,

WHEREAS, since adoption of the TIP, Changes to funding, project description, state project ID, and/or construction/design schedules have been made to four (4) projects: One (1) State of Wisconsin reconstruction project (243-23-022), one (1) City of Onalaska pavement replacement project (243-24-030), and two (2) transit projects (243-22-013 & 243-23-018)

And,

WHEREAS, since adoption of the TIP Document, page 12, Table 2: Project Funding Sources, updated to add Surface Transportation Program (STP), Intelligent Transportation System Program (ITS), and Safe Streets For All Program (SS4A).

NOW, THEREFORE, BE IT RESOLVED that the La Crosse Area Planning Committee, hereby, approves an amendment to the 2025-2028 TIP table and document as reflected in the attachment.

LA CROSSE AREA PLANNING COMMITTEE

Patrick Barlow, Chair

Bob Gollnik, Executive Director

Dated: January 15, 2025

2025-2028 Transportation Improvement Program Project List

January 15, 2025

Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	2025 (x\$1000)					2026 (x\$1000)					2027 (x\$1000)					2028 (x\$1000)					Source of Funds		
						Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total			
243-24-023	0900-05-47	Kwik Trip	Kwik Trip Store #762 City of La Crosse I-90 A, Install Four EV Chargers, Wisconsin Electric Vehicle Infrastructure Program, Construction Anticipated in 2024	Other	PE ROW Const Total						Construction Continued																NEVI	
243-23-016	EFL Led Project	Town of Shelby	Safe Public Rail Access (EFL App# WI 98), New access road, parking lot and railroad crossing signals to Upper Mississippi National Wildlife Refuge (0.1 miles north of B-32-0163 on WIS 35) USF&W providing match funding	Other	PE ROW Const Total						Design Continued	Design Continued	952.0			238.0	1,190.0						Construction Continued					FLAP
243-21-022	1000-04-00-01-01, 40, 41, 50, 51, 53, 54, 55, 57, 58, 59, 70, 72, 73, 1000-75-50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 1000-77-50, 51, 52, 53, 54, 1000-78-50.	State of Wisconsin	Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021-2022, ROW Scheduled in 2024, Construction Obligated in 2024-2025 (const. until 2028)	Rail	PE ROW Const Total	17,870.4	5,018.9	5,996.6	5,000.0	33,885.9		Construction Continued					Construction Continued						Construction Continued					Rail Safety
243-24-015	5991-06-10	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Geometric Improvements, Design Obligated in 2024, Construction not Currently Scheduled/Obligated	Rail	PE ROW Const Total						Design Continued	Design Continued					Design Continued						Design Continued					Rail Safety
243-21-023	5991-05-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction Anticipated in 2026	Rail	PE ROW Const Total								176.8			176.7	353.5						Construction Continued					Rail Safety
243-24-018	5991-00-51	State of Wisconsin	Village of West Salem, Leonard Street (Soo Line RR Xing 3909206), Railroad Warning Device, Construction Anticipated in 2024-2025	Rail	PE ROW Const Total						Construction Continued																Rail Safety	
243-24-019	5991-00-52	State of Wisconsin	Village of West Salem, Mill Street (Soo Line RR Xing 3909177), Railroad Warning Device, Construction Anticipated in 2024-2025	Rail	PE ROW Const Total						Construction Continued																Rail Safety	
243-24-020	5991-00-50	State of Wisconsin	Village of West Salem, CTH B/Oak Avenue (Soo Line RR Xing 390921H), Railroad Warning Device, Construction Anticipated in 2024-2025	Rail	PE ROW Const Total						Construction Continued																Rail Safety	
243-24-021	5349-02-51	State of Wisconsin	Town of Hamilton, Linse Road (Soo Line RR Xing 390914X), Railroad Warning Device, Construction obligated in 2024	Rail	PE ROW Const Total						Construction Continued																Rail Safety	
243-22-028	5991-07-46	State of Wisconsin	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Add Roadway Median/Misc, Construction Obligated in 2023	Rail	PE ROW Const Total						Construction Continued																Rail Safety	
243-22-020	5991-05-53	State of Wisconsin	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Railroad Operations/Replace Signals, Add Gates/Misc, Construction Obligated in 2023	Rail	PE ROW Const Total						Construction Continued																Rail Safety	

