



La Crosse Area Planning Committee

*Metropolitan Planning Organization
Serving the La Crosse/La Crescent Urbanized Area*

Peter Fletcher, Director Jackie Eastwood, Transportation Planner
La Crosse County Administrative Center
212 6th Street North ☎ Room 2300 ☎ La Crosse, WI 54601
PH: 608.785.5977 Website: www.lacrossecounty.org/mpo

LA CROSSE COUNTY NOTICE OF MEETING

COMMITTEE OR BOARD:	LA CROSSE AREA PLANNING COMMITTEE
DATE OF MEETING:	WEDNESDAY, January 19, 2022
MEETING PLACE:	ROOM 1700 ADMINISTRATIVE CENTER 212 6 TH STREET N, LA CROSSE, WI 54601 THE MEETING WILL BE HELD IN PERSON. ANYONE UNCOMFORTABLE WITH ATTENDING IN PERSON MAY ATTEND VIRTUALLY VIA TEAMS – SEE MEETING ACCESS/MONITORING INSTRUCTIONS DETAILED BELOW
TIME OF MEETING:	4:30 P.M.
PURPOSE OF MEETING:	Monthly Meeting
1.	Call to Order and Roll Call
2.	Public comment (5 minutes time limit per comment)
3.	Approval of minutes of the November 17, 2021 LAPC meeting
4.	Approve the 2022-2025 Transportation Improvement Program (Resolution 1-2022)
5.	Regional Transit Development Plan – Next steps
6.	Bi-partisan Infrastructure Bill (BIL) - Infrastructure Investment and Jobs Act (IIJA) Summary
7.	Wisconsin Department of Transportation's Transportation Projects Commission (TPC) decision regarding the La Crosse Major Highways Project
8.	Directors Report
9.	Other Business
10.	Future Agenda Items -2022-2025 TIP Amendment -TAP project ranking approval
11.	Next Regular Meeting of LAPC: Wednesday, March 16, 2022
12.	Adjourn

All attendees at meeting are strongly encouraged to wear a face mask.

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

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.

[Click here to join the meeting](#)

Option 2: Join by phone (audio only): 1-262-683-8845, and enter 751442245# at the prompt

[+1 262-683-8845](tel:+12626838845), 751442245# United States, Kenosha

Phone Conference ID: 751 442 245#

If you need assistance accessing or participating in this meeting, please contact LAPC staff as soon as possible by phone at 608-785-6141, by email at jeastwood@lacrossecounty.org, or in person at 212 6th St N, Room 2300, 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 608-785-6141, lossis email rau jeastwood@lacrossecounty.org, lossis tus kheej rau 212 6th St N, Room 2300, 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 608-785-6141, por correo electrónico a jeastwood@lacrossecounty.org, o en persona en 212 6th St N, Room 2300, La Crosse, WI 54601.



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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

Linda Seidel, Chair
Patrick Barlow
Monica Kruse
Mitch Reynolds/Barb Janssen
Scott Schumacher
Mike Poellinger
Tim Candahl
Stan Hauser/Jerry Monti
Joshua Johnson
Kim Smith
Bob Stupi/Steve Mieden

MEMBERS: If unable to attend, please contact Peter Fletcher, MPO 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.

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 Jackie Eastwood at 608.785.6141 or at jeastwood@lacrossecounty.org as soon as possible in advance of the meeting.

DATE NOTICE FAXED/MAILED/POSTED: January 12, 2022

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



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LA CROSSE AREA PLANNING COMMITTEE Minutes of November 17, 2021 Held via Microsoft Teams & in Person

MEMBERS PRESENT:	Patrick Barlow, Linda Seidel, Stan Hauser, Monica Kruse, Josh Johnson, Scott Schumacher, Kim Smith, Tim Candahl
MEMBERS EXCUSED:	Bob Stupi, Mitch Reynolds, Mike Poellinger
OTHERS PRESENT:	Peter Fletcher, Jackie Eastwood, Erin Klar (Recorder), Francis Shelfhout (DOT), Bob Gollink, Joe Klapper and Menno Schukking, Adam Lorentz, Kathleen Stewart, Joe Langeberg, James Longhurst and Jim Kuehn.

CALL TO ORDER

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

PUBLIC COMMENT: There was no public comment.

