



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

**LA CROSSE COUNTY NOTICE OF MEETING**

<b>COMMITTEE OR BOARD:</b>	<b>LA CROSSE AREA PLANNING COMMITTEE</b>	
<b>DATE OF MEETING:</b>	<b>Wednesday, March 18, 2026</b>	
<b>MEETING PLACE:</b>	<b>ROOM 1107 ADMINISTRATIVE CENTER 212 6<sup>TH</sup> STREET N, LA CROSSE, WI 54601</b> THE MEETING WILL BE HELD IN PERSON WITH THE OPTION TO ATTEND VIRTUALLY VIA TEAMS – SEE MEETING ACCESS/MONITORING INSTRUCTIONS DETAILED BELOW	
<b>TIME OF MEETING:</b>	<b>4:30 P.M.</b>	
<b>PURPOSE OF MEETING:</b>	<b>March Policy Board Meeting</b>	
	<b>Item</b>	<b>Action</b>
1.	Call to Order and Roll Call	
2.	Public comment (5 minutes time limit per comment)	
3.	Approval of <a href="#">minutes</a> of the January 21, 2026, LAPC Meeting	Approve
4.	Recommendation to approve the <a href="#">2025-2028 Transportation Improvement Program (TIP) List (2025-2029)</a> – Resolution 4-2026	Approve
5.	Recommendation to approve 2026 Wisconsin Transit Asset Management (TAM) Performance Targets – Resolution 5-2026	Approve
6.	Recommendation to approve City of La Crescent Carbon Reduction Program (CRP) 2029-2030 Application	Approve
7.	Overview of BASICS (Bridges And Safety Infrastructure for Community Success) Act (H.R. 7437) and advocacy efforts	Information
8.	Comprehensive Safety Action Plan (SS4A) – High Injury Network Update	Information
9.	Director and Staff Report(attached)/Special Projects Updates ~ Title VI Plan, RTA, RCE, etc.	Information
10.	Discuss special meeting for October	Information
11.	Member Updates or Requests	Information
12.	Next Regular Meeting of LAPC: Wednesday, May 20, 2026	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.**

<b><a href="#">Join the meeting now</a></b> Meeting ID: 253 280 729 359 00 Passcode: yL6Sm9va	<b>Dial in by phone</b> <a href="#">+1 262-683-8845,,102159186#</a> United States, Allenton Find a local number Phone conference ID: 102 159 186#
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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](mailto:eduffer@lacrossecounty.org), or in person at 212 6<sup>th</sup> 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](mailto:eduffer@lacrossecounty.org), lossis tus kheej rau 212 6<sup>th</sup> 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](mailto:eduffer@lacrossecounty.org), o en persona en 212 6<sup>th</sup> 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/ Marlene Heal, Vice Chair  
Tina Tryggestad  
Shaundel Washinton-Spivey/Barb Janssen  
Scott Schumacher  
Mike Poellinger  
Steve Elsen/Dean Taylor  
Paula Przywojski/Emy Monroe  
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.

**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.



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

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](mailto:eduffer@lacrossecounty.org) as soon as possible in advance of the meeting.

**DATE NOTICE FAXED/MAILED/POSTED: March 11, 2026**

**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 January 21, 2026**  
**Held in person and via Microsoft Teams**

<b>MEMBERS PRESENT:</b>	Patrick Barlow, Tim Candahl, Shaundel Washington-Spivey, Scott Schumacher, Steve Elsen, Paula Przywojski, Dan Kapanke, Kim Smith, Bob Stupi
<b>MEMBERS EXCUSED:</b>	Tina Tryggestad, Mike Poellinger
<b>OTHERS PRESENT:</b>	Jane Klekamp, Bob Gollnik, Erin Duffer, Travis Key, Allyson Fergot, Sam Scinta, Michael (Unverified)

**CALL TO ORDER**

Chair Patrick Barlow called the meeting to order at 4:31 p.m. Roll call was taken, and a quorum was called.

**PUBLIC COMMENT:** None.

**APPROVAL OF MINUTES OF THE November 19, 2025, LAPC MEETING**

**MOTION** by Steve Elsen/Dan Kapanke to approve the minutes of the November 19, 2025, La Crosse Area Planning Committee meeting. **Motion carried unanimously; three excused** (Tina Tryggestad, Shaundel Washington-Spivey, Mike Poellinger).

**RECOMMENDATION TO APPROVE THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) LIST (2025-2029) – Resolution 1-2026**

The La Crosse Area Planning Committee (LAPC) approved the 2025-2028 TIP on November 20, 2024. Since the last TIP amendment, three (3) projects have been added and changes to funding, state project IDs, and/or construction schedules to four (4) existing projects.

**MOTION** by Bob Stupi/Kim Smith to approve the 2025-2029 Transportation Improvement Program (TIP) List (2025-2029). **Motion carried unanimously; three excused** (Shaundel Washington-Spivey, Tina Tryggestad, Mike Poellinger).

**RECOMMENDATION TO APPROVE WISCONSIN 2026 SAFETY PERFORMANCE TARGETS (PM1) – Resolution 2-2026**

Highway Safety Improvement Program targets – Each year, LAPC may adopt the state targets or set our own. Discussions with the TAC and Policy Board in previous meetings directed staff to explore setting our own safety performance targets in 2027.

**MOTION** by Kim Smith/Bob Stupi to approve the Wisconsin 2026 Safety Performance Targets (PM1). **Motion carried unanimously; three excused** (Shaundel Washington-Spivey, Tina Tryggestad, Mike Poellinger).

**RECOMMENDATION TO APPROVE MINNESOTA 2026 SAFETY PERFORMANCE TARGETS (PM1) – Resolution 3-2026**

No discussion. Similar to previous agenda item.

**MOTION** by Tim Candahl/Scott Schumacher to approve the Minnesota 2026 Safety Performance Targets (PM1). **Motion carried unanimously; three excused** (Shaundel Washington-Spivey, Dan Kapanke, Paula Przywojski).



**LA CROSSE AREA PLANNING COMMITTEE**  
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**LA CROSSE AREA CHAMBER OF COMMERCE – 2026 OUTLOOK – Sam Scinta, Executive Director**

Sam Scinta shares that the La Crosse Chamber of Commerce would like to reach out to municipalities in the region and introduce the Chamber to them and build deeper connections to area organizations, non-governmental organizations, and educational institutions. Bob Gollnik will share the Chamber’s contact information with the Policy Board.