2025-2028 Transportation Improvement Program Project List																										
January 15, 2025																										
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	2025 (x\$1000)					2026 (x\$1000)					2027 (x\$1000)					2028 (x\$1000)					Source of Funds
						Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	
MINNESOTA PROJECTS																										
243-09-015	TRF-3780-24, 25, 26, 27	City of La Crescent	SECT 5307: City of La Crescent Transit Operating Assistance	Transit	PE																					
					OA	86.3			304.3	390.7	86.3			304.3	390.7	86.3			304.3	390.7	86.3			304.3	390.7	
					TOTAL	86.3			304.3	390.7	86.3			304.3	390.7	86.3			304.3	390.7	86.3			304.3	390.7	
243-24-025	236-080-005, 006	City of La Crescent	**CRP** City of La Crescent: Lease 2 Electric Vehicles for Municipal Use	Other	PE																					
					OA	16.0			6.0	22.0	16.0			6.0	22.0											
					TOTAL	16.0			6.0	22.0	16.0			6.0	22.0											
243-24-037	8806-CRPLA-27, 28	State of Minnesota	**CRP** LAPC CARBON REDUCTION SET ASIDE	Other	PE																					
					OA										9.0			9.0	12.0				12.0			
					TOTAL										9.0			9.0	12.0				12.0			
243-24-038	2805-75	State of Minnesota	**ELLE** ON MN 18 FROM 0.37 MI. W. TH 61 TO TH 61. ON TH 61 FROM 0.3 MI E TH 16/61 TO 4TH ST. LT. BITUMINOUS MILL AND OVERLAY	Pav Repl	PE																					
					OA														1,954.1	445.9	100.0	2,500.0				
					TOTAL															1,954.1	445.9	100.0	2,500.0			

2025-2028 Transportation Improvement Program Project List										2025 (x\$1000)				2026 (x\$1000)				2027 (x\$1000)				2028 (x\$1000)				Source of Funds
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	2025				2026				2027				2028								
						Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	
WISCONSIN TRANSIT PROJECTS																										
243-03-037		La Crosse County	MiniBus, Volunteer Driver	Transit	PE OA CAPT TOTAL		293.8		58.8	352.6		293.8		58.8	352.6		293.8		58.8	352.6	SF					
243-03-039		City of LaCrosse	MTU Operating Assistance	Transit	PE OA CAPT TOTAL	2,794.8	1,108.5		1,686.3	5,589.6	2,794.8	1,108.5		1,686.3	5,589.6	2,794.8	1,108.5		1,686.3	5,589.6	5307					
243-23-012		City of LaCrosse	Two (2) Hybrid Replacement Buses	Transit	PE OA CAPT TOTAL		1.3		579.0	580.2											5339					
243-24-012		City of La Crosse	MTU AVL (automatic vehicle location) System	Transit	PE OA CAPT TOTAL		1.3		579.0	580.2											5307					
243-23-013		City of La Crosse	Two (2) Clean Diesel Buses, City of La Crosse, Public Transportation, Obligation Anticipated in 2023	Transit	PE OA CAPT TOTAL		884.5		356.8	1,241.3											5339					
243-23-027		CouleeCap	Vehicle Loans, Operating Assistance (WETAP), Crawford, La Crosse, and Vernon Counties	Transit	PE OA CAPT TOTAL																5307 85.24					
243-22-013		Vernon County	Mobility Management, Volunteer Driver Program and Vernon County Mini Bus. Serves locations in La Crosse Area	Transit	PE OA CAPT TOTAL		22.5		5.6	28.2											5310					
243-25-014		Vernon Area Rehabilitation Center	One (1) medium-large bus replacement vehicle.	Transit	PE OA CAPT TOTAL		112.9		37,627.0	37,739.9											5310					
243-22-015		Aptiv, Inc.	One (1) Bariatric Van, Side-load. Serves La Crosse, Monroe, Jackson, and Walworth Counties	Transit	PE OA CAPT TOTAL																5310					
243-23-017		Aptiv, Inc.	One (1) Bariatric Van, Side-load. Vehicle Replacement. Serves La Crosse, Monroe, Jackson, and Walworth Counties	Transit	PE OA CAPT TOTAL																5310					
243-22-016		Monroe County	One (1) Bariatric Van, Side-load. Serves La Crosse and Monroe Counties	Transit	PE OA CAPT TOTAL																5310					
243-23-018		Center for Independent Living	Call Center, Mobility Management and Operating Assistance. Serves La Crosse County and 41 Other Wisconsin Counties	Transit	PE OA CAPT TOTAL		229.6		229.6	459.2											5310					
243-23-019		Tri-State Ambulance	One (1) Rear-Entry Minivan. Vehicle Replacement. Serves Vernon and La Crosse Counties	Transit	PE OA CAPT TOTAL		86.1		21.5	107.6											5310					
243-23-028	5311523-26a	La Crosse County	Lease - Replacement <30' Buses	Transit	PE OA CAPT TOTAL																5311					
243-25-015		Monroe County	One (1) High Roof Rear Entry Transit Vehicle Replacement. Serves La Crosse and Monroe Counties	Transit	PE OA CAPT TOTAL		62.4		20.8	83.1											5310					
243-24-036	5991-02-41	City of Onalaska	Two (2) Transit Vans, City of Onalaska, OHWS Public Transit, Obligation Anticipated in 2027	Transit	PE OA CAPT TOTAL									288.0		72.0	360.0				TAP					
243-13-013		La Crosse County	Scenic Mississippi Regional Transit (SMRT) La Crosse, Crawford, Monroe, and Vernon Counties	Transit	PE OA CAPT TOTAL	288.4	31.3		257.2	576.8	288.4	31.3		257.2	576.8	288.4	31.3		257.2	576.8	5311					
243-03-043	11.12.15 11.03.02	City of Onalaska	Onalaska / Holmen / West Salem Public Transit. Operating Assistance	Transit	PE OA CAPT TOTAL	405.0	196.2		252.0	853.3	405.0	196.2		252.0	853.3	405.0	196.2		252.0	853.3	5307					