APPROVAL OF MINUTES OF THE September 15, 2021 LAPC MEETING

MOTION by Smith/Hauser to approve the minutes of the September 15, 2021 La Crosse Area Planning Committee meeting. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

APPROVE AMENDING THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (RESOLUTION 8-2021)

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). The La Crosse Area Planning Committee approved the 2021-2024 TIP on October 21, 2020. With this amendment nine (9) projects have been added to the TIP project list. Since adoption of the TIP, three (3) projects are anticipated to receive or are obligated to receive federal and/or state funding over \$1M WHEREAS, since adoption of the TIP, modifications have been made to the project schedule, project description, funding obligation, and/or funding amounts for many other projects. The TIP amendment went through the required public comment period and the TAC recommended approval at their meeting on November 10th.

MOTION by Kruse/Barlow to approve Amending the 2021-2024 Transportation Improvement Program. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

APPROVE THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (RESOLUTION 9-2021)

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). The U. S. Department of Transportation regulations provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of federal law. The La Crosse Area Planning Committee (LAPC) was created through an Inter-municipal Agreement



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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 adopted the Beyond Coulee Vision 2040 Metropolitan Transportation Plan on September 16, 2020. Federal regulations dictate that projects included in the Transportation Improvement Program are also consistent with the Metropolitan Transportation Plan; The LAPC approves the 2022 - 2025 Transportation Improvement Program as being consistent with metropolitan plans and policies. The TIP went through the required public comment period and the TAC recommended approval at their meeting on November 10th.

MOTION by Johnson/Hauser to approve the 2022-2025 Transportation Improvement Program. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

APPROVE THE MINNESOTA DEPARTMENT OF TRANSPORTATION 2022 SAFETY TARGETS (RESOLUTION 10-2021)

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B). The Minnesota Department of Transportation (MnDOT) established statewide calendar year 2022 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209. Metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of State HSIP targets or commit to quantifiable HSIP targets for the metropolitan planning area. In 2017 the LAPC made the decision to use state performance targets.

MOTION by Smith/Johnson to approve The Minnesota Department of Transportation 2022 Safety Targets. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

APPROVE WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSIT ASSET MANAGEMENT (TAM) TARGETS (RESOLUTION 11-2021)

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. Each Tier II transit provider must develop its own TAM plan or participate in a group TAM plan. The Wisconsin Department of Transportation (WisDOT) has developed a group TAM Plan for its Tier II subrecipients. The La Crosse Municipal Transit Utility and Onalaska Shared Ride (OSR) have agreed to participate in the WisDOT group TAM Plan. TAM targets must be established annually through a coordinated process among the Sponsor (WisDOT), the Tier II participants (MTU, OSR), and the Metropolitan Planning Organization (La Crosse Area Planning Committee).

MOTION by Kruse/Barlow to approve the Wisconsin Department of Transportation Transit Asset Management (TAM) Targets. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**



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APPROVE 2022 PLANNING WORK PROGRAM FOR THE LA CROSSE AREA PLANNING COMMITTEE (RESOLUTION 12-2021)

The La Crosse Area Planning Committee (LAPC) was created as the MPO for the La Crosse and La Crescent Metropolitan Planning Area through an Intermunicipal Agreement approved by all local units of government located within the La Crosse Planning Area as the metropolitan planning body responsible for performing transportation planning. The LAPC is recognized by the Governors of Minnesota and Wisconsin as the transportation planning policy body for the La Crosse and La Crescent Planning Area. The LAPC certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of § 450.336 of Title 23. The LAPC commits to providing the local match required for planned projects and programs. MnDOT, WisDOT and Federal Highways have all reviewed the work program and have no objections.

MOTION by Hauser/Smith to approve the 2022 Planning Work Program for the LAPC. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

APPROVE RANKED LIST OF STP-URBAN PROJECTS

Applications were due to the Wisconsin Department of Transportation central office by October 15, 2021. There were 10 applications in the MPO planning area and there is \$4,028,000 available in funding. The applications were ranked and the approved rankings will be sent on to WisDOT. Projects funded include City of La Crosse (6th St.) at 80% (\$2,216,000), City of Onalaska (Midwest Dr.) at 80% (\$751,608), Village of West Salem (City Loop Dr.) at 80% (\$451,356), Village of West Salem (Mark St.) at 80% (\$131,930), and City of Onalaska (Theater Road Roundabout) at 72% (\$478,002).

MOTION by Candahl/Barlow to approve ranked listed of STP-Urban projects. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

DRAFT REGIONAL TRANSIT DEVELOPMENT PLAN FOR LA CROSSE MTU, SMRT, ONALASKA SHARED RIDE – PRESENTATION BY SRF CONSULTING

Joe Klapper and Menno Schukking from SPF Consulting gave a presentation on the regional transit development plan. The plan must be completed by years end.

DIRECTORS REPORT

- TAP applications are out and the communities have been notified. Applications are due January 28, 2022.
- Jackie Eastwood showed the committee the new web map for the TIP and a new route mapping application for SMRT, MTU and OSR was discussed. This new web map is a live map and will show the projects being worked on.