Shaundel Washington-Spivey joined the meeting.

**DIRECTOR AND STAFF REPORT (ATTACHED)/SPECIAL PROJECT UPDATES**

Bob Gollnik gives an overview of progress made on the SS4A Safety Action plan. Bolton & Menk have begun drafting the prioritization weighting criteria for the High Injury Network. Also the agenda is being planned for the second Task Force meeting where the Task Force will provide input on policy recommendations for the plan.

Erin Duffer gives an update on the RTA Feasibility Study. Recently, new RTA legislation was introduced to the State Legislature, and this information is being tied into the technical memos under development by SRF. RTA legislation factsheet was distributed. This project is set to wrap up by May 2026.

ETIP Update. LAPC staff have been meeting with EcoInteractive staff on a weekly basis to implement the ETIP software and configure the workflow to fit LAPC’s TIP structure. The platform will be online by February 9<sup>th</sup>.

Bob Gollnik gives a Rail Crossing Elimination Grant update. The grant was obligated in December by the FRA. A draft RFP is currently being developed and will be posted in February.

**MEMBER UPDATES OR REQUESTS**

Members of the Policy Board shared local updates and no requests were made.

**NEXT MEETING DATE: Wednesday, January 21, 2026, at 4:30 p.m.**

**MOTION** by Scott Schumacher/Shaudel Washington-Spivey to adjourn the meeting at 5:14 p.m.  
**Motion carried unanimously; two excused** (Tina Tryggstad, Mike Poellinger).

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

Recorded by Travis Key

# La Crosse Area Planning Committee

## RESOLUTION 4 – 2026

### 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 2025-2028 TIP on November 20, 2024;

And,

**WHEREAS**, since adoption of the TIP, the La Crosse Area Planning Committee approved to add the illustrative year 2029 to the TIP and was previously incorrectly referred to as 2025-2029 TIP on November 19, 2025 (Res 13-2025).

And,

**WHEREAS**, since adoption of the TIP, six (6) projects have been added to the TIP projects list:

243-26-015	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering, Construction Anticipated in 2026.
243-26-016	USH 53, La Crosse - Galesville (STH 157 to Sand Lake Rd) Pavement Replacement, Design Anticipated in 2026, Construction Anticipated in 2031-2032, Construction Advanceable to 2029.
243-26-017	US 14, La Crosse - Westby (CTH M to Cemetery Ln), Pav'd Shldr/Rumbles, Design Anticipated 2026, Construction Anticipated 2029.
243-26-018	12th Ave, City of Onalaska (Oak Forest Dr Intersection), Roundabout, Design Anticipated 2026, Construction Anticipated 2029.
243-26-019	STH 16, La Crosse - Sparta (Wagon Drive Intersection), Median Changes, Design Anticipated 2026, Construction Anticipated 2029.
243-26-020	CITY OF LA CRESCENT TRAIL EXTENSION ALONG CHESTNUT ST AND HWY 16.

And,

**WHEREAS**, since adoption of the TIP, Changes to funding, project description, state project ID, and/or construction/design schedules have been made to eight (8) projects:

243-09-015	SECT 5307: City of La Crescent Transit Operating Assistance.
243-22-018	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Obligated in 2022, Real Estate Anticipated in 2026, Construction Anticipated in 2030 (Advanceable to 2028-2029).
243-24-038	**ELLE** ON MN 16 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.
243-23-022	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Reconstruct, Design Obligated 2023 & 2024, Master Group TIP #: 243-22-021, Real Estate Anticipated 2026-2027, Construction Anticipated 2028-2030, *Total Improvement Cost: \$82,400,000.
243-25-027	USH 53, La Crosse - Galesville (STH 35 to Clinton Street), Reconstruct, Design Obligated 2026, Construction Anticipated 2028-2032, Master Group TIP #: 243-22-021.
243-22-019	USH 53, La Crosse - Galesville (Sand Lake Rd to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2031-2032 (Advanceable to 2029).
243-23-020	STH 16, La Crosse - Sparta (USH 53 to STH 35), Preliminary Engineering/NEPA, Pavement Replacement, Design Obligated in 2024, Real Estate Anticipated in 2026, Construction Anticipated in 2028, Master Group TIP #: 243-22-021.
243-23-036	MTU Two (2) Hybrid Replacement Buses. NOTE: Was incorrectly listed as 243-23-012 project number in previous TIP cycles.

And,

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

LA CROSSE AREA PLANNING COMMITTEE

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Patrick Barlow, Chair

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Bob Gollnik, Executive Director

Dated: March 18, 2026

2025-2028 Transportation Improvement Program Amended Projects - March 18, 2026

\*NOTE: Total Improvement Cost indicates past and future project phases which may be outside the four-year TIP cycle and is for illustrative purposes only.

