

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

LA CROSSE COUNTY NOTICE OF MEETING

СОМ	MITTEE OR BOARD:	LA CROSSE AREA PLANNING COMMITTEE
DATE	OF MEETING:	WEDNESDAY, January 19, 2022
MEET	ING PLACE:	ROOM 1700 ADMINISTRATIVE CENTER 212 6 TH STREET N, LA CROSSE, WI 54601 THE MEETING WILL BE HELD IN PERSON. ANYONE UNCOMFORTALBLE WITH ATTENDING IN PERSON MAY ATTEND VIRTUALLY VIA TEAMS – SEE MEETING ACCESS/ MONITORING INSTRUCTIONS DETAILED BELOW
TIME	OF MEETING:	4:30 P.M.
PURP	OSE OF MEETING:	Monthly Meeting
1.	Call to Order and Roll Call	
2.	Public comment (5 minutes time limit per c	comment)
3.	Approval of minutes of the November 17, 2	2021 LAPC meeting
4.	Approve the 2022-2025 Transportation Imp	provement Program (Resolution 1-2022)
5.	Regional Transit Development Plan – Next s	teps
6.	Bi-partisan Infrastructure Bill (BIL) - Infrastru	ucture Investment and Jobs Act (IIJA) Summary
7.	Wisconsin Department of Transportation's	Transportation Projects Commission (TPC) decision
	regarding the La Crosse Major Highways Pro	pject
8.	Directors Report	
9.	Other Business	
10.	Future Agenda Items -2022-2025 TIP Amendment	
	-TAP project ranking approval	M + 47 0000
11.	Next Regular Meeting of LAPC: Wednesday	, March 16, 2022
12.	Adjourn	an alter and the surger of force and alter
	All attendees at meeting are stro	ongly 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,,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 <u>jeastwood@lacrossecounty.org</u>, 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 <u>jeastwood@lacrossecounty.org</u>, o en persona en 212 6th St N, Room 2300, La Crosse, WI 54601.



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

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



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

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 TRANSPORATION 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



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

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 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.**