OTHER BUSINESS - none noted.

FUTURE AGENDA ITEMS

- 2022-2025 Transportation Improvement Program

NEXT MEETING DATE: Wednesday, January 19, 2022



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ADJOURN

MOTION by Kruse/Candahl to adjourn the meeting at 5:30 p.m. **Motion carried unanimously with three excused: Stupi, Reynolds and Poellinger.**

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

Recorded by Erin Klar

La Crosse Area Planning Committee

RESOLUTION 1 – 2022

AMENDING THE

2022 - 2025 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 2022-2025 TIP on November 17, 2021; and

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

- | | |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| 243-22-017 | Call Center, Mobility Management, Volunteer Drivers. Serves La Crosse County and 41 Other Wisconsin Counties |
| 243-22-018 | USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Anticipated in 2022, Construction Anticipated in 2028 |
| 243-22-019 | USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Design Anticipated in 2022, Construction Anticipated in 2028 |
| 243-22-020 | City of La Crosse, Sims Place (BNSF RR Xing 917431D), Signal Replacement, Construction in 2023 |

And,

WHEREAS, since adoption of the TIP, four transit projects have minor changes in funding amounts; and

WHEREAS, since adoption of the TIP, the LAPC has adopted the MnDOT safety targets, thus committing to planning and programming projects in the Minnesota portion of the planning area that support Minnesota in achieving its targets.

NOW, THEREFORE, BE IT RESOLVED that the La Crosse Area Planning Committee, hereby, approves an amendment to the 2022-2025 TIP tables and TIP document as reflected in the attachment.