ID	Agency	Plan Revision	Title	Narrative Description of Changes	State ID	Description	Type	County	Fund Types (All)	Total Cost	Prior	2025	2026	2027	2028	Future	Federal	State	Local	CAPT	Const	Non Infr.	OA	PE	ROW	
243-09-015	City of La Crescent	2026-03	C La Crescent Transit Operating Assistance (5307)	Illustrative Year 2029 Funding Updated / Update Adjust existing projects for revised cost estimates	TRF-3780-24, TRF-3780-25, TRF-3780-26, TRF-3780-27	SECT 5307: City of La Crescent Transit Operating Assistance	Transit		5307, Local	\$2,062,058		\$ 390,636	\$399,736	\$411,636	\$423,736	\$436,314	\$431,680	\$0	\$1,630,378	\$0	\$0	\$0	\$2,062,058	\$0	\$0	
243-22-018	State of Wisconsin	2026-03	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River) Resurface	New State ID / Updated Funding	1630-03-03, 1630-03-23, 1630-03-25, 1630-03-73, 1630-03-75, 1630-03-77	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Obligated in 2022, Real Estate Anticipated in 2026, Construction Anticipated in 2030 (Advanceable to 2028-2029)	System Preservation		State-WI	\$44,000	\$	\$0	\$44,000	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000
243-22-019	State of Wisconsin	2026-03	USH 53, La Crosse - Galesville (Sand Lake Rd to Holmen Dr) Pavement Repl	Project Limits and (2031) Estimate Changes	1630-03-04, 1630-03-74	USH 53, La Crosse - Galesville (Sand Lake Rd to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2031-2032 (Advanceable to 2029)	Pavement Replacement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
243-23-020	State of Wisconsin	2026-03	STH 16, La Crosse - Sparta (STH 35 to IH 90), Pavement Repl	Added Municipal Utility Project	7575-09-01, 7575-09-21, 7575-09-71, 7575-09-72	STH 16, La Crosse - Sparta (USH 53 to STH 35), Preliminary Engineering/NEPA, Pavement Replacement, Design Obligated in 2024, Real Estate Anticipated in 2026, Construction Anticipated in 2028, Master Group TIP #: 243-22-021	Pavement Replacement		Local, MAJORS - WI, STBG	\$4,162,940	\$	\$0	\$27,500	\$0	\$4,135,440	\$0	\$2,581,152	\$672,788	\$909,000	\$0	\$4,135,440	\$0	\$0	\$0	\$0	\$27,500
243-23-022	State of Wisconsin	2026-03	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Reconstr	Schedule / Funding / Scope- Update New State ID / Added Real Estate Project	5221-09-00, 5221-09-01, 5221-09-22, 5221-09-72, 5221-09-73, 5221-09-74, 5221-09-75, 5221-09-76, 5991-09-23, 5991-09-24, 5991-09-25, 5991-09-26	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Reconstruct, Design Obligated 2023 & 2024, Master Group TIP #: 243-22-021, Real Estate Anticipated 2026-2027, Construction Anticipated 2028-2030	Reconstruction		MAJORS - WI, STBG	\$50,880,740	\$	\$0	\$183,000	\$240,900	\$23,979,685	\$26,477,155	\$40,365,472	\$10,515,268	\$0	\$0	\$50,456,840	\$0	\$0	\$0	\$0	\$423,900
243-23-036	City of La Crosse	2026-03	C La Crosse, Two Hybrid Buses	Project Added to correct previously listed project as 243-23-012 in all previous TIP cycles		MTU Two (2) Hybrid Replacement Buses. NOTE: Was incorrectly listed as 243-23-012 project number in previous TIP cycles.	Transit		5307, Local	\$580,232	\$	\$580,232	\$0	\$0	\$0	\$0	\$1,280	\$0	\$578,952	\$580,232	\$0	\$0	\$0	\$0	\$0	\$0
243-24-038	State of Minnesota	2026-03	MN 16, MnDOT ELLE, Mill & Overlay	Change Federal Fund Type from NHPP to STP	2805-75	**ELLE** ON MN 16 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	Pavement Replacement		Local, State-MN, STP	\$2,500,000	\$	\$0	\$0	\$0	\$2,500,000	\$0	\$1,954,100	\$445,900	\$100,000	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0
243-25-027	State of Wisconsin	2026-03	USH 53, La Crosse - Galesville (SH 35 to Clinton St), Reconstr	Schedule / Funding / Scope- Update New State ID	1630-09-02, 1630-09-70, 1630-09-71, 1630-09-72, 1630-09-73, 1630-09-74, 1630-09-75, 1630-09-76, 1630-09-77, 1630-09-78	USH 53, La Crosse - Galesville (STH 35 to Clinton Street), Reconstruct, Design Obligated 2026, Construction Anticipated 2028-2032, Master Group TIP #: 243-22-021	Reconstruction		MAJORS - WI, NHPP	\$117,667,360	\$	\$0	\$10,900,000	\$0	\$1,746,080	\$105,021,280	\$94,133,888	\$23,533,472	\$0	\$0	\$106,767,360	\$0	\$0	\$0	\$10,900,000	\$0
243-26-015	State of Wisconsin	2026-03	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering	New Project	1071-05-72	IH 90 (MN State Ln - La Crosse) Round Lake Br to Black River Br, LFA/Mill Shouldering, Construction Anticipated in 2026	Other		State-WI	\$149,100	\$	\$0	\$149,100	\$0	\$0	\$0	\$0	\$149,100	\$0	\$0	\$149,100	\$0	\$0	\$0	\$0	\$0
243-26-016	State of Wisconsin	2026-03	USH 53, La Crosse - Galesville (STH 157 to Sand Lake Rd) Pavement Repl	New Project - Split Existing Project 243-22-019 into two segments	1630-03-08, 1630-03-76, 1630-03-78	USH 53, La Crosse - Galesville (STH 157 to Sand Lake Rd) Pavement Replacement, Design Anticipated in 2026, Construction Anticipated in 2031-2032, Construction Advanceable to 2029	Pavement Replacement		HSIP, NHPP, State-WI	\$9,640,500	\$	\$0	\$578,000	\$0	\$0	\$9,062,500	\$7,798,650	\$1,841,850	\$0	\$0	\$9,062,500	\$0	\$0	\$0	\$578,000	\$0
243-26-017	State of Wisconsin	2026-03	US 14, La Crosse - Westby (CTH M to Cemetery Ln), Pav'd Shldr/Rumbles	New HSIP Project	1640-03-32, 1640-03-62	US 14, La Crosse - Westby (CTH M to Cemetery Ln), Pav'd Shldr/Rumbles, Design Anticipated 2026, Construction Anticipated 2029	Safety		HSIP, NHPP, State-WI	\$550,750	\$	\$0	\$93,141	\$0	\$0	\$457,609	\$486,361	\$64,389	\$0	\$0	\$457,609	\$0	\$0	\$0	\$93,141	\$0
243-26-018	City of Onalaska	2026-03	12th Ave, City of Onalaska (Oak Forest Drive Intersection), Roundabout	New Locally Sponsored HSIP Project	5991-02-79, 5991-02-80	12th Ave, City of Onalaska (Oak Forest Dr Intersection), Roundabout, Design Anticipated 2026, Construction Anticipated 2029	Safety		HSIP, Local	\$972,909	\$	\$0	\$27,700	\$0	\$0	\$945,209	\$850,688	\$0	\$122,221	\$0	\$945,209	\$0	\$0	\$0	\$27,700	\$0
243-26-019	State of Wisconsin	2026-03	STH 16, La Crosse - Sparta (Wagon Dr Intersection), Median Changes	New HSIP Project	7570-05-01, 7570-05-71	STH 16, La Crosse - Sparta (Wagon Drive Intersection), Median Changes, Design Anticipated 2026, Construction Anticipated 2029	Safety		HSIP, State-WI, STBG	\$651,917	\$	\$0	\$152,114	\$0	\$0	\$499,803	\$571,514	\$80,403	\$0	\$0	\$499,803	\$0	\$0	\$0	\$152,114	\$0
243-26-020	City of La Crescent	2026-03	C La Crescent, TH 16 and Chestnut St Multiuse Trail	New Project	236-090-006	CITY OF LA CRESCENT TRAIL EXTENSION ALONG CHESTNUT ST AND HWY 16.	Other		Local, TAP	\$2,100,000	\$	\$0	\$0	\$0	\$0	\$2,100,000	\$1,575,000	\$0	\$525,000	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$0