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

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



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

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

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

January 1		rtation imp	provement Program Project List - Draft		ŀ		20)22 (x\$1	000)		r	202	3 (x\$1000)			2	024 /v¢1	000)			-				
Project	State ID	Sponsoring	Project Description	Broject Turre	Exp.	Fed	20 WI	022 (X\$1) MN	Local /	Total	Fed	202 WI	3 (x\$1000) MN Local /	Total	Fed	2 WI	024 (x\$1 MN	Local /	Total	Fed	20 WI	025 (x\$1	Local /	Total	Source of
Number 243-22-005	Number	Agency	Project Description	Project Type	Type PE	Fed	WI	MN	Other	Iotal	Fed	WI	MN Other	Iotal	Fed	WI	MIN	Other	Iotal	Fed	WI	MN	Other	Iotal	Funds
243-22-005 243-23-005 243-24-005		State of Wisconsin /	SW Region/District 6 Bridge Maintenance Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Br Rehab	ROW																				NHPP
243-25-005		Minnesota	Cee Chouped Project Elsting on Eachosse County.org/wir C		Const Total																				-
243-22-010 243-23-010		Various	SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on	Other	PE ROW	138.0			34.5	172.5	138.0		34.5	172.5		D	esign Conti	nued							TAP
243-24-010 243-25-010		Municipalities	LaCrosseCounty.org/MPO	Guior	Const Total	1,075.2			268.8 303.3	1,344.0 1,516.5	0.0		0.0												-
243-22-011 243-23-011		State of	SW Region/District 6 Emergency Repair Project Group -		Non Infr. ROW																				ER
243-24-011 243-25-011		Wisconsin / Minnesota	See Grouped Project Listing on LaCrosseCounty.org/MPO	ER	Infr.																				
243-23-011			IH 90, Black River Bridges, Round Lake Bridges, Bainbridge		Total PE		De	sign Contir	nued			Desi	gn Continued												
243-19-020	1070-04-34, 64	State of Wisconsin	Ped Bridge, Concrete Overlays B-32-34, 35, 46, 47 and Bridge Replacement B-32-73. Design Obligated in 2019,	Sys Pres / Br Repl	ROW Const						2,947.9	327.5		3,275.4		Cons	truction Co	ntinued							NHPP
	•••		Construction Obligated in 2023, Construction in 2024		Total						2,947.9	327.5		3,275.4											
	1070-04-33,	State of	IH 90, CTH BW, CTH B and STH 157 EB Bridges (B-32-51,		PE ROW																				SF
243-19-021	63	Wisconsin	52, 55) Thin Polymer Overlays. Design Obligated in 2019, Construction obligated in 2021, Construction in 2022	Sys Pres	Const Total		Const	ruction Cor	ntinued																-
	4074 00 04	Charles of	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of		PE		De	sign Contir	nued			Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		NHPP
243-20-027	1074-00-31, 61	State of Wisconsin	CTH C (B-32-57), Fish Creek (B-32-63), STH 27 (B-41-123). Design Anticipated in 2021, Construction Anticipated in 2027		ROW Const																				NHEF
			IH-90, STH 16 to CTH C, Pavement & Bridge		Total PE		Desi	igned Cont	tinued			Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		_
243-18-017	1071-07- 06,76,96	State of Wisconsin	Replacements (B-32-23, 24, 25, 26, 27, 28), Design Anticipated 2021, Construction Anticipated 2030	Pav Rep / Br Rep	ROW Const																				NHPP
			Anticipated 2021, Construction Anticipated 2030		Total PE																				
243-19-015	1074-00-02,	State of Wisconsin	IH-90, CTH C to East County Line, Resurface. Design Obligated in 2019, Construction Obligated in 2021	Sys Pres	ROW																				SF
	72	WISCONSIT	Obligated in 2019, Construction Obligated in 2021		Const Total		Const	ruction Cor	ntinued																
040 40 044	1071-08-04,	State of	IH 90, STH 16 Interchange Area. (S Kinney Coulee Rd to CTH OS) interchange improvements. Bridge replacments B-	Re Cond / Br	PE ROW		De	sign Contir	nued			Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		NHPP
243-13-011	74	Wisconsin	32-0053, -0054. Design anticipated in 2021. Construction anticipated in 2030	Repl	Const Total																				-
	4070.04	0			PE	788.4	87.6			876.0		Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		
243-18-018	1070-04- 03,73	State of Wisconsin	IH-90, STH 157 Interchange Reconstruction, Design Anticipated 2022, Construction Anticipated 2030	Re Const	ROW Const																				NHPP
					Total PE	788.4	87.6 De:	sign Contir	nued	876.0		Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		