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

Source of Funds: Project funding is listed as a program code as shown in Table 2. Because some projects are funded from a variety of sources, the major source is listed for each project.

TABLE 2: PROJECT FUNDING SOURCES

FUNDING SOURCE*	CODE
<i>Federal Highway Programs</i>	
National Highway Performance Program	NHPP
Surface Transportation Block Grant Program	STBG
Surface Transportation Program	STP
Transportation Alternatives Program	TAP
Highway Safety Improvement Program	HSIP
Federal Lands Access Program	FLAP
Federal Emergency Relief (Flooding)	ER
Carbon Reduction Program	CRP
National Electric Vehicle Infrastructure Program	NEVI
Intelligent Transportation System Program	ITS
Safe Streets For All Grant	SS4A
<i>Federal Transit Programs</i>	
Urbanized Area Formula Grant	5307
Bus and Bus Facilities Program	5339
Enhanced Mobility of Seniors & Individuals with Disabilities	5310
Rural Area Formula Grants	5311
<i>State and Local Funding</i>	
Major Highway Projects (Wisconsin)	MAJOR
Wisconsin or Minnesota State Funds (includes transit funds)	SF
Municipality Local Funds	LF

TIP Grouped Projects List

The Grouped Projects List (Table 4) includes projects that are grouped under a single project number in the TIP Project List. These projects have little to no environmental impact, are not regionally significant, and can be processed quickly through an administrative modification. Grouped project types currently include bridge maintenance, emergency repair, and existing TAP projects. Because we now add new TAP projects to the main TIP projects list and not to the existing grouped list, the TAP group is slowly being phased out as projects are completed and removed from the TIP.