La Crosse Area Planning Committee  
RESOLUTION 5 - 2026

**APPROVING THE**

***Adoption of the Wisconsin Department of Transportation Performance Measure Target for Transit Asset Management (TAM)***

**WHEREAS**, the U.S. Department of Transportation under 49 CFR Part 625 established performance measures for Transit Asset Management (TAM) to include four (4) State of Good Repair (SGR) performance measures for equipment, rolling stock, infrastructure, and facilities; and,

**WHEREAS**, each Tier II transit provider must develop its own TAM plan or participate in a group TAM plan; and,

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) has developed a group TAM Plan for its Tier II subrecipients; and,

**WHEREAS**, the La Crosse Municipal Transit Utility and Onalaska Shared Ride (DriftLink) have agreed to participate in the WisDOT group TAM Plan; and,

**WHEREAS**, TAM targets must be established annually through a coordinated process among the Sponsor (WisDOT), the Tier II participants (MTU, DriftLink), and the Metropolitan Planning Organization (La Crosse Area Planning Committee); and,

**NOW, THEREFORE, BE IT RESOLVED:** that the La Crosse Area Planning Committee agrees to coordinate with WisDOT, MTU, and DriftLink to annually set targets and to plan and program projects so that they contribute toward the accomplishment of those targets:

Measure	2026 Target	
<i>Rolling Stock:</i> The percentage of revenue vehicles by type that exceed the useful life benchmark (ULB)	Automobile	80.6%
	Bus	18.5%
	Cutaway	40%
	School Bus	66.7%
	SUV	1%
	Minivan	56.1%
	Van	35.5%
<i>Equipment:</i> The percentage of non-revenue service vehicles by type that exceed the ULB	Automobiles (non-revenue)	40.5%
	Trucks/other Tiered vehicles (non-revenue)	39.6%
<i>Facilities:</i> The percentage of facilities by group rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale	Administrative/maintenance facilities	10%

LA CROSSE AREA PLANNING COMMITTEE

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Patrick Barlow, Chair

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Bob Gollnik, Executive Director  
Dated: March 18, 2026



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

## 2026 – WisDOT TAM Performance Targets

### WISDOT 2026 TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE TARGETS

Measure	2026 Target
<i>Rolling Stock:</i> The percentage of revenue vehicles by type that exceed the useful life benchmark (ULB)	Automobile 80.6%
	Bus 18.5%
	Cutaway 40%
	School Bus 66.7%
	SUV 1%
	Minivan 56.1%
	Van 35.5%
<i>Equipment:</i> The percentage of non-revenue service vehicles by type that exceed the ULB	Automobiles (non-revenue) 40.5%
	Trucks/other Tiered vehicles (non-revenue) 39.6%
<i>Facilities:</i> The percentage of facilities by group rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale	Administrative/maintenance facilities 10%

### STATE OF GOOD REPAIR FOR ROLLING STOCK FOR LA CROSSE MUNICIPAL TRANSIT UTILITY (MTU) AND ONALASKA SHARED RIDE (DRIFTLINK), 2024

Vehicle Type	ULB <sup>1</sup> (years)	2026 TAM <sup>2</sup> Target	Wisconsin (2023) <sup>3</sup>		MTU		DriftLink	
			# Vehicles	>ULB	# Vehicles	>ULB	# Vehicles	>ULB
Bus	12	18.5%	27	18.5%	8	39.1%	0	0.0%
Cutaway	7	40.0%	208	40.0%	0	0.0%	0	0.0%
Van	4	35.5%	38	35.5%	0	0.0%	4	21.1%

<sup>1</sup>Useful life benchmark.

<sup>2</sup>Wisconsin Department of Transportation Transit Asset Management (TAM) Plan 2023-2026, updated September 2025.

Source: Federal Transit Authority, NTD; 2024 TAM Performance Tool.

<sup>3</sup>State of Wisconsin only available for 2023 at this time.

### NATIONAL TRANSIT DATABASE (NTD) DEFINITIONS:

**Bus** – Transit mode comprised of rubber-tired passenger vehicles operating on fixed routes and schedules over roadways. Vehicles are powered by diesel, gasoline, battery, and alternative fuel engines contained within the vehicle.

**Cutaway** – A vehicle in which a bus body is mounted on the chassis of a van or light-duty truck. The original van or light-duty truck chassis may be reinforced or extended. Cutaways typically seat 15 or more passengers and typically may accommodate some standing passengers.

**Van** – An enclosed vehicle having typical seating capacity of 8 to 18 passengers and a driver. A van is typically taller and with a higher floor than a passenger car, such as a hatchback or station wagon. Vans normally cannot accommodate standing passengers.



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

Useful Life Benchmark (ULB) – The expected lifecycle of a capital asset for a particular transit agency’s operating environment, or the acceptable period of use in service for a particular transit agency’s operating environment.

State of Good Repair – A condition sufficient for capital assets to operate at a full level of performance. This means the asset: 1. Is able to perform its designed function, 2. Does not pose a known unacceptable safety risk, and 3. Has met or recovered lifecycle investments.



## 2029-2030 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) 2029 and 2030. 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 9, 2026, at 5:00pm**. To do so, please email Erin Duffer at [eduffer@lacrossecounty.org](mailto:eduffer@lacrossecounty.org) and/or Bob Gollnik at [rgollnik@lacrossecounty.org](mailto:rgollnik@lacrossecounty.org).

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

### **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](mailto: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](mailto:eduffer@lacrossecounty.org).