LA CROSSE AREA PLANNING COMMITTEE

Linda Seidel, Chair

Peter Fletcher, Executive Director

Dated: January 19, 2022

2022 - 2025 Transportation Improvement Program Project List - <i>Draft</i> January 19, 2022						2022 (x\$1000)										2023 (x\$1000)					2024 (x\$1000)					2025 (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						
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type																										
243-22-005 243-23-005 243-24-005 243-25-005		State of Wisconsin / Minnesota	SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Br Rehab	PE ROW Const Total																			NHPP							
243-22-010 243-23-010 243-24-010 243-25-010		Various Municipalities	SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Other	PE ROW Const Total	138.0			34.5	172.5	138.0				34.5	172.5								TAP							
243-22-011 243-23-011 243-24-011 243-25-011		State of Wisconsin / Minnesota	SW Region/District 6 Emergency Repair Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	ER	Non Infr. ROW Infr. Total																			ER							
243-19-020	1070-04-34, 64	State of Wisconsin	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Replacement B-32-73. Design Obligated in 2019, Construction Obligated in 2023, Construction in 2024	Sys Pres / Br Repl	PE ROW Const Total						2,947.9	327.5				3,275.4								NHPP							
243-19-021	1070-04-33, 63	State of Wisconsin	IH 90, CTH BW, CTH B and STH 157 EB Bridges (B-32-51, 52, 55) Thin Polymer Overlays, Design Obligated in 2019, Construction obligated in 2021, Construction in 2022	Sys Pres	PE ROW Const Total						2,947.9	327.5				3,275.4								SF							
243-20-027	1074-00-31, 61	State of Wisconsin	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-57), Fish Creek (B-32-63), STH 27 (B-41-123). Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	PE ROW Const Total																			NHPP							
243-18-017	1071-07-06,76,96	State of Wisconsin	IH-90, STH 16 to CTH C, Pavement & Bridge Replacements (B-32-23, 24, 25, 26, 27, 28), Design Anticipated 2021, Construction Anticipated 2030	Pav Rep / Br Rep	PE ROW Const Total																			NHPP							
243-19-015	1074-00-02, 72	State of Wisconsin	IH-90, CTH C to East County Line, Resurface. Design Obligated in 2019, Construction Obligated in 2021	Sys Pres	PE ROW Const Total																			SF							
243-13-011	1071-08-04, 74	State of Wisconsin	IH 90, STH 16 Interchange Area. (S Kinney Coulee Rd to CTH OS) interchange improvements. Bridge replacements B-32-0053, -0054. Design anticipated in 2021. Construction anticipated in 2030	Re Cond / Br Repl	PE ROW Const Total																			NHPP							
243-18-018	1070-04-03,73	State of Wisconsin	IH-90, STH 157 Interchange Reconstruction, Design Anticipated 2022, Construction Anticipated 2030	Re Const	PE ROW Const Total	788.4	87.6			876.0														NHPP							
243-06-012	1630-08-00	State of Wisconsin	USH 53, USH 14/61 - IH 90, Reconstruction, (TIP # 243-06-013 for all ROW, Utilities, Construction)	Major(E)	PE ROW Const Total																			NHPP MAJOR							
243-06-013	1630-06-21, 23, 25, 27, 40, 44, 46, 48, 70, 71, 75, 77, 80, 81, 84, 86, 88, 89	State of Wisconsin	USH 53, USH 14/61 - IH 90, Reconstruction, (ROW, Utilities, Construction Anticipated after 2030)	Major(E)	RW/UTL Const Total																			NHPP MAJOR							
243-17-013	1630-03-01, 61	State of Wisconsin	USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation. Design obligation in 2017, Construction obligation in 2021	Sys Pres	PE ROW Const Total																			NHPP							
243-20-016	5250-06-02, 72, 74	State of Wisconsin	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Design Obligated in 2021, Construction Anticipated in 2026-2027	Sys Pres	PE ROW Const Total																			NHPP							
243-20-028	5250-06-03, 73, 75	State of Wisconsin	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design Obligated in 2021, Construction Anticipated in 2027/2028	Sys Pres	PE ROW Const Total																			NHPP							
243-22-018	1630-03-03, 73	State of Wisconsin	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface, Design Anticipated in 2022, Construction Anticipated in 2028	Sys Pres	PE ROW Const Total	340.0	85.0			425.0														NHPP							
243-22-019	1630-03-04, 74	State of Wisconsin	USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Design Anticipated in 2022, Construction Anticipated in 2028	Sys Pres	PE ROW Const Total	564.0	141.0			705.0														NHPP							
243-20-031	1640-01-05, 75	State of Wisconsin	USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design obligated 2020, Construction scheduled for 2024-2025	Sys Pres	PE ROW Const Total												488.0	122.0			610.0			NHPP							
243-18-015	1640-03-31, 61	State of Wisconsin	USH 14, Brickyard Lane – CTH M, Mill & Overlay, Design obligated 2017, Construction obligated in 2021, with construction in 2021-2022.	Sys Pres	PE ROW Const Total												488.0	122.0			610.0			NHPP							
243-13-015	1641-02-02, 22, 42, 53, 54, 72, 82, 3700-10-79	State of Wisconsin	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2021, Construction in 2022	Re Const	PE ROW Const Total																			HSIP NHPP ITS							
243-19-022	5200-03-33, 63	State of Wisconsin	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair. Design Obligated in 2019, Construction Anticipated 2024-2025	Sys Pres	PE ROW Const Total												2,016.0	504.0			2,520.0			NHPP							
243-18-024	5160-06-00, 70	State of Wisconsin	STH 35, Genoa – La Crosse (Village of Stoddard North Limit to North Vernon County Line, Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022	Sys Pres	PE ROW Const Total												2,016.0	504.0			2,520.0			NHPP							
243-14-026	5163-07-02, 20, 24, 42, 52, 53, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014, North lane (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, Construction 2024-2025 (Advanceable to 2022)	Re Const	PE ROW Const Total												4,856.1	1,204.8		9.2	6,070.1			NHPP							