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)	ROW Const																				NHPP MAJOR
	1030-00-21,				Total				1.									1.			_		1		WAGOIN
040.00.040	23, 25, 27, 40, 44, 46, 48, 70,	State of	USH 53, USH 14/61 - IH 90, Reconstruction, (ROW,	Maira (E)	PE RW/UTL		De	sign Contir	nued			Desi	gn Continued			D	esign Conti	nuea			De	esign Conti	nued		NHPP
243-06-013	71, 75, 77, 80, 81, 84, 86, 88,	Wisconsin	Utilities, Construction Anticipated after 2030)	Major(E)	Const																				MAJOR
	RQ		USH 53, Black River Bridge B-32-0079, Bridge		Total PE																				
243-17-013	1630-03-01, 61	State of Wisconsin	Rehabilitation. Design obligation in 2017, Construction obligation in 2021	Sys Pres	ROW Const		Const	ruction Cor	ntinued																NHPP
					Total PE		De	sign Contir	aued			Desi	gn Continued			D	esign Conti	nued			De	esign Conti	hed		-
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,	Sys Pres	ROW		DO	Sign Contai				Desi					Joigh Contr					Jaigh Conta			NHPP
	72, 74	WISCONSIT	Construction Anticipated in 2026-2027		Const Total																				
243-20-028	5250-06-03,	State of	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design Obligated in	Sys Pres	PE ROW		De	sign Contir	nued			Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		NHPP
243-20-020	73, 75	Wisconsin	2021, Construction Anticipated in 2027/2028	Sys Fies	Const Total													-							
	1630-03-03,	State of	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River),		PE	340.0	85.0			425.0		Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		NHPP
243-22-018	73	Wisconsin	Resurface, Design Anticipated in 2022, Construction Anticipated in 2028	Sys Pres	Const																				INFE
			USH 53, La Crosse - Galesville (STH 157 to Holmen Dr),		Total PE	340.0 564.0	85.0 141.0			425.0 705.0		Desi	gn Continued			D	esign Conti	nued			De	esign Conti	nued		_
243-22-019	1630-03-04, 74	State of Wisconsin	Pavement Replacement, Design Anticipated in 2022, Construction Anticipated in 2028	Sys Pres	ROW Const																				NHPP
			· · · · ·		Total PE	564.0	141.0 De	sign Contir	aued	705.0		Desi	gn Continued			D	esign Conti	nued							
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	Sys Pres	ROW		DC	Sign Contai				Desi			100.0						_	truction Co			NHPP
	15	WISCONSIT	scheduled for 2024-2025		Const Total										488.0 488.0				610.0 610.0		Cons	truction Co	ntinuea		-
243-18-015	1640-03-31,	State of	USH 14, Brickyard Lane – CTH M, Mill & Overlay, Design obligated 2017, Construction obligated in 2021, with	Sys Pres	PE ROW																				NHPP
243-16-015	61	Wisconsin	construction in 2021-2022.	Bys Fles	Const Total		Const	ruction Cor	ntinued																-
	1641-02-02,		USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the		PE			sign Contir DW Contin							1	1		-		1		-	1		HSIP
243-13-015	22, 42, 53, 54, 72, 82, 3700-	State of Wisconsin	intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2021, Construction in	Re Const	Const	8,605.1	RC 1,840.5		495.0	10,940.6		Constru	ction Continued			1									NHPP
	10-79		2022		Total PE	8,605.1	1,840.5	sign Contir	495.0	10,940.6		Deci	gn Continued				esign Conti	nued							ITS
243-19-022	5200-03-33,	State of	USH 14, Cameron Ave & Cass St Structures B-32-202 & - 300, Paint and Repair. Design Obligated in 2019,	Sys Pres	ROW		De	agn oundf				Desi									_		ļ.		NHPP
	63	Wisconsin	Construction Anticipated 2024-2025		Const Total										2,016.0				2,520.0 2,520.0		Cons	truction Co	ntinued		1
040.40.00.	5160-06-00,	State of	STH 35, Genoa – La Crosse (Village of Stoddard North Limit to North Vernon County Line, Mill & Overlay, Design		PE ROW				+						-			+							NHPP
243-18-024	70	Wisconsin	Obligated in 2018, Construction Obligated for 2021 with Construction in 2022	Sys Pres	Const Total		Const	ruction Cor	ntinued																1
		1		1					-		1			-	1	-	-	1	-	1			1		+
			STH 35, La Crosse County Line to Garner Place,		PE				-																
243-14-026	5163-07-02, 20, 24, 42, 52, 53, 72, 77	State of Wisconsin	STH 35, La Crosse County Line to Gamer Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, Construction 2024		PE ROW Const		Const	ruction Cor	ntinued						4,856.1	1,204.8	<u>ا</u>	9.2	6,070.1		Cons	truction Co	ntinued		NHPP