## Table of Contents

Table of Contents.....	0
CRP Application.....	2
Applicant information .....	2
Project information .....	2
Project readiness.....	2
Project funding.....	3
Alignment with the Carbon Reduction Strategy .....	3
Co-benefits of the project .....	4
Co-benefit: Economic opportunities .....	4
Co-benefit: Safety .....	4
Co-benefit: Access .....	5
Co-benefit: Resilience.....	5
Cost-Effectiveness of Emissions Reduction .....	5
Appendices.....	7
Appendix A: Definition of high crash locations .....	7
Appendix B: Funding targets .....	8
Metropolitan Planning Organization (MPO) Targets .....	8

## CRP Application

### 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: Amount of funding requested: \$**Rectangular Rapid Flashing Beacon Redwood Street East and South 11th Street
2. **Project location:** 43.81806, -91.31205
3. **One sentence description of the work for which you are seeking support:** The City of La Crescent is seeking support for the install of a RRFB at the mid-block crossing of Redwood Street East and South 11st Street.

### Project readiness

4. **Provide the project timeline and milestones, including any relevant planning or engineering studies (250 words maximum).**

The City of La Crescent has experience installing RRFB's on other city streets and in partnership with Houston County on county roads that traverse the city. The city is reconstructing Redwood Street East in 2026. As a part of that reconstruction the city will install the wiring and pedestrian ramps for the RRFB which will be installed in 2029.

5. **Describe how the project can be completed in the given timeframe (250 words maximum).**

The City of La Crescent will have the wiring and pedestrian ramps installed as a part of the Redwood Street East reconstruction in 2026. This will set the city up to order the RRFB in late 2028 for install in 2029.

## Project funding

6. **Amount of funding requested:** \$12,000 in 2029 and \$12,000 in 2030
7. **Total project budget:** \$30,000  
*Briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources.*  
We are requesting \$24,000 for the project. This would be the 80% covered by the CRP funds.  
**Identify the local match amount:** \$Local match amount would be \$6,000.
8. **Identify the source of the local funds committed to the project (100 words maximum):**  
Local match would come from the city's general fund.
9. **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
10. **Which fiscal year(s) is the 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 for funding.*  
Carbon Reduction Program     FY2029     FY2030

## Alignment with the Carbon Reduction Strategy

11. **Category of project from the [Minnesota Carbon Reduction Strategy](#):**  
 Electrification     Travel options     Low carbon infrastructure and system management
12. **Strategy associated with the project from the [Minnesota Carbon Reduction Strategy](#):**  
Travel options
13. **Project type in the [Minnesota Carbon Reduction Strategy](#) that the project falls under:**  
Install and maintain infrastructure network improvements for walking, rolling, and bicycling.
14. **Describe the work and how it reduces emissions (250 words maximum):**  
The work of installing a RRFB at the mid-block crossing on Redwood Street East and South 11th Street would increase the availability, safety, reliability and convenience of travel options, such as walking, rolling, bicycling. This new active transportation infrastructure will encourage people to shift or swap trips previously taken by car. Having travel options also reduces individual travel costs and supports more equitable access to amenities, since these travel options do not require owning a private vehicle. This new RRFB serves to improve the connection between the La Crescent-Hokah Middle School, La Crescent-Hokah High School, and Kistler Park. More students biking and walking to school reduces VMT and congestion.

## Co-benefits of the project

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

Economic opportunities

Safety

Access

Resilience

### Co-benefit: Economic opportunities

Describe how the project creates jobs and stimulates local economies. Highlight efforts to hire a diverse workforce and provide training and career development opportunities for all individuals. Showcase initiatives that improve access to commercial areas, making it easier for people to shop, dine and access services in their communities. Discuss efforts to prioritize projects that address historical disparities in economic opportunities and improve access to underserved areas. Provide any support data available that identify economic improvements in relationship to the project location.

*500 words maximum*

RRFBs make crossings safer and more visible, which encourages more walking, makes it easier for people to reach shops, restaurants, schools, and services, and increases foot traffic for nearby businesses. RRFBs create safer and more walkable streets which are attractive to homebuyers, developers, and small business owners. Safer communities can boost local property values leading to higher local tax revenue over time. The construction and install of the RRFB supports local manufacturing, construction and engineering jobs.

### Co-benefit: Safety

Describe how the 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 A).

The mid-block crossing at South 11th Street and Redwood East is a frequent connection between the schools and Kistler Park. It also serves as an important connection to Abnet Field and the La Crescent Community Ice Arena. According to the US Department of Transportation an RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour. The speed limits on Redwood East and South 11th Street are 30 mph. RRFBs can increase motorist yielding rates up to 98% and reduce pedestrian crashes by 47%. The mid-block crossing where the RRFB will be installed will have a marked crosswalk. The marked crosswalk improves the effectiveness of the RRFB. The project supports MnDOT's Safe System Approach (SSA) by providing safe mobility for all road users.

### **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. Focus on making transportation accessible to all, including individuals with disabilities, older adults, and families with young children. Highlight efforts to improve accessibility features, such as ramps, elevators, and tactile paving. If possible, include or attach a map identify key destinations the project will increase access to.

The mid-block crossing and RRFB installation will improve accessibility for all by installing an ADA compliant crossing. It will include new ramps, marked crosswalk and RRFB. The project would have travel efficiency benefits. Providing additional safe pedestrian crosswalks will reduce the need for vehicle trips. The mid-block crossing at South 11th Street and Redwood East is a frequent connection between the schools and Kistler Park. It also serves as an important connection to Abnet Field and the La Crescent Community Ice Arena. Map of key destinations included.

### **Co-benefit: Resilience**

Describe how the project includes resilient infrastructure that can withstand climate change impacts. Emphasize how this project will protect all communities from extreme weather events and ensure long-term sustainability. Highlight the environmental benefits of reducing emissions and improving air quality for everyone. Also describe how this project supports active transportation.

The proposed mid-block crossing and RRFB installation represents a resilient infrastructure investment, designed to remain functional during climate change impacts such as extreme heat, heavier rainfall, and increased storm intensity, while preserving safe pedestrian access. The project fits in with the city's reconstruction of Redwood East where the city is upsizing the existing stormwater pipe to handle more frequent larger rainfall events.

## **Cost-Effectiveness of Emissions Reduction**

The amount of CO<sub>2</sub>e 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 emissions 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 CO<sub>2</sub>e reduced.