LA CROSSE AREA PLANNING COMMITTEE

METROPOLITAN PLANNING ORGANIZATION

SERVING THE LA CROSSE (WI)/LA CRESCENT (MN) URBANIZED AREA

TASK/PROJECT	HIGHLIGHTS	NEXT STEPS
MTP Engagement Efforts	Kickoff, Community meetings, flyer distribution, Rodeo, Bingo, Weekly calls, Open house, and near-term steps.	
MTP Travel Model	WisDOT is leading LAPC’s travel model update for the MTP and LAPC is assisting with the data and review. WisDOT requested an extension for completion from FHWA from November 2024 to end of December.	Implement into MTP
WIS 35/53/16 TAC Meetings	Review alternatives and selected design preferences for WIS 35. Public Involvement Meeting (PIM) for WIS 35 scheduled 1/14/25 at the La Crosse Main St Library from 4:30-6pm. WIS 53 and 14/61 and WIS 16 PIMs anticipated in spring 2025.	Continue participating in TAC and PIMs
Medary Planning Committee	Final revisions to Comprehensive Plan language and goals were made at the December 17 th Plan Commission meeting.	
APA Wisconsin Conference	Wisconsin chapter of the American Planning Association is holding their annual conference in La Crosse, September 11-12, 2025.	
Bluffland Coalition	2025 budget discussions regarding county allotment. Coalition requested proposals from member organizations to make use of available funds.	Continue participating in meetings
WI CCAP Advisory Team	Wisconsin DOA is drafting the first ever Comprehensive Climate Action Plan (CCAP). Erin is serving on the Transportation Advisory Team for the plan.	Bi-monthly meetings
WI MPO MTP/LRTP Workgroup	Erin is leading an MPO-driven initiative to survey existing MTPs/LRTPs activities in Wisconsin and best practices nationwide. Workgroup was formed this year and tasked with drafting findings report and initiate opportunities for improvement.	Bi-monthly meetings, Best Practices Report and Recommendations
MPO GIS Portal	Travis is updating the Web Map Portal to keep the information that is available on LAPC’s GIS portal relevant. Additionally, select web maps are being updated to have interactive features that will allow users to filter data, measure, draw, export maps, and generate infographics displaying various economic and demographic data.	Continue updating and adapting GIS tabular data on the portal to be easier understood by the public
La Crosse Area Chamber – State of Our Ports	On November 18, the La Crosse Area Chamber of Commerce organized a luncheon to discuss airport and waterway activity in the La Crosse Region. Speakers included: Jeff Tripp (LSE), Travis Black (MARAD), Adam Binsfield (Brennan Marine), and Bob Gollnik (LAPC).	Continue to participate in relevant Chamber Events
FRA RCE Grants	LAPC led an FRA RCE Grant Submittal on behalf of the Town of Onalaska (Brice Prairie), submitted on 9/19. LAPC supported an FRA RCE Grant for the City of La Crescent, submitted 9/23.	Estimated response in January/February 2025.
SS4A	LAPC received “Official” notification of award for a Comprehensive Safety Action Plan through the SS4A program on October 8. The timeline for the beginning of the project (in partnership with the City of La Crosse) will be May 2025. A consultant will be used for the majority of the work.	Bob is working with FHWA on the grant agreement and required forms with City and County.



LA CROSSE AREA PLANNING COMMITTEE

METROPOLITAN PLANNING ORGANIZATION

SERVING THE LA CROSSE (WI)/LA CRESCENT (MN) URBANIZED AREA

MnDOT State Rail Plan Policy Advisory Committee	November 26, MNDOT State Rail Plan PAC #2	Maintain communications with TDA and collaborate as necessary moving forward.
ORA Trails Site Amenities	In September, Outdoor Recreation Alliance invited LAPC to serve on a site amenities committee to assist on designs, amenities, and connectivity. The committee is meeting bi-weekly and collaborating with a number of local partners to make the project a success.	Continue regular meetings and assist with State Highway 33 access permits and approvals.
Mid America Freight Coalition	Coalition is a pooled fund research program comprised of 10 upper Midwest states. Bi-monthly meeting on December 5 covered rail corridor hazards, annual meeting funding, and peer to peer discussions	Continue participating in regular meetings and monitor research.
USDOT Maritime Administration Port Infrastructure Grant Workshop	On November 20 and 21, MARAD, in collaboration with Wisconsin and Illinois Departments of Transportation, hosted a comprehensive grant application workshop for inland rivers, great lakes ports, and various other stakeholders. The workshop had over 90 attendees and Bob attended on behalf of LAPC. CMAP (Chicago) was the only other MPO in attendance.	Monitor Federal grant opportunities and continue having discussions with the Joint Harbor Commission and La Crosse waterway stakeholders.
La Crosse Air Services Workgroup	In 2024, La Crosse Area Development Corporation (LADCO) organized a workgroup of various stakeholders to discuss strategies to expand and 'rightsized' LSE services. Bob attends monthly meetings on behalf of LAPC, and in December members of the group (including Bob), began evaluating proposals for the next round of airport consultants.	Interviews and selection are scheduled for mid-late January 2025
Operation Lifesaver – See Tracks? Think Train Week Kickoff (9/23)	OLI – Wisconsin Staff, WISDOT, and Railroad staff joined LAPC and local law enforcement to kick off the national event, with two days of education and enforcement in the area. <ul style="list-style-type: none"> • Activities included 8 Schools, 3 Boys & Girls Clubs, 1 Public Event, and 1 Enforcement Event • "Law Enforcement Roundtable" with approximately 25 local agency and law enforcement attendees, including railroad police from CN, CPKC, and BNSF (thanks for taking time to attend Kris!) • Our estimates are that approximately 2,500 area students saw the ST3 messages in two days. • Enforcement/Education event at Losey Blvd/Ward Ave Rail Crossing resulted in ~40 warnings and 4 citations in 1.5 hours. 	LAPC will organize this as an annual event moving forward and continue to work with OLI to develop products and delivery throughout the year. Bob coordinated with OLI to begin preliminary plans for September 2025.