2022 - 2025 Transportation Improvement Program Project List - Draft																										
January 19, 2022						2022 (x\$1000)					2023 (x\$1000)					2024 (x\$1000)					2025 (x\$1000)					
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Source of Funds
243-20-022	7049-00-00, 70	La Crosse County	CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, with Construction in 2022.	Br Repl	PE																					STBG
					ROW																					
					Const	459.5			273.0	732.5																
					Total	459.5			273.0	732.5																
243-20-023	7323-00-01, 71	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2021, with Construction Obligated in 2023 (Actual Construction in 2024).	Br Repl	PE																				STBG	
					ROW																					
					Const						2,090.7			986.9	3,077.6											
					Total						2,090.7			986.9	3,077.6											
243-21-013	5991-02-61, 62	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Obligated in 2023	Sys Pres	PE																				HSIP	
					ROW																					
					Const						286.6			45.6	332.2											
					Total						286.6			45.6	332.2											
243-19-024	5991-07-42, 43, 44	City of La Crosse	Gillette St, Caledonia St to STH 35/George St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2021	Reconst	PE																				STBG	
					ROW																					
					Const																					
					Total																					
243-19-025	5991-07-36, 37, 38	City of La Crosse	Green Bay St, East Ave to S 22nd St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2022.	Reconst	PE																				STBG	
					ROW																					
					Const																					
					Total																					
243-19-026	1641-03-04, 25	City of La Crosse	Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-75, 5120-02-70, 7575-07-70 for Construction).	Sys Pres	PE																				HSIP	
					ROW																					
					Const																					
					Total																					
243-19-027	1641-03-75	City of La Crosse	USH 14/61, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																				HSIP	
					ROW																					
					Const																					
					Total																					
243-19-028	5120-02-70	City of La Crosse	STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE																				HSIP	
					ROW																					
					Const																					
					Total																					
243-19-029	7575-07-70	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022.	Sys Pres	PE																				HSIP	
					ROW																					
					Const	432.9			139.8	572.7																
					Total	432.9			139.8	572.7																
243-19-030	5220-04-04, 24, 74	City of La Crosse	STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks, Design Obligated in 2020, Construction in 2021.	Sys Pres	PE																				HSIP	
					ROW																					
					Const																					
					Total																					
243-21-014	1062-08-80	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																				SF	
					ROW																					
					Const																					
					Total																					
243-21-015	1032-08-80	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																				SF	
					ROW																					
					Const																					
					Total																					
243-21-016	5436-00-06	La Crosse County	CTH M, CTH I - CTH O, Reconstruct. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Reconst	PE																				LF	
					ROW																					
					Const																					
					Total																					
243-21-017	5436-00-07	La Crosse County	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Br Repl	PE																				LF	
					ROW																					
					Const																					
					Total																					
243-21-018	7272-00-02	La Crosse County	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Anticipated in 2021, Construction not Currently Scheduled/Obligated	Br Repl	PE																				LF	
					ROW																					
					Const																					
					Total																					
243-21-019	3700-10-89	State of Wisconsin	Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023	Sys Pres	PE																				ITS	
					ROW																					
					Const																					
					Total																					
243-21-020	1630-00-81	State of Wisconsin	USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges Approach Slab Repair, Construction Obligated in 2021, Construction in 2022	Sys Pres	PE																				SF	
					ROW																					
					Const																					
					Total																					
243-21-021	1071-01-02, 82	State of Wisconsin	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface, Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	PE																				NHPP	
					ROW																					
					Const																					
					Total																					
243-21-022	1000-74-00, 20, 40, 50, 51, 52, 70, 71	State of Wisconsin	Railroad Crossing Improvement, TCMC Intercity Passenger Rail Grant, La Crosse - St. Paul (2nd Round-trip), Design Obligated in 2021, ROW Obligated in 2021-2022, Construction Obligated in 2023 (const. until 2026)	Rail	PE																				Rail Safety	
					ROW	245.2	163.5		408.7																	
					Const					28,676.8	5,619.3	8,498.5	5,000.0	47,794.6												
					Total	245.2	163.5		408.7	28,676.8	5,619.3	8,498.5	5,000.0	47,794.6												
243-21-023	5991-05-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction in 2023	Rail	PE																				Rail Safety	
					ROW																					
					Const					176.8			176.7	353.5												
					Total					176.8			176.7	353.5												
243-22-020	5991-05-53	State of Wisconsin	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Signal Replacement, Construction in 2023	Rail	PE																				Rail Safety	
					ROW																					
					Const					151.5			151.5	303.0												
					Total					151.5			151.5	303.0												

2022 - 2025 Transportation Improvement Program Project List - Draft January 19, 2022						2022 (x\$1000)															2023 (x\$1000)															2024 (x\$1000)															2025 (x\$1000)															Source of Funds																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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243-09-015	TRF-3780-22, 23, 24, 25	City of La Crescent	SECT 5307: La Crescent Transit Operating Assistance	Transit	PE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

As a small attainment MPO, the LAPC TIP reports the Wisconsin and Minnesota targets for five Highway Safety Improvement Program (HSIP) measures, nine National Highway Performance Program (NHPP) measures, three Transit Asset Management (TAM) measures, and seven transit safety measures relevant to our planning area.

Highway Safety

State Targets

The Wisconsin and Minnesota targets for the HSIP measures are illustrated in tables 8 and 9, respectively. Each measure is based on a five-year rolling average and targets are updated annually.

WisDOT targets are adjusted from the baseline to reflect a goal of a 2% reduction in each measure.

TABLE 8: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2022

Safety Performance Measure	2016-2020 baseline	2020	2021	2022
<i>Fatalities</i> : Number of fatalities	596.6	564.7	576.0	584.7
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.938	0.888	0.890	0.919
<i>Serious Injuries</i> : Number of serious injuries	3,056.6	2,907.0	2,897.9	2,995.5
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	4.808	4.585	4.482	4.712
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	365.8	344.7	350.2	358.48

Source: Wisconsin Department of Transportation.

The 2022 MnDOT targets were established based on a trend from the 2019 outcome to the Strategic Highway Safety Plan goal for 2025 of no more than 225 traffic deaths and 980 serious injuries.