Dollars/metric ton CO<sub>2</sub> reduced is 81,081.08

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

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

Project type: T2 Bike&Ped Network tab

Year 1 emissions reduced: 90 miles

Cumulative emissions reduced: .37 CO2e MT/per year

	Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 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				
T1	Construct standalone pedestrian/bicycle network				
T2	Construct or improve pedestrian/bicycle network	0.03	0.37	30,000.00	81,081.08
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				
TDM1	Commuter benefits ordinance (CBO)				
TDM2	Carshare				
TDM3	E-Bike incentives				
TDM4	Discounted or subsidized transit				
TDM5	Carpool program				
TDM6	Commuter trip reduction (CTR) program for employers				
TDM7	Flexible work schedule and workplace				
TDM8	Vanpool program				
TDM9	Household-based trip reduction program				
LU1	Increase residential density				
LU2	Increase employment density				
LU3	Mixed-use transit oriented development				
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				
	<b>Total</b>	<b>0.03</b>	<b>0.37</b>	<b>30,000.00</b>	<b>81,081.08</b>

Project type: Click here to enter text.

Year 1 emissions reduced: Click here to enter text.

Cumulative emissions reduced: Click here to enter text.

## Appendices

### Appendix A: 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](#).
- [Safe System Approach Implementation Plan](#) outlines an approach for MnDOT to integrate the Safe System Approach (SSA) into state programming and project delivery processes. The goal of SSA is to provide safe mobility for all road users based on the following six principles:
  1. *Death and serious injuries are unacceptable* – The SSA prioritizes eliminating fatal and serious injury crashes.
  2. *Humans make mistakes* – The transportation system can be designed, operated, and maintained to accommodate human mistakes.
  3. *Humans are vulnerable* – Transportation systems should accommodate the human body's vulnerability.
  4. *Responsibility is shared* – All stakeholders (including government agencies, transportation industry partners, and the public) are vital.
  5. *Safety is proactive* – Tools should be used to identify and address safety issues before crashes occur.
  6. *Redundancy is crucial* – If one part of the transportation system fails, the other parts still protect people.

Five complimentary elements provide a holistic SSA to prevent and minimize harm caused by crashes: safe people, safe roads, safe speeds, safe vehicles and post-crash care. Serious injuries and death typically result when all five of those layers fail, so SSA looks to address one or more of those elements to prevent the loss of life or a serious injury if a crash does occur. More information can be found in the [MnDOT Safe Systems Approach: Implementation Plan](#).

## Appendix B: Funding targets

### Metropolitan Planning Organization (MPO) Targets

Fiscal Year	MIC	GFGEF	APO	Metro COG	ROCOG	MAPO	LAPC	Met Council	Met Council - D3
2027	\$225,000	\$18,000	\$270,000	\$108,000	\$261,000	\$144,000	\$9,000	\$6,480,000	\$190,000
2028	\$210,000	\$20,000	\$270,000	\$110,000	\$280,000	\$140,000	\$12,000	\$6,600,000	\$200,000
2029	\$210,000	\$20,000	\$270,000	\$110,000	\$280,000	\$140,000	\$12,000	\$6,600,000	**
2030*	\$210,000	\$20,000	\$270,000	\$110,000	\$280,000	\$140,000	\$12,000	\$6,600,000	**

\* Fiscal Year 2030 are not fully approved as of September 4, 2025. These values are a projection until Transportation Programming and Investment Committee (TP&IC) approves the targets later in 2025.

\*\* Beginning in Fiscal Year 2029, Met Council and Central Area Transportation Partnership has agreed to spend funds across the area eliminating the need for the specific callout in Fiscal Year 2029 and Fiscal Year 2030.



## **BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)**

America's transportation system depends on a safe and reliable network of roads and bridges in every region of the country. [The BASICS Act](#) focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES:** Builds on the Bridge Formula Program to continue fixing the nation's most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER:** Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY:** Nearly 100 people lose their lives on America's roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION:** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

## The BASICS Act ([H.R. 7437](#)) — Section-by-Section Summary *(Bridges And Safety Infrastructure for Community Success)*

**Section 1. Short Title.** Designates the bill as the “BASICS (Bridges And Safety Infrastructure for Community Success) Act.”

**Section 2. Definitions.** Provides definitions for terms used in the Act.

**Section 3. Apportionment.** Revises statutory percentages in §104(b)(1)–(3), (7), and (8), which govern the distribution of funding among core highway programs. These adjustments move funding from the rigid National Highway Performance Program (NHPP) and into the Surface Transportation Block Grant (STBG) program—the most flexible program that benefits states and local governments alike—and the safety-focused Highway Safety Improvement Program (HSIP). **This increases flexibility and reflects the fact that data show that States routinely transfer funding from NHPP into STBG.**

Additionally, this section increases funding for metropolitan planning (PL) and creates a new funding stream for regional transportation planning organizations (RTPOs) to ensure that all areas, regardless of population, have access to high-quality, federally funded planning assistance.

Finally, this section continues the successful Bridge Formula Program from the Infrastructure Investment and Jobs Act (IIJA) under a new name, the Strengthening Bridges Formula Program, which is added to the core formula programs.

**Section 4. Surface Transportation Block Grant Program.** Improves transparency and strengthens local involvement by requiring States to consult with local governments before obligating STBG suballocated funds in areas under 50,000 that are not represented by a regional transportation planning organization. This ensures that State programming in small and rural areas reflects local priorities and needs.

**Section 5. Strengthening Bridges Formula Program.** Continues the Bridge Formula Program from the IIJA as a new core formula program—section 180 of title 23—called the “Strengthening Bridges Formula Program.” Funding would be divided among States based on need, keeping the \$45 million minimum apportionment from the IIJA. Unlike the IIJA however, this new program would require States to suballocate 25 percent of funding to areas based on population. This ensures that local governments, which own an outright majority of poor condition bridges, are guaranteed access to funding to repair or replace these assets. The program would also include a robust requirement that suballocated funds be used for projects selected by regional planning organizations and local governments.

This program would continue key set-asides from the IIJA and maintain the 100 percent federal cost share for off-system bridges owned by Tribal or local governments.