lanuary 1	•		rovement Program Project List - Draft				20	022 (x\$100	0)			20	023 (x\$1	000)			20)24 (x\$1	000)			21)25 (x\$1	000)		
Project	State ID	Sponsoring	Project Description	Project Type	Exp.	Fed	wi	MN	Local /	Total	Fed	wi	MN	Local /	Total	Fed	wi	MN	Local /	Total	Fed	wi	MN	Local /	Total	Source
Number	Number	Agency			Type PE			esign Continue	Other d					Other					Other					Other		Funds
43-11-024	7575-07-03, 23, 73, 83	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011.	Sys Pres	ROW	4 00 4 5	R	OW Continued	ł	5 700 0																HSIF NHPI
	20, 70, 00	113001311	Construction in 2022.		Const Total	1,984.5 1,984.5			3,533.8 3,533.8	5,768.6 5,768.6																NHP
			STH 16, Gillette St. to STH 157. Bridge and Approach		PE		2,000.0			2,000.0		De	esign Contir	nued			De	sign Contir	ued			De	sign Conti	nued		NHP
43-11-028	7575-01-01,	State of	Reconstruction, Preliminary Design Obligated in 2013, Final Design (Environmental Document to PS&E for bridges B-32-	BR Repl	ROW Const																22,000.0	5,500.0			27,500.0) NHP
	05, 80	Wisconsin	0111 and B-32-0115), Final Design to begin in 2022. (Construction obligated in 2025, Construction in 2026)																							
			(Construction obligated in 2023, Construction in 2020)		Total PE		2,000.0	esign Continue	d	2,000.0		Dr	esign Contir	hound			Do	sign Contir	uod		22,000.0	5,500.0			27,500.0	
243-19-017	7575-01-35,	State of	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair. Design Obligated in 2019,	Sys Pres	ROW		De	Sign Continue	u			De	esign conti	lueu			De	Sign Contin	ueu							NHP
40 10 017	65	Wisconsin	Construction Obligated in 2024 with Construction in 2025	0,31103	Const											2,240.0	560.0			2,800.0)	Const	truction Co	ontinued		-
			STH 16, Braund Street to CTH OS, Monotubes and Left		Total PE											2,240.0	560.0			2,800.0)					
243-18-019	7575-00-01, 71	State of Wisconsin	Turn Lane Improvements, Design Obligated in 2018,	Sys Pres	ROW Const		Const	truction Contin	ued																	HSIF
			Construction LET in 2020 with actual construction in 2021 STH 16, La Crosse – Sparta (0.27 Miles East of La Crosse		Total		Conto		1000																	
243-18-025	7570-05-34,	State of	River to Big Creek). Mill & Overlay, Design Obligated in	Sys Pres	PE ROW																					STB
10 020	64	Wisconsin	2018, Construction Obligated for 2021 with Construction in 2022	0,01100	Const Total		Const	truction Contin	lued																	-
	7570.05.00	Otata af	STH 16 (La Crosse to Sparta), CTH M Intersection		PE		De	sign Continue	d			De	esign Contir	nued			De	sign Contir	ued							HSIF
243-20-029	7570-05-00, 70	State of Wisconsin	(Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Anticipated in 2024	Sys Pres	ROW Const											590.4	66.3			656.7	,					HSI
					Total PE											590.4	66.3			656.7	,					
243-20-014	3700-10-83	State of	STH 16, La Crosse – Sparta (STH 16/IH 90 Interchange EB/WB Ramps). Monotube Installation. Construction in	Sys Pres	ROW																					ITS
		Wisconsin	2020.	-	Const Total		Const	truction Contin	lued																	-
	7575-01-06,	State of	STH 16, La Crosse – Sparta (Losey Blvd to South Kinney Coulee Rd). Repair, Mill and Overlay, Design Obligated in		PE ROW		De 48.4	sign Continue	d	48.4			esign Contin OW Contin					sign Contin								NHP
243-19-034	26, 76	Wisconsin	2020 and Construction Obligated in 2024 with Construction	Sys Pres	Const							i v		lica		3,811.4	952.8			4,764.2	2	Cons	truction Co	ontinued		_
			in 2025		Total PE		48.4			48.4						3,811.4	952.8			4,764.2	2					
243-20-019	3700-10-87	State of Wisconsin	STH 16, City of La Crosse (STH 16 & Gillette St), Traffic Signals & Monotubes, Construction in 2020/2021	Sys Pres	ROW Const		Const	truction Contin	hod																	ITS
		10001011			Total		Consi	Indealorn Contain	iueu																	-
242 00 000	0700 40 00	State of	STH 16, City of La Crosse (Various Highways/Intersections),	Our Date	PE ROW																					ITS
243-20-020	3700-10-88	Wisconsin	Signals Cabinets & Equipment, Construction in 2020/2021	Sys Pres	Const Total		Const	truction Contin	ued																	-
			OTU 25 La Ossana Transcalaza (Diadi Diva Dridana D		PE		De	esign Continue	d			De	esign Contir	nued			De	sign Contir	ued							