TABLE 9: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2022

Safety Performance Measure	2016-2020 baseline	2020	2021	2022
<i>Fatalities</i> : Number of fatalities	377.8	375.4	352.4	352.4
<i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled	0.66	0.626	0.582	0.582
<i>Serious Injuries</i> : Number of serious injuries	1,718.0	1,714.2	1,579.8	1,463.4
<i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled	2.98	2.854	2.606	2.470
<i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries	295.6	317.0	281.2	258.4

Source: Minnesota Department of Transportation.

The LAPC has committed to plan and program projects that support the states in achieving their targets.



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION: Policy on Using
Bipartisan Infrastructure Law
Resources to Build a Better America**

Date: December 16, 2021

From: Stephanie Pollack 
Deputy Administrator

In Reply Refer To:
HPL-1 and HCC-1

To: Associate Administrators
Chief Counsel
Chief Financial Officer
Directors of Field Services
Division Administrators

The recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), will deliver generational investments in our roads and bridges, promote safety for all road users, help combat the climate crisis, and advance equitable access to transportation. The BIL also presents the Federal Highway Administration (FHWA) with a unique opportunity: to exercise our stewardship and oversight responsibilities and evolve the century-old relationship with State departments of transportation and other stakeholders in a way that takes advantage of the tools Congress has provided and prioritizes investments that align with the underlying policies evident throughout the BIL to help our states and communities Build a Better America.

This guidance is intended to serve as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. The intent of the guidance also is to ensure that the funding and eligibilities provided by the BIL will be interpreted and implemented, to the extent allowable under statute, to encourage States and other funding recipients to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, accommodates new and emerging technologies, is more sustainable and resilient to a changing climate, and is more equitable.

The BIL creates two kinds of new resources that FHWA's State, regional, Tribal and local stakeholders can use to Build a Better America:

- (1) changes to the eligibilities and policy requirements in FHWA's "legacy" apportioned programs such as National Highway Performance Program and the Surface Transportation Block Grant Program and its Transportation Alternatives set-aside; and
- (2) new programs (some formula, some discretionary grants and some a combination of the two) such as the Bridge Investment Program, National EV Charging Program, Carbon Reduction Program and PROTECT program.

FHWA will issue guidance and regulations, as appropriate, to fully implement these legislative changes and new programs and is actively soliciting stakeholder input on these matters through a just-opened [Federal Register docket](#).

Investments and projects that align with the BIL and will help Build a Better America include those that:

- improve the condition, resilience and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets);
- promote and improve safety for all road users, particularly vulnerable users;
- make streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act;
- address environmental impacts ranging from stormwater runoff to greenhouse gas emissions;
- prioritize infrastructure that is less vulnerable and more resilient to a changing climate;
- future-proof our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way;
- reconnect communities and reflect the inclusion of disadvantaged and under-represented groups in the planning, project selection and design process; and
- direct Federal funds to their most efficient and effective use, consistent with these objectives.

Encouraging and Prioritizing Projects That Build a Better America

Under this Policy, FHWA will work with recipients of any Federal funds made available under title 23, United States Code to encourage and prioritize the repair, rehabilitation, reconstruction, replacement, and maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multimodal, and resilience features.¹ Projects to be prioritized include those that maximize the existing

¹ For purposes of this memorandum, FHWA recipients include Federal Land Management Agencies (FLMAs). In addition, Federal funds include both Federal-aid highway and Federal lands highway funds, as well as Transportation Infrastructure Finance and Innovation programs funds that are administered by the FHWA.

right-of-way for accommodation of non-motorized modes and transit options that increase safety, accessibility, and/or connectivity.

For FLMAs under the Federal lands program, FHWA will work with our Federal stakeholders to incorporate these policies into their programming policies and decisions, including asset management systems established under 23 U.S.C. 201(c)(5).

The maintenance of existing roads and highways in a state of good repair is an important tool to ensure the effective use of Federal funding while also improving transportation safety, reducing surface transportation-related greenhouse gas emissions, delivering equitable transportation options and access, and accommodating new and emerging technologies by upgrading the nation's existing infrastructure. Proper maintenance is also an affirmative responsibility of the States as required by 23 U.S.C 116. This Building a Better America Policy will help achieve these important goals. Additionally, this Policy is consistent with the Bipartisan Infrastructure Law and recently issued Presidential Executive Orders (EOs), including, EO 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619); EO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009); and EO 14030 Climate Related Financial Risk (86 FR 27967).