**Section 6. Highway Safety Improvement Program.** Strengthens local and regional access to safety funding by requiring States to suballocate 25 percent of HSIP funds using the same population-based structure as STBG and the new bridge program. Apportionment changes in section 3 of this bill ensures that the new suballocation requirements **do not take away from safety funding available to States.**

Project selection follows the same framework used in Section 5, ensuring that MPOs, RTPOs, and local governments remain central to identifying safety priorities consistent with federal requirements and national goals. The section also ensures that locally led safety projects are eligible for HSIP funding.

**Section 7. Transferability.** Currently, only suballocated funding under STBG and PL funds are exempt from transferability. This section ensures that all suballocated dollars, under both existing programs (the

Carbon Reduction Program) and new programs/programs with new suballocation requirements (HSIP, Strengthening Bridges Formula Program), are protected from transfer.

Second, this section adds in a requirement that States can only transfer HSIP dollars after first making them available competitively to local governments. Given our ongoing road safety crisis, we should not be transferring safety funds without ensuring all safety needs have been met.

**Section 8. Project Selection.** Expresses the sense of Congress that suballocated funds under STBG, HSIP, the Carbon Reduction Program, and the new bridge formula program should be obligated only to projects selected locally and regionally. **This reaffirms Congress’s long-standing intent that suballocated funding be programmed through regional and local decision-making structures, consistent with the consultation and coordination requirements of title 23.**

**Section 9. Metropolitan Planning.** Strengthens the metropolitan planning program to better support federally required planning activities and advance timely project delivery. The section provides a 100 percent federal share for PL funds so that metropolitan planning organizations can meet statutory planning responsibilities and minimize administrative delays. It also updates and modernizes eligible uses of planning funds to reflect the full lifecycle of project development, including activities such as early scoping, data and modeling improvements, and multimodal systems planning.

Finally, the section directs the Secretary to establish a voluntary pathway for MPOs to become direct recipients of planning funds, promoting administrative efficiency, reducing pass-through delays, and supporting more streamlined project development. It also requires the U.S. Department of Transportation to provide MPOs access to federal financial management systems, improving transparency and accountability.

**Section 10. Rural Transportation Planning.** Establishes a dedicated rural and nonmetropolitan planning program under section 135(n) to support statewide rural engagement and strengthen the capacity of RTPOs and other regional entities. States must distribute funds through a formula for federally designated RTPOs and a competitive grant process for non-federally designated regional planning entities, subject to Secretarial approval. The section guarantees a minimum allocation of \$300,000 per year for each designated RTPO and provides a 100 percent federal share for all activities carried out under the program, ensuring consistent planning capacity across rural areas.



# LA CROSSE AREA PLANNING COMMITTEE

## METROPOLITAN PLANNING ORGANIZATION

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

TASK/PROJECT	HIGHLIGHTS	NEXT STEPS
<b>Illustrative Project Planning Discussions</b>	As part of the Metropolitan Transportation Plan Update, LAPC staff conducted illustrative project planning discussions with member communities, sharing engagement themes and results, sharing draft MTP recommendations related to policy, planning, and projects, and developing timeline and cost estimates for individual projects identified through these discussions. Staff incorporated results of the illustrative project planning discussions into the MTP's recommendations, and illustrative projects can be updated as necessary.	Ongoing review and updates.
<b>MTP Development</b>	<i>Moving Ahead to 2055</i> was approved by State and Federal Partners, and adopted by the Policy Board on September 17, 2025. In Q1 2026, staff is reviewing recommendations, goals, and objectives for implementation and will present a prioritized list for review at the March Board Meeting.	Ongoing implementation
<b>E-TIP Implementation Project</b>	Staff has been working with EcoInteractive weekly to transfer to an electronic TIP system. The most recent TIP amendment is being completed with the new electronic TIP system. Staff will continue to work with EcoInteractive to transition from onboarding and setup to continual maintenance and success of the platform.	Continue to meet bi-weekly with EcoInteractive staff to transition to an ongoing support role.
<b>WI MPO MTP/LRTP Workgroup</b>	Erin is leading an MPO-driven workgroup initiative to improve existing MTPs/LRTPs activities in Wisconsin and best practices nationwide.	Bi-monthly meetings, Best Practices Report and Recommendations
<b>MPO Director's Quarterly Meeting</b>	Staff attended quarterly meetings with WisDOT and MnDOT liasons and MPO representatives from both states. These quarterly meetings are opportunities for peer discussion on current challenges facing MPOs and share concerns with DOT staff. DOTs also share program updates and upcoming deadlines for core MPO products. Wisconsin occurred in January and Minnesota in February, most recently.	Continue to attend quarterly meetings.
<b>Harbor Commission/Port Statistical Area</b>	Bob has been working with Adam Binsfield (Joint Harbor Commission Chair), and La Crosse Area Chamber of Commerce to create a MOU with the Prairie Du Chien Chamber of Commerce to move forward with PSA efforts and promote waterway access/economic development for the region. MOU have been signed by both Chambers. Updated information was presented at the August Harbor Commission meeting and a master plan update was discussed on February 16. The City will collect information and advise.	Continue to participate in relevant Chamber Events and support Harbor Commission direction
<b>LAPC Regional Transit Authority Feasibility Study</b>	Regional Transit Authority Feasibility Study underway with SRF consulting. Completed the governance structure and financial feasibility deliverables and are now focusing on the economic and social benefit analysis.	Continue to work with SRF for key deliverables. Work with SRF to schedule the next steering committee meeting in April.
<b>FRA RCE Grants</b>	LAPC led an FRA RCE Grant Submittal on behalf of the Town of Onalaska (Brice Prairie), submitted on 9/19/24.  LAPC supported an FRA RCE Grant for the City of La Crescent, submitted 9/23/24.  Both grants were successful, and staff is awaiting Federal review to move forward with the grant agreement process. FRA project	Review proposals, select consultant by 4/10. Kickoff project in May.