243-19-035	7140-00-02, 82	State of Wisconsin	STH 35, La Crosse – Trempealeau (Black River Bridges B- 32-016 and B-32-018).Replacement, Design Obligated in	Br Repl	ROW																7.005.4	4 000 0			9,169.3	STB
	02	WISCONSIT	2020 and Constructed in 2025-2026		Const Total																7,335.4 7,335.4				9,169.3	3
	5400.00	0	STH 33. Jackson St. City of La Crosse, 3rd St. to 23th St.		PE																					NHP
243-11-012	5120-03- 02,22,72	State of Wisconsin	Surface (1.67 mi.)(Design obligated in 2011) Construction obligated in 2021	Sys Pres	ROW Const		Const	truction Contin	ued																	NHP
					Total		-					_					_									
	4000.00.00	0	USH 53, La Crosse - Galesville (B-32-131, 132, 135, 136,		PE ROW		De	sign Continue	d			De	esign Contir	nued			De	sign Contir	ued							NHP
243-21-002	1630-03-00, 80	State of Wisconsin	139, 140), Bridge Rehabilitations, Design Anticipated in 2021, Construction Anticipated in 2024	Sys Pres	Const											533.6	133.4			667.0)					1
			2021, Construction Anticipated in 2024		Total											533.6	133.4			667.0	,					
	5400.05.04		STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner		PE		De	esign Continue	d			De	esign Contir	nued			De	sign Contir	ued			De	sign Conti	nued		_
243-20-030	5120-05-04, 74	State of Wisconsin	Rd, Resurface, Design Obligated in 2020, Construction Anticipated in 2026/2027	Sys Pres	ROW Const																					STBO
			STH 108 - West Salem - Melrose, Old 16 Road to North		Total		D.	esign Continue	-								D-	aina Cantin					aina Canti			
	7930-08-01,	State of	County Line, Pavement Replacement, (except Stan Olson		PE ROW			OW Continued				R	esign Contir OW Contin	ued				sign Contin				R'	sign Conti OW Contin	nued		STB
243-19-023	21, 71	Wisconsin	Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181. Design Obligated in 2019, Construction Obligated in 2026,	Sys Pres	Const																					-
			Construction in 2027, Advanceable to 2023.		Total																					
243-19-012	7048-00-00,	State of	CTH C, IH 90 – STH 16 (CTH B & CP RR Bridge B-32-	Sys Pres	PE ROW																					STBO
243-19-012	80	Wisconsin	Construction Obligated for 2021; Construction in 2022.	Sys Fles	Const Total		Const	truction Contin	lued																	-
			STH 33, City of La Crosse, State Road & Losey Boulevard		PE		De	sign Continue	d			De	esign Contir	nued			De	sign Contir	ued			De	sign Conti	nued		-
243-21-012	5120-02-02, 72	State of Wisconsin	Intersection, Design Anticipated in 2021, Construction	Sys Pres	ROW Const																1,190.1	132.3			1,322.4	HSIF 1
			Anticipated in 2025-2026		Total																1,190.1				1,322.4	
243-14-020	7067-00-00,	La Crosse	CTH SN, CTH OT to Alpine Lane. Reconst, 2-phase: CTH OT to Hanson Rd, incl. Br Repl P-32-127, Const obligated in	Reconst / Br	PE ROW																					STBO
243-14-020	70, 71	County	2018, Const in 2019. Hanson Rd. to Alpine Lane, Const Obligated in 2021	Repl	Const		Const	truction Contin	ued																	-
			CTH M, STH 33 - I90 (CTH O to CTH B), Recondition.		Total PE																					
43-15-014	5436-00-01,71	La Crosse	Design obligated in 2014. Two-Phase Project CTH O to Wolter Rd, Construction Obligated in 2021, Construction in	Re Cond	ROW Const		Const	truction Contin	ued																	STB
		County	2022. Wolter Rd to CTH B not Currently				00.10															1				1
			Scheduled/Obligated.		Total PE											<u>├</u>						<u> </u>				
43-16-012	5085-00-00, 70	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI, Design obligated 2016, Construction obligated in 2019 with	Pav Rep	ROW		-														1					FLA
	70	County	construction in 2020.		Const Total			truction Contin																		
		La Crosse	CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design,		PE ROW		De	sign Continue	d	_	-	De	esign Contir	nued	-		De	sign Contir	ued		1	De	sign Conti	nued		LF
43-20-017	5347-00-00	County	Obligated in 2020, Potential BUILD-TIGER grant or STBG	Reconst	Const																	<u> </u>				1 "
			project for Construction.	+	Total PE		-	<u>├</u> ──					-	+	+	+ +						<u> </u>		+		<u> </u>
43-20-021	7323-00-00,	La Crosse	CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement, Design Obligated	Br Repl	ROW		0	truction Orac	und					1							1	<u> </u>				STB
	70	County	in 2020, Construction Obligated in 2021.		Const Total		Const	truction Contin	iuea				1	+	+	1					-	+		+		-