CRP Application

LAPC, the Metropolitan Planning Organization (MPO) for the La Crescent, MN – La Crosse, WI urbanized area is soliciting for use of the direct suballocation of Minnesota DOT’s CRP funds for the federal fiscal years (FFY) 2027, 2028 and 2029. Eligible public government entities must be located on the Minnesota-side of LAPC’s [Urban Area](#).

Instructions:

To apply for LAPC’s CRP funds made available, please fill out this application and submit to LAPC staff by **January 10, 2025, at 5:00pm**. To do so, please email Erin Duffer at eduffer@lacrossecounty.org and/or Bob Gollnik at rgollnik@lacrossecounty.org.

NOTE: Prior to submittal of the application, **Letter of Intent (LOI)** must have been submitted to LAPC and MnDOT staff by **November 1, 2024**. If you have not done so, please contact LAPC staff for more information.

Prior to submittal, please review all applicable material, on MnDOT’s Carbon Reduction Program (CRP) website: [Carbon Reduction Program \(state.mn.us\)](https://carbonreduction.state.mn.us).

Questions:

If you have any questions about the Carbon Reduction Program and/or the solicitation, please contact the Carbon Reduction Program Coordinator, Anna Pierce at 651-366-3793 or anna.m.pierce@state.mn.us. Specific local questions can be directed to Erin Duffer, Transportation Planner at LAPC, 608-785-5597 or eduffer@lacrossecounty.org.

Applicant information

Name of applicant organization: City of La Crescent

Name of contact: Jason Ludwigson

Contact address: 315 Main Street

City: La Crescent **State:** MN **Zip:** 55947

County: Houston

Phone: 507-313-9633 **Email:** jludwigson@cityoflacrescent-mn.gov

Project information

1. **Title of project:** Public Works ZEV Work Truck
2. **Project location:** 517 S Chestnut St, La Crescent, MN 55947
3. **One sentence description of the work for which you are seeking support:** We are looking to use the Carbon Reduction Program funds and a tax-exempt municipal lease for a full size fully electric truck.

Project readiness

Provide the project timeline and milestones, including any relevant planning or engineering studies. Be sure to describe how the project can be completed in the given timeframe. (250 words maximum)

The City of La Crescent has experience with tax-exempt municipal lease purchases for electric vehicles. We would utilize the same mechanism to purchase the full size fully electric truck. We have electrical capacity at our public works facility to install a L2 EV charger. The environmental documentation would be completed in fall of 2026. We would enter into agreements to purchase the vehicle via a tax-exempt municipal lease in November of December of 2026. The project would use existing infrastructure at the public works facility to house the vehicle and L2 EV charger.

Project funding

4. **Amount of funding requested:** \$7,000 in 2027, \$9,000 in 2028 and \$9,000 in 2029
5. **Total project budget:** \$70,090
Briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources.
We would utilize the full amount of the CRP funds authorized in 2027, 2028, and 2029 for this project
6. **Identify the local match amount:** \$Local match would be minimum of 20% of the annual lease cost – lease cost TBD when vehicle is purchased. Estimated at \$10,523 in 2027 and \$8,523 in 2028 and 2029.

7. Identify the source of the local funds committed to the project (100 words maximum):

Local match would come from the city's general fund.

8. Total amount of additional federal funds obligated to the project already, if applicable:

None

Source of additional federal funds obligated to the project already, if applicable (100 words maximum):None

9. Which funding program and fiscal year(s) is this project interested in applying for?

Projects may submit for one or multiple funding years during this solicitation period. Check the fiscal year box or boxes in which you are submitting the LOI for funding.

Check the box or boxes of the funding year applying for.