# LA CROSSE AREA PLANNING COMMITTEE

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	managers have been assigned, and staff have had project kickoff meetings with FRA managers Grant agreement paperwork has been submitted. After several months of delay, the grant was obligated on December 11, 2025. A small multidisciplinary team is assembled to procure consultant support for the project. The RFP is due 3/13, and a selection is expected to be made by 4/10.	
<b>SS4A</b>	Since August 2025, staff has been working with Bolton & Menk on the development of the Comprehensive Safety Action Plan. Two Task Force meetings have been held in fall and winter, along with some in-person engagement. Currently, staff and the Task Force are working to select priority projects for preliminary design work as part of the project scope with Bolton & Menk. Staff have continued public engagement, focusing on educating local municipal boards and councils about the program. So far, staff have presented in person to 8 boards and councils.	Continue working with consultant. Review and finalize HIN prioritization. Continue public engagement through the end of March.
<b>MnDOT State Rail Plan Policy Advisory Committee</b>	Most recent meeting was November 26, for the <a href="#">MnDOT State Rail Plan</a> PAC #2. A final draft of the plan is complete along with the public comment period. Internal, FRA, and Governor's Office review are required for formal adoption.	Maintain communications and collaborate as necessary moving forward.
<b>MNDOT Freight Network Optimization Tool</b>	Bob is serving on the advisory steering committee for the <a href="#">FNOT</a> , which aims to provide an online application that will provide both public and private sector users with the ability to analyze and visualize freight data in support of multimodal freight planning and supply chain analysis to reduce goods movement costs, create a more efficient freight network, and to support economic development across Minnesota. The tool is in prototype and training was offered in November.	As the tool moves from beta phase, determine uses in SE Minnesota.
<b>Minnesota GO Update – Advisory Committee</b>	Bob was invited to serve on the advisory committee. The most recent advisory meeting was 2/9 and. The meeting reviewed vision statements, guiding principles, and survey results, along with some review of existing conditions.	Next meeting is tbd in February 2026.
<b>Travel Demand Model</b>	Travis and Erin have engaged with WisDOT travel demand modelers to ensure programmed projects are reflected in the current model. LAPC, along with other MPOs, await onboarding information from WisDOT.	Awaiting further guidance from WisDOT.
<b>La Crosse County Coordination</b>	LAPC continues to support multiple La Crosse County initiatives, including a Compensation Study, Housing Study, Comprehensive Plan Implementation Team, and a recently finalized Economic Development Plan. In addition, Bob continues to participate in monthly department head meetings. On February 11, Bob joined the Chamber/County for Driftless Day at the Capitol to speak about state transportation funding. Bob has also worked with the county since mid-2025 on a compensation study, on behalf of the MPO. The study will result in at or above market wages for staff as well as another level of planner (senior transportation planner) within the department.	Continue participating in relevant meetings and sharing information with LAPC members where applicable.
<b>ORA Trails Site Amenities</b>	In September 2024, Outdoor Recreation Alliance invited LAPC to serve on a site amenities committee to assist on designs, amenities, and connectivity. Progress has been made on site planning, trail construction, and partner coordination. There are no recent updates.	Josh and Bob speak intermittently to discuss transportation and accessibility.
<b>Mid America Freight Coalition</b>	Coalition is a pooled fund research program comprised of 10 upper Midwest states. Bi-monthly meeting on February 9 covered natural	Continue participating in regular meetings



# LA CROSSE AREA PLANNING COMMITTEE

## METROPOLITAN PLANNING ORGANIZATION

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

	resources/freight research, truck restrictions, annual meeting, and peer to peer discussions.	and monitor research.
<b>La Crosse Air Services Workgroup</b>	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 addition to regular discussions of services and strategy the airport announced a major service partnership with Allegiant Airlines in November 2025. The airport has seen success in early 2026 and in January, United announced several daily service routes. Bob attended a ribbon cutting on February 6.	Continue monthly meetings and work with the selected consultant to support air service improvement.
<b>University Connections</b>	<p>UW-La Crosse</p> <ul style="list-style-type: none"> <li>No new updates.</li> </ul> <p>UW-Madison</p> <p>Staff has been coordinating with the civil engineering department for capstone projects. In the Spring Semester an RFP was developed for a utilities study the Village of West Salem, and students are currently collecting data and information.</p>	<p><u>UW-La Crosse</u></p> <p>Identify collaborative opportunities.</p> <p><u>UW-Madison</u></p> <p>Provide additional information as necessary and await decision on chosen project(s) in the upcoming semester.</p>
<b>Wisconsin Certified Public Manager</b>	In October 2025, Bob enrolled in the Certified Public Manager (CPM) Program, facilitated by UW-Madison Extension. The 18 month program focuses on developing the following competencies: personal and organizational integrity, managing work, developing self, public service focus, systemic integration, leading people, and leading people. Classes typically meet twice monthly in a hybrid format.	Continue coursework.
<b>City of La Crescent Active Transportation Plan</b>	Erin is sitting on the steering committee for development of the City of La Crescent's Active Transportation Plan. Hosted by MnDOT, this plan will provide a roadmap for improving conditions for a safer, more accessible, and connected La Crescent Community.	Attend future steering committee meetings and Review draft plan.
<b>City of La Crescent Sustainability and Resiliency Plan</b>	Erin is sitting on the steering committee for development of the City of La Crescent's Sustainability and Resiliency Plan. This plan will look to create/review the prioritization actions supporting City's climate goals.	Attend steering committee meetings and review task.
<b>Regional Transit Development Plan (RTDP) Update</b>	Travis is leading an update of the RTDP. Currently reviewing previous plan's prioritizations and recommendations, updating the needs assessment, and identifying the vision and goals.	Continue drafting plan. Existing conditions and needs assessment is approaching draft stage. Meetings will be scheduled with transit providers in March, to be held in April/May.
<b>Monday Mornings at Main Presentation</b>	Monday Mornings at Main is a La Crosse library program dedicated to continuing education for older adults and creating spaces for social connection and learning. Travis, Erin, and Jenna Dinkel developed a presentation titled <i>Street Smarts: Designing Safe Streets for Everyone</i> . This presentation highlighted the transition of how roads have been used throughout history and the rapid transition to dominant vehicle traffic. Additionally, the negative	Continue to share presentation materials with interested groups.



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	impacts of car dependence as well as some solutions to make roads safer for all modes of transportation. This presentation was also used as an opportunity to engage with the SS4A plan, surveys were distributed.	
<b>Bluffland Coalition</b>	Travis represents LAPC on the Bluffland Coalition and has completed some mapping work to assist Coalition members with visualizing the Bluffland Traverse route and locating parcel information to assist efforts to establish easements to better connect the Bluffland Traverse.	Continue to attend Bluffland Coalition meetings and maintain developed web mapping materials.