anuary 1	19, 2022						2022 (x\$1	000)			20	23 (x\$10	000)			20)24 (x\$1)	000)			2	025 (x\$10	000)						
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 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 ROW Const	459.5	Designed Cont	273.0	732.5	i															STBG				
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	Br Repl	Total PE ROW Const	459.5	Design Contir	273.0 nued	732.5	2,090.7	Des	sign Contin	ued 986.9	3,077.6	;	Cons	ruction Cor	ntinued							STBO				
243-21-013	5991-02-61, 62	City of Onalaska	2024). East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction	Sys Pres	Total PE ROW		Design Contir	nued		2,090.7	Des	sign Contin	986.9 lued	3,077.6											HSIF				
	5991-07-42,	City of La	Obligated in 2023 Gillette St, Caledonia St to STH 35/George St, Reconstruct,		Const Total PE ROW					286.6 286.6			45.6 45.6												STB				
243-19-024	43, 44	Crosse	Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2021	Reconst	Const Total PE		Construction Co	ntinued																					
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	ROW Const Total		Construction Co	ntinued																	STBG				
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 ROW Const Total		Design Contir ROW Contin																		HSIP				
243-19-027	1641-03-75	City of La Crosse	USH 14/61, Mormon Coulee Rd/Broadview PI Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021.	Sys Pres	PE ROW Const Total		Construction Co	ntinued																	HSIP				
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 ROW Const		Construction Co	ntinued																	HSIF				
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	Total PE ROW Const	432.9		139.8	572.7	·															HSIP				
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	Total PE ROW Const	432.9	Construction Co	139.8 ntinued	572.7																HSIF				
243-21-014	1062-08-80	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in 2022		Total PE ROW Const		Construction Co	ntinued																	SF				
243-21-015	1032-08-80	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair, Construction Obligated in 2021, Construction in	Sys Pres	Total PE ROW Const		Construction Co	ntinued																	SF				
243-21-016	5436-00-06	La Crosse County	2022 CTH M, CTH I - CTH O, Reconstruct. Design Anticipated in 2021. Construction not Currently Scheduled/Obligated	Reconst	Total PE ROW Const		Design Contir				Des	sign Contin	ued			De	sign Contir	ued			De	esign Contin	ued		LF				
243-21-017	5436-00-07	La Crosse	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007. Design Anticipated in 2021. Construction not Currently	Br Repl	Total PE ROW		Design Contir	nued			Des	sign Contin	ued			De	sign Contir	ued			De	esign Contin	ued		-				
		County La Crosse	Scheduled/Obligated Mohican Trail, Town of Onalaska, Bridge Replacement of P-		Const Total PE ROW		Design Contir	nued			Des	sign Contin	ued			De	sign Contir	ued			De	esign Contin	ued		LF				
243-21-018		County State of	32-923, Design Anticipated in 2021, Construction not Currently Scheduled/Obligated Various Highways, City of La Crosse (Various	Br Repl	Const Total PE																				LF				
243-21-019	3700-10-89	Wisconsin	Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023 USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges	Sys Pres	ROW Const Total PE		Construction Co	ntinued			Constr	ruction Cor	ntinued												ITS				
243-21-020	1630-00-81	State of Wisconsin	Approach Slab Repair, Construction Obligated in 2021, Construction in 2022 IH 90, La Crosse - West Salem (Theater Road to CTH C),	Sys Pres	ROW Const Total PE		Construction Co Design Contir				Des	sign Contin	nued			De	sign Contir	ued			De	sign Contin	ued		SF				
243-21-021	1071-01-02, 82	State of Wisconsin	Resurface, Design Anticipated in 2021, Construction Anticipated in 2027	Sys Pres	ROW Const Total PE		Design Contir					sign Contin													NHP				
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	ROW Const	245.2	163.5		408.7		RO 5,619.3	W Continu 8,498.5	ued 5,000.0			Cons	ruction Cor	ntinued			Cons	truction Cor	ntinued		Rail Safe				
243-21-023	5991-05-52	State of Wisconsin	Town of Shelby, Losey Boulevard (BNSF RR Xing 0798275), Signal Replacement, Construction in 2023	Rail	Total PE ROW Const	245.2	163.5		408.7	28,676.8	5,619.3	8,498.5	5,000.0												Rail				
243-22-020	5001-05-52	State of	City of La Crosse, Sims Place (BNSF RR Xing 917431D),	Rail	Total PE ROW					176.8			176.7	353.5											Rail				
2-43-22-020	5991-05-53	Wisconsin	Signal Replacement, Construction in 2023	Rail	Const Total					151.5 151.5			151.5 151.5	303.0 303.0											Safet				