Carbon Reduction Program FY 2027 FY2028 FY2029

10. Is this project able to accept partial funding? Yes No

Alignment with the Carbon Reduction Strategy

11. Category of project from the Carbon Reduction Strategy:

Electrification Travel options Low carbon infrastructure and system management

12. Strategy associated with the project from the Carbon Reduction Strategy:

Fleet electrification

13. Project type in the Carbon Reduction Strategy that the project falls under:

This project would help to reduce carbon emissions from transportation

14. Describe the work and how it reduces carbon (250 words maximum):

Transportation is the largest source of carbon emissions in Minnesota. Trucks disproportionately contribute to carbon emissions. Replacing a gasoline powered fleet truck in the public works department with a zero emissions truck will drastically cut carbon emissions compared to the baseline. The public works trucks typically make short trips which have the most carbon impact. Shifting energy to power the zero emissions truck to the grid is another benefit. The electrical grid in Minnesota continues to reduce its carbon output. The co-benefits of the project would be most evident with health improvements. These co-benefits are realized with reduction in tailpipe emissions. Tailpipe emissions are related to increased asthma attacks and lost productivity. CO₂, SO₂, nitrogen oxides (NO_x), and fine particulate matter (PM_{2.5}) are byproducts of the production and consumption of gasoline. These pollutants are particularly harmful to children and the elderly.

Co-benefits of the project

15. Which co-benefits are relevant to your project (check all that apply):

Equity

Safety

Access

Health

Co-benefit: Equity

Describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

500 words maximum

N/A

Co-benefit: Safety

Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

500 words maximum

The zero emissions vehicle would have the most current active safety systems which include, but are not limited to, forward collision warning and automatic braking.

Co-benefit: Access

Describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

500 words maximum

The project would have travel efficiency benefits. The public works staff frequently carpool to destinations for within the city. The availability of the zero emissions truck would enable staff to use this truck for the majority of the carpooling.

Co-benefit: Health

Please describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation.

500 words maximum

Localized air quality improvements occur when lower quantities of harmful pollutants are emitted and therefore health outcomes for the community improve. The purchase and operation of a zero emissions vehicle (ZEV's) would improve local air quality. Emissions from the existing fleet of public works trucks harms local air quality. La Crescent has a high level of Nitrogen Dioxide. The zero emissions vehicle for the public works department pollutants would help reduce particulate matter (PM 2.5), particulate matter (PM-10, oxides of nitrogen (NOx) and volatile organic compounds (VOCs), by not combusting fuel to power operation.

Cost-Effectiveness of Carbon Reduction

The amount of CO₂e reduced and the cost-effectiveness are estimated using the [Carbon Emissions Tool \(CET\)](#) and associated [CET Instructions and Tips](#). The total project cost is determined by the applicant. Further details regarding calculating the total costs of a project can be found in the CET. Similarly, the total carbon reduced is calculated for the whole project, not just a portion funded by the CRP. List your value for cost-effectiveness below in the units of Dollars/Metric Ton CO₂e reduced.

\$2,012.65 Dollars/Metric Ton CO₂e reduced.

Which project types were used to calculate the carbon cost-effectiveness and what were the Year 1 and cumulative emissions reductions for the project?

NOTE: Applicant should attach a replica table or screenshot of the 'Results Summary' tab to the project application.

Strategy	Year 1 emissions reduction (CO ₂ e MT per year)	Cumulative emissions reduction (CO ₂ e MT)	Total Costs (\$) USER INPUT REQUIRED	Cost Effectiveness (\$/MT)
E1	Expand public EV charging infrastructure network for light duty vehicles			
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles			
E3	Purchase or lease battery electric transit buses			
E4	Purchase or lease battery electric school buses			
E5	Transition public fleet through purchase & lease of ZEVs	2.32	\$70,000	\$2,012.65
E6	Initiate ZEV or EV sharing programs.			
T1	Construct or improve bicycle network			
T2	Construct or improve pedestrian network			
T3	Establish or expand micromobility programs			
T4	Improve street connectivity			
T5	Implement Bus Rapid Transit (BRT) systems with dedicated lanes and stations			
T6	Implement bus transit priority treatments			
T7	Add or expand bus service			
T8	Enhance bus frequency or hours of service			
T9	Establish or expand intercity bus services			
T10	Develop or improve intercity passenger rail services			
T11	Construct, expand, or enhance park and ride facilities			
T12	Construct roundabout to improve traffic flow			
T13	Construct left turn lane to improve traffic flow			
T14	Synchronize traffic signals to reduce delay time			
T15	Reduce vehicle miles traveled			
LC1	Use low carbon materials in road construction and maintenance			
LC2	Used recycled pavement on construction sites			
LC3	Replace street lighting and traffic control devices with LEDs			
RE1	Implement renewable energy projects in highway right-of-way			
RE2	Install solar panels on transit stations, rest stops, parking, and other facilities			
Total		2.32	\$70,000	\$2,013