Prioritizing Investment in All Federal-Aid and Federal Lands Eligible Transportation Assets

FHWA staff shall emphasize to our planning and project selection and project delivery stakeholders that the resources made available under the BIL can and should be applied to modernize all eligible streets, highways, and bridges – not just those owned and operated by State departments of transportation.

Many projects funded with Federal-aid highway funds are either on the Interstate System (which constitutes just under 50,000 system miles and accounts for 25% of VMT) or the broader National Highway System (which constitutes approximately 222,000 system miles and accounts for 55% of VMT). However, there are over 1 million miles of streets and highways, which account for 85% of Vehicle Miles Travelled, that are Federal-aid highways and may benefit from BIL investments. Nationally, arterials and collectors are in poorer condition compared to the interstate highway system. BIL also expands the universe of eligible roadways for certain types of investments. For example, up to 15% of National Highway Performance Program funds may be spent on projects on Federal-aid highways (and bridges) off the National Highway System for projects that add protective features related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

For bridges, there are over 620,000 bridges on the National Bridge Inventory (NBI), which includes all of the nation's bridges located on public roads, including Interstate highways, U.S. highways, State and county roads, as well as publicly-accessible bridges on Federal and tribal lands. All of these bridges are eligible for investments under the restored bridge formula program.

FHWA staff should encourage metropolitan planning organizations, State transportation departments, FMLAs, and other decisionmakers to direct new and expanded investments based on asset condition and need for modernization, as well as the potential for an investment or project to achieve Building a Better America objectives – rather than focusing exclusively or primarily on assets owned by States. Asset owners of all Federal-aid highways, Federal Lands highways and streets and all NBI bridges should be involved in decisions about which projects are selected for investment.

NEPA Review

FHWA staff shall emphasize to our planning and project selection and project delivery stakeholders that one advantage of focusing investment on Building a Better America projects is that they can be delivered faster because, in many cases, such projects may require only a Categorical Exclusion under FHWA's NEPA environmental review regulations, 23 CFR Part 771. For example, construction of bicycle and pedestrian lanes, paths, and facilities normally meet the FHWA and CEQ criteria for categorical exclusions and, absent unusual circumstances, do not require any further NEPA approvals by the FHWA. 23 CFR 771.117(c)(3). Similarly, street and highway modernization projects involving resurfacing, restoration, rehabilitation, or reconstruction; highway safety or traffic operations improvement projects; bridge rehabilitation and reconstruction projects; and construction of grade separation to replace existing at-grade railroad crossings will generally qualify for Categorical Exclusions. 23 CFR 771.117(c)(3)

By contrast, other types of projects necessarily require more scrutiny under NEPA. For example, highway capacity expansion projects that involve “acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements” may *not* be processed as categorical exclusions. Categorical exclusions are also not available if the proposed project would:

- induce significant impacts to planned growth or land use for the area;
- have a significant impact on any natural, cultural, recreational, historic or other resource; or
- have significant impacts to travel patterns.

23 CFR 771.117(a).

FHWA staff shall encourage metropolitan planning organizations, State transportation departments, FLMAAs and other decisionmakers to consider the timeline for delivering projects and eligibility for Categorical Exclusions under NEPA as they are programming funding made available under the Bipartisan Infrastructure Law.

General Purpose Capacity Expansion Projects

This Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways. Consistent with this

Policy, FHWA will implement policies and undertake actions to encourage—and where permitted by law, require—recipients of Federal highway funding to select projects that improve the condition and safety of existing transportation infrastructure within the right-of-way before advancing projects that add new general purpose travel lanes serving single occupancy vehicles.

Application of this Policy does not prohibit the construction of new general purpose capacity on highways or bridges, but in most cases Federal-aid highway and Federal Lands funding resources made available through the BIL should be used to repair and maintain existing transportation infrastructure before making new investments in highway expansions for additional general purpose capacity. State transportation departments should also be mindful of their ability to transfer resources to support transit projects that may be more consistent with these priorities.

Specifically, FHWA staff shall encourage metropolitan planning organizations, State transportation departments, FLMAs and other decisionmakers and recipients of Federal-aid highway and Federal Lands funding to consider the following factors before advancing projects that result in new capacity for single occupancy vehicles:

- progress in achieving a state of good repair consistent with the State’s asset management plan under 23 U.S.C 119(e).
- how the project will support the achievement of the State’s performance targets under 23 U.S.C 150 (including any new performance targets established by FHWA); and
- whether the project is more cost-effective than both operational improvements to the facility or corridor and transit projects eligible under chapter 53 of title 49.