022 - 204	25 Transpo	rtation Imp	rovement Program Project List - Draft																							
anuary 1	9, 2022						20)22 (x\$10	000)			202	23 (x\$100	00)			20	24 (x\$10	000)			20)25 (x\$10	000)		
Project Number INNESOTA F	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	Fed	wı	MN 2022	Local / Other	Total	Fed	wi	MN 2023	Local / Other	Total	Fed	wi	MN 2024	Local / Other	Total	Fed	wi	MN 2025	Local / Other	Total	Source of Funds
INNESUTAT					PE			2022					2023		1			2024					2025			
243-09-015	TRF-3780-22,	City of La	SECT 5307: La Crescent Transit Operating Assistance	Transit	OA	112.0			263.0	375.0	112.0			263.0	375.0	112.0			263.0	375.0	112.0			263.0	375.0	5307
	23, 24, 25	Crescent			CAPT TOTAL	112.0			263.0	375.0	112.0			263.0	375.0	112.0			263.0	375.0	112.0		I	263.0	375.0	1
																				•						
ISCONSIN 1	RANSIT PROJE	ECTS			PE	-		2022					2023		1			2024	1				2025			
243-03-037		La Crosse	MiniBus, Volunteer Driver	Transit	OA		293.8		58.8	352.6	6	293.8		58.8	352.6		293.8		58.8	352.6		293.8		58.8	352.6	SF
		County			CAPT TOTAL		293.8		58.8	352.6		293.8		58.8	352.6		293.8		58.8	352.6		293.8	'	58.8	352.6	1
					PE						,															
243-03-039		City of LaCrosse	MTU Operating Assistance	Transit	OA CAPT	2,019.6	1,437.9		3,246.6	6,704.1	2,019.6	1,437.9		3,246.6	6,704.1	2,019.6	1,437.9		3,246.6	6,704.1	2,019.6	1,437.9		3,246.6	6,704.1	5307
		Eaclosse			TOTAL	2,019.6	1,437.9		3,246.6	6,704.1	2,019.6	1,437.9		3,246.6	6,704.1	2,019.6	1,437.9		3,246.6	6,704.1	2,019.6	1,437.9		3,246.6	6,704.1	1
		City of	MTU In-Ground and Movable Wheel Engaging Vehicle		PE OA						-											l	'			5307
243-20-035		LaCrosse	Hoists	Transit	CAPT			Continued														ł				5507
					TOTAL																					I
43-21-001		City of La	Two (2) Replacement Fixed-Route Low-Floor Diesel-Electric		PE OA																					vw
43-21-001		Crosse	Hybrid Buses. (The Local Share will be paid over 10 years through shared revenue reduction.)	Transit	CAPT			Continued																		1
			MTU Low- or No-Emission - 2 Electric Buses, 2 Charging		TOTAL PE																	ł	I			
243-19-019		City of La	Stations, Infrastructure on Electric Grid; funds obligated in	Transit	OA																					5339(0
		Crosse	2019; capital will be acquired in 2021 due to delays created by COVID-19		CAPT TOTAL			Continued														I	!			1
					PE																					
243-19-032	5991-02-60	City of Onalaska	Transit Vans, OHWS Public Transit, 5 Transit Vans, Obligated in 2019	Transit	OA CAPT			Continued																		5339(0
			Obligated II12013		TOTAL			Continued																		1
			Vehicle Loans, Operating, Mobility Management (WETAP).		PE OA	10.0	17.8		27.8	55.7	,											l	'			5307
243-22-012		Couleecap	Crawford, La Crosse, and Vernon Counties	Transit	CAPT	10.0	16.9		6.7	33.7	,											ł				85.24
					TOTAL	20.0	34.8		34.6	89.3	3															
243-22-013		Vernon County	Mobility Management, Volunteer Driver Program and Vernon County Mini Bus. Serves locations in La Crosse	Transit	PE OA	29.5			15.3	44.8	3											ł	J			5310
43-22-013		vernon county	Area	Tansic	CAPT				15.0																	1
					TOTAL PE	29.5			15.3	44.8	5															
243-22-014		Vernon Area Rehabilitation	One (1) medium-large bus replacement vehicle.	Transit	OA																					5310
		Center			CAPT TOTAL	61.6 61.6			15.4 15.4	77.0												ł	I			1
					PE																					
243-22-015		Aptiv, Inc.	One (1) Bariatric Van, Side-load. Serves La Crosse, Monroe, Jackson, and Walworth Counties	, Transit	OA CAPT	43.2			10.8	54.0												I	!			5310
					TOTAL	41.6			10.4	52.0)															
			One (1) Bariatric Van, Side-load. Serves La Crosse and		PE OA																	I	!			5310
243-22-016		Monroe County	Monroe Counties	Transit	CAPT	43.2			10.8	52.0)															0010
					TOTAL PE	41.6			10.4	52.0)															
243-22-017		Center for Independent	Call Center, Mobility Management, Volunteer Drivers. Serves	s Transit	OA	376.1			376.1	752.3	3															5310
		Living	La Crosse County and 41 Other Wisconsin Counties		CAPT TOTAL	89.5 465.6			22.4 398.5	111.9 864.2																
			Two battery electric cutaway buses and associated		PE	400.0			000.0	004.2																·
243-20-013		La Crosse County	infrastructure equipment for Scenic Mississippi Regional	Transit	OA CAPT			Continued			-											I	'			VW
		County	Transit (SMRT) service		TOTAL			Continued														ł				1
					PE																					OTDO
43-20-024	5991-02-01	City of Onalaska	Four (4) Transit Vans, Obligation in 2020	Transit	OA CAPT			Continued														ł	J			STBG
					TOTAL																					J
42 20 020		La Crosse	One (1) Standard 30-ft Bus Replacement, Obligation in	Transit	PE OA						-															5339
243-20-026		County	2022.	Transit	CAPT	240.0			60.0	300.0)															1
					TOTAL PE	240.0			60.0	300.0)]	I			
243-13-013		La Crosse	Scenic Mississippi Regional Transit (SMRT) La Crosse,	Transit	OA	237.5	60.0		177.5	475.0)											t				5311
		County	Crawford, Monroe, and Vernon Counties		CAPT TOTAL	237.5	60.0		177.5	475.0]		├		l
					PE																					
43-03-043	11.12.15 11.93.02	City of Onalaska	Onalaska / Holmen / West Salem Public Transit. Operating Assistance, Additional vans (2017 - 2022)	Transit	OA CAPT	296.3	189.5		197.5	683.3	3				<u> </u>				<u> </u>							5307
	11.95.02		Assistance, Adultional vans (2017 - 2022)	1	TOTAL	296.3	189.5		197.5	683.3												I	!	<u>├</u>		1