Appendices

Appendix A: Definition of disadvantaged communities (Justice40)

[Justice40](#) is an initiative set forth through Federal Executive Order 14008 that aims to provide 40% of the benefits from certain federal grants, programs and initiatives to disadvantaged communities. To achieve this goal, many agencies have created definitions of disadvantaged communities to use in the solicitation of grants and other projects to ensure that disadvantaged communities are being served. Three tools have been identified for applicants to use if they wish, though using these tools is not required for determining whether a community is disadvantaged or not. Applicants are also encouraged to use other publicly available tools to showcase how their projects help serve disadvantaged communities. These tools are:

- USDOT [Climate and Economic Justice Screening Tool](#) (CEJST Tool)
- USDOT [RAISE Mapping Tool](#)
- EPA [EPA Environmental Justice Screening Tool](#) (EJ Screen Tool)
- USDOT [Equitable Transportation Community \(ETC\) Explorer](#)

Currently, the USDOT uses the [CEJST Tool](#) to define census tracts that are disadvantaged. This tool, created by the Department of Energy, uses 8 categories of burdens to define disadvantaged communities: Climate Change, Energy, Health, Housing, Legacy Pollution, Transportation, Water and Wastewater and Workforce Development. Any census tract is considered disadvantaged if it meets one of the 8 burdens listed above, is surrounded by disadvantaged census tracts and is at or above the 50th percentile for low income or is a federally recognized tribe. More information on the methodology and data of this tool is available [here](#).

The USDOT uses another tool for its RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grants, called the [RAISE Mapping Tool](#). This tool identifies census tracts that are either areas of persistent poverty¹ or historically disadvantaged communities. More information on tool use and methodology is available [here](#).

The [EJ Screening Tool](#) is used by the EPA to measure metrics related to environmental and public health impacts on communities. As part of this tool, there is a metric that measures general socioeconomic

¹ Areas of persistent poverty are defined as counties or census tracts where more than 20% of the population were recorded to live in poverty by the 1990 Census, 2000 Census, and the 2021 Small Area Income Poverty Estimates, or recorded a 20% poverty rate in the 2014-2018 5-year data series of the American Community Survey or is located in any US territory.

disparities called the EPA IRA Disadvantaged Communities that shows communities and census tracts that are disadvantaged. More information on the tool and methodology is available [here](#).

The USDOT [Equitable Transportation Community \(ETC\) Explorer](#) is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability and Social Vulnerability. It is designed to complement the [CEJST Tool](#) by providing users deeper insight into the Transportation disadvantage component of CEJST, and the ETC Explorer's Transportation Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation related causes of disadvantage. USDOT's ETC Explorer is not a binary tool indicating whether a census tract is considered disadvantaged; it is a dynamic tool that allows every community in the country to understand how it is experiencing burden that transportation investments can mitigate or reverse.

Appendix B: Definition of high crash locations

High crash locations are generally defined and identified in local planning documents (e.g., roadway safety plans). There are online tools for identifying high-risk crash locations. Below are a few options, but others may be used as well with justification.

- [Minnesota Crash Mapping Analysis Tool](#) provides several analytical tools that allow users to assess crashes with 10-year rolling crash data. Applicants may need to coordinate with MnDOT District traffic staff to access the data.
- [Suitability for the Pedestrian and Cycling Environment \(SPACE\) Tool](#) combines many indicators, both sociodemographic and transportation related, that indicate the extent to which a community is suitable for active transportation (e.g., walking and bicycling). This tool is scored on a scale of 0 to 100, with 1 indicating the least suitable and 100 indicating the most suitable. One of the criteria for this tool is the safety risk of intersections for active transportation users. As an example, this can be used to showcase an area of high crash risk for non-motorized users. More details on SPACE tool use and score methodology can be found [here](#).