Additional Planned Actions

In pursuit of these important policy objectives, FHWA will adopt guidance and implement new requirements, to the extent permitted by statute, to advance this Policy on *Using Bipartisan Infrastructure Law Resources to Build a Better America*. These actions will include:

- incorporating the principles advanced in this Policy into all guidance documents issued for “legacy” apportioned programs for which the BIL includes changes in eligibility or other requirements;
- incorporating the principles advanced in this Policy into all guidance and regulatory documents issued for new programs created by the BIL and administered by FHWA;
- incorporating the principles advanced in this Policy into all notice of funding opportunities (NOFOs) for its allocated discretionary grant programs;
- working with the Federal Transit Administration to review and, if appropriate, propose changes to guidance or regulations governing the federally required transportation planning processes in metropolitan areas, as set forth in 49 U.S.C.

5303 and 23 U.S.C. 134, and in rural areas and on a statewide basis set forth in 49 U.S.C. 5304 and 23 U.S.C. 135;

- reviewing and, if appropriate, proposing changes to guidance or regulations governing Transportation Asset Management Plans;
- reviewing and, if appropriate, proposing changes to guidance or regulations governing relevant aspects of the NEPA process for FHWA projects;
- reviewing and, if appropriate, proposing changes to guidance or regulations governing relevant aspects of Title VI as it applies to FHWA projects; and
- improving and promoting the use of travel demand modeling to provide for more accurate forecasting of how proposed projects (including, but not limited, to projects proposing the addition of general-purpose capacity) affect travel demand and air emissions including emissions of greenhouse gases.

Conclusions

Although States and other Federal-aid recipients ultimately select projects consistent with 23 U.S.C. 145, and FLMAs consistent with 23 U.S.C. 201, this Policy will inform that decision-making. Once implemented, this Policy will help improve safety and accessibility for all road users, reduce the environmental impact of highway and bridge projects, including curtailing transportation greenhouse gas emissions that contribute to climate change, better accommodate new and emerging transportation technologies, reduce relocations and otherwise ensure that transportation agencies do not expand roadways in inequitable ways that disproportionately impact disadvantaged communities, and support the efficient and effective use of Federal funds.

Working together, we can make investments and deliver projects that upgrade the condition of streets, highways, and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, is more sustainable and resilient to a changing climate, and is more equitable. FHWA is committed to increasing our level of coordination with metropolitan planning organizations, State departments of transportation and other stakeholders and decisionmakers including local and tribal governments that have not traditionally had access to needed Federal funds to ensure these goals are fully realized.



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
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Email: sec.exec@dot.wi.gov

December 9, 2021

TPC Chairman Governor Tony Evers and TPC Members
115 East State Capitol
Madison, WI 53702

Dear Governor Evers and TPC Members,

In preparation for the December 15, 2021 Transportation Projects Commission (TPC) meeting, I am pleased to provide you with this information binder for the meeting. The binder contains material that will be presented and discussed at the meeting.

The meeting will include a brief program status presentation as well as a brief update on active projects enumerated for construction.

A detailed update on the US 53 La Crosse Corridor Major Project will also be provided. The department will present a new approach to address needs in the corridor, and the department will recommend that the TPC approve the new approach. The proposed change represents a prudent option for maintaining this corridor in a state of good repair, improving safety, improving bicycle and pedestrian options, and reducing intersection delay – all in a manner more consistent with local preference.

The department will also provide an informational presentation on a I-794 Lake Interchange study in Milwaukee County. The Lake Interchange is located between the Marquette Interchange and the Hoan Bridge and will be studied through the State Highway Rehabilitation Program. This unique project is expected to be a costly project that replaces dozens of bridge structures nearing the end of useful life; other structures exist on the corridor that can likely be treated with less than replacement. While no TPC decisions are required regarding this potential project, the department thinks the TPC should know about costly potential projects even if the TPC does not have a statutory role to recommend or approve such projects. TPC feedback and guidance is always helpful.

Should you have any questions during your review of this material, please feel free to contact Jeff Gust, Director of WisDOT's Bureau of State Highway Programs (608-267-7754).

Sincerely,

A handwritten signature in black ink, appearing to read "C. Thompson", is written over a large, stylized, light-colored circular mark.

Craig M. Thompson
Secretary



Meeting Agenda
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room *(in-person with virtual option)*
Wednesday, December 15, 2021, 1:00 to 2:30 PM

- **Roll Call**
- **Governor and Secretary opening statements**
- **Approve minutes**
- **TPC Report Review and Study Recommendation Process**
 - August 2021 Report and Financial Status
 - Approval process for Studies in Major Highway program
- **Project updates**
- **La Crosse Corridor Update**
- **I-794 Lake Interchange, Milwaukee County**
- **Discussion and future meetings**
- **Adjourn**