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
Fatalities: Number of fatalities	596.6	564.7	576.0	584.7
Fatality Rate: Fatalities per 100 million vehicle miles traveled	0.938	0.888	0.890	0.919
Serious Injuries: Number of serious injuries	3,056.6	2,907.0	2,897.9	2,995.5
Serious Injury Rate: Serious injuries per 100 million vehicle miles traveled	4.808	4.585	4.482	4.712
Non-motorized Fatalities and Serious Injuries: 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.

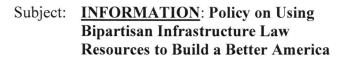
TABLE 9: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2022

2016-2020			
baseline	2020	2021	2022
377.8	375.4	352.4	352.4
0.66	0.626	0.582	0.582
1,718.0	1,714.2	1,579.8	1,463.4
2.98	2.854	2.606	2.470
295.6	317.0	281.2	258.4
	baseline 377.8 0.66 1,718.0 2.98	baseline 2020 377.8 375.4 0.66 0.626 1,718.0 1,714.2 2.98 2.854	baseline20202021377.8375.4352.40.660.6260.5821,718.01,714.21,579.82.982.8542.606

Source: Minnesota Department of Transportation.

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





From: Stephanie Pollack Deputy Administrator Date: December 16, 2021

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:



Federal Highway Administration

- 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 <u>Federal Register docket</u>.

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 underrepresented 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 polices 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).

<u>Prioritizing Investment in All Federal-Aid and Federal Lands Eligible</u> <u>Transportation Assets</u>

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, FLMAs 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 Federalaid 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 Cretary Craig Thompson wisconsindot.gov Telephone: (608) 266-1114 FAX: (608) 266-9912 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 Craig M. Thompson

Craig M. Thomas 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

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- Roll Call
- Governor and Secretary opening statements
- Approve minutes
- TPC Report Review and Study Recommendation Process
 - August 2021 Report and Financial Status
 - o 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