Appendix C: Definition of localized air quality improvements

Localized air quality improvements occur when lower quantities of harmful pollutants are emitted and therefore health outcomes for the community improve. These pollutants can include, but are not limited to:

- Fine particulate matter (PM 2.5)
- Particulate matter (PM-10)
- Oxides of nitrogen (NO_x) and volatile organic compounds (VOCs), which contribute to ozone formation
- Carbon monoxide (CO)

Most projects that reduce carbon emissions will also reduce localized air pollution, including projects that replace conventional vehicles with zero emission vehicles (ZEVs) and projects that reduce motor vehicle travel through mode shifts to walking, bicycling, transit and other options. As a result, the level of air pollutant emissions reduced may either be analyzed quantitatively or provide a qualitative discussion of how the project will reduce emissions, particularly in areas with high asthma rates.

To identify areas with high asthma rates, the [EJ Screening Tool](#) can be used. This tool has a metric for assessing asthma rates in communities. More information on the tool and methodology can be found [here](#). This tool provides information normalized to both the national and state level. Figures C1 and C2 show the Asthma Rates for the MSP metro area and the state of Minnesota which applicants may use if desired.

Figure C1: Asthma rates in the Minneapolis St. Paul area, EJSOREN 2024

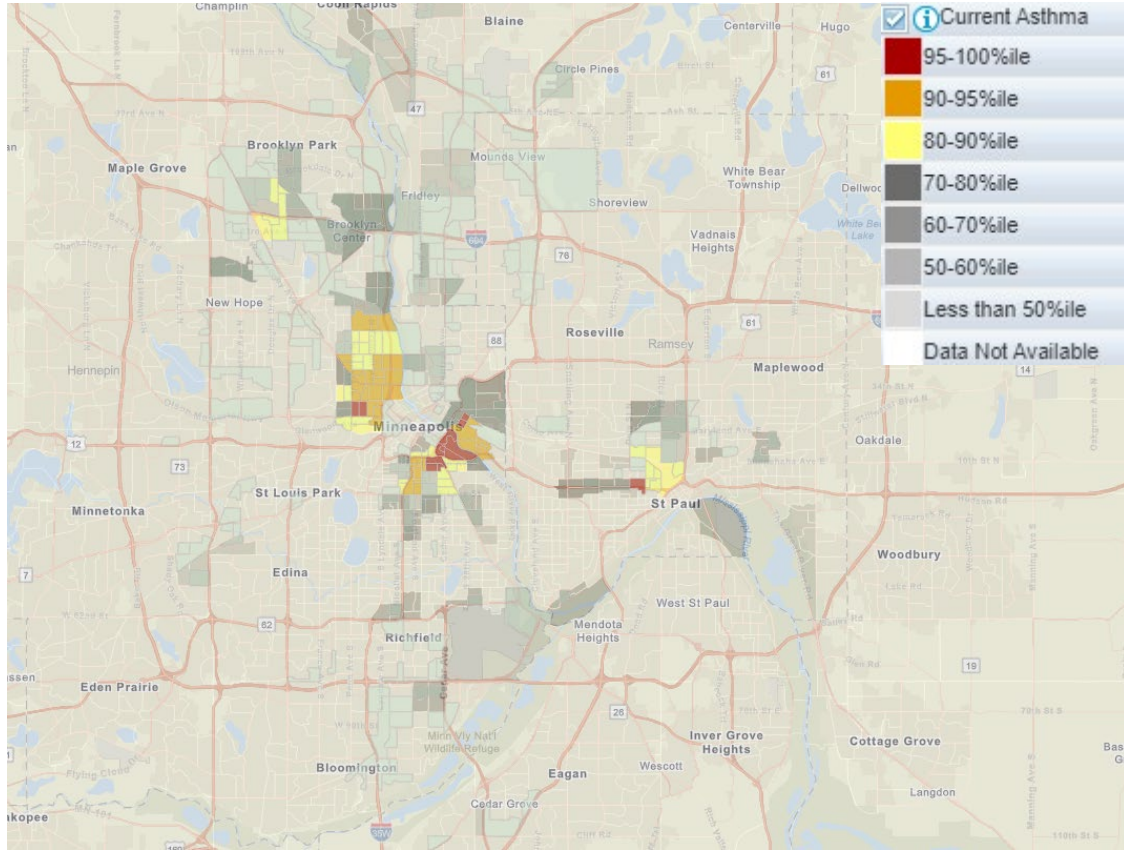


Figure C2: Asthma Rates in Minnesota, EJSOREN 2024

