



# La Crosse Area Planning Committee

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

Bob Gollnik, Executive Director      Erin Duffer, Transportation Planner  
La Crosse County Administrative Center  
212 6<sup>th</sup> Street North ☎ Room 2300 ☎ La Crosse, WI 54601  
PH: 608.785.5977      Web: [www.lacrossecounty.org/mpo](http://www.lacrossecounty.org/mpo)

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**DATE:**                    **DECEMBER 29, 2023**  
**FROM:**                  **ERIN DUFFER, TRANSPORTATION PLANNER**  
**TO:**                      **TECHNICAL ADVISORY COMMITTEE**  
**SUBJECT:**              **JANUARY 10, 2024, TECHNICAL ADVISORY COMMITTEE MEETING**

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The meeting of the La Crosse Area Planning Committee TAC will be held on **Wednesday January 10, at 2:30 p.m.** in person in Room 1107 and as a virtual meeting. If you cannot attend in person, please use the information provided below to join the Teams meeting.

## AGENDA

1. Approval of [minutes](#) of the November 8, 2023, meeting.
2. Recommendation to approve amending the [2024-2027 Transportation Improvement Program \(TIP\)](#).
3. [STP-Urban Applications](#) Review and Rankings.
4. Update on FHWA Final Rule on National Performance Management Measures for Greenhouse Gas Emissions Measures.
5. Discuss Miovision Equipment Purchase and Application.
6. Update on Medary Comprehensive Plan.
7. March 2024 agenda items:
  - TIP Amendment
8. Other business; Adjourn; Next meeting to be announced.

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

### MEETING ACCESS/MONITORING INSTRUCTIONS:

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Meeting ID: 229 675 299 594      Passcode: ABfmYe

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Phone Conference ID: 130 665 329#      [Find a local number](#) | [Reset PIN](#)

If you need assistance participating in this meeting, please contact Erin Duffer at 608-785-5597 or at [eduffer@lacrossecounty.org](mailto:eduffer@lacrossecounty.org) at least one week in advance of the meeting.

### **Technical Advisory Committee**

**Voting Members:** Chris Dahl, Matt Gallagher, Ken Harwood, Charlie Handy, Jarrod Holter, Jim Krueger, Paula Silha, Joe Langeberg, Christina Peterson, Erika Shepard, Loren Schwier, Andrea Trane, Ian Turner, Voni Vegar, Bill Waller, Kurt Wayne

**Non-voting Members:** Jason Nordberg, Evan Gross, Matthew Sorensen, Joshua Pearson, Francis Schelfhout



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## Minutes of Technical Advisory Committee Meeting, November 8, 2023

**Minutes of the meeting of the Technical Advisory Committee** held at 2:30 pm on Wednesday, November 8, 2023, in room 1107 of the La Crosse County Administrative Center and by Microsoft Teams.

**Members Present/On Call:** Voting: Stephanie Sward for Matt Gallagher, Ken Harwood, Charlie Handy, Jarrod Holter, Paula Silha, Kurt Wayne, Joe Langeberg, Erika Shepherd, Loren Schwier, Andrea Trane, Ian Turner, and Bill Waller. Non-voting: Francis Schelfhout, WisDOT; Matthew Sorenson, WisDOT.

**Members Excused:** Jim Krueger, Chris Dahl, Voni Vegar, Christina Peterson. **Guests and Staff:** Peter Fletcher, Jackie Eastwood, Erin Duffer, Kathleen Stewart, and Andrew Miller.

Bob Gollnik called the meeting at 2:30pm.

### 1) Approval of minutes of the September 13, 2023, Meeting:

*Charlie Handy motioned to approve the minutes of the July 12, 2023, meeting; Ken Harwood seconded. All were in favor.*

### 2) Recommendation to approve amending the 2023-2026 Transportation Improvement Program (TIP):

Erin Duffer provided an overview of the items being amended:

- Addition of three (3) new City of La Crosse projects to the TIP List:
  - Various Highways Pedestrian Traffic Signal Rehab (243-23-032),
  - Losey Boulevard/Main Street Intersection, Left Turn Lanes/Monotubes (243-23-033), and
  - Losey Boulevard, Mormon Coulee Road to Ward Avenue Reconstruction (243-23-034).
- Addition of one (1) new La Crosse County Project to the TIP List: CTH M, Town of Barre-Town of Bangor, B-32-0239 & B-32-14 Bridge Replacements.
- Changes to funding and state project ID to one (1) State of Wisconsin system preservation project (243-22-018).

Erin Duffer read into the record two public comments received on this proposed amendment:

1. By Bridget Brown on November 7, 2023, at 9:25am:

"I would like to comment that if the changes in 243-23-033 and 243-23-034 are to be similar to the recent signal changes at West Avenue and Jackson Street, something needs to be included in the designs to better protect pedestrians. With driver attention now directed more upward toward the higher signals, it is directed away from pedestrians. The on-the-ground traffic lights kept attention closer to street level, and the one in the median provided an obstacle to avoid by slowing down. Could the median be made wider to slow drivers down? Could bollards be added where the signal was? Could the crosswalk be raised and made another color? Could pedestrians be given an advance signal, so they are not relying on drivers to yield to them? I have been cut-off as a pedestrian at West/Jackson (with the walk light) by turning drivers ignoring or not seeing me, and so avoid crossing there. Not everyone may have that option. Could the intersections with this new treatment already under construction (243-23-032?) also incorporate mitigation for pedestrians?" And "The corner radii are excessively large at Jackson/West and the walk-light request button are reversed at the northwest corner."

2. By Cathy Van Maren on October 27, 2023, at 4:20pm:

"Will we finally get bike infrastructure (preferably a PBL) on Losey? Can this be a 1 lane each way + turn lane plus 2-way bike AND BUS lane? Yes, for about 2.5 hours a day, car traffic may be a bit slow, but

there is no good parallel n-s route here since the RR track crossing was blocked at 27<sup>th</sup> St. How can I lobby for bike here?"

*Jarrold Holter motioned to recommend to the Policy Board to approve amending the 2023-2026 Transportation Improvement Program; Joe Langeberg seconded. All were in favor.*

**3) Recommendation to approve the 2024-2027 Transportation Improvement Program (TIP):**

Erin Duffer gave a general overview of the document's elements – list of projects, performance monitoring and target setting for federal goals, outline of the distribution of investments towards addressing these federal performance targets, and explained the updated Community Impact Assessment that was expanded upon to align with the Justice40 Initiatives through the Climate and Economic Justice Screening Tool (CEJST).

Ken Harwood shared that MRRPC conducted a freight transportation survey and that out of the survey, some concerns freight drivers shared are that highly populated areas need better consideration for truck routes and traffic.

*Charlie Handy motioned to recommend to the Policy Board to approve the 2024-2027 Transportation Improvement Program (TIP); Ken Harwood seconded. All were in favor.*

**4) Village of West Salem 2022-2027 STP-Urban reallocation of funds request:**

Peter Fletcher provided an overview of the request by the Village of West Salem. West Salem previously received STP-Urban funds for a project on Leonard Street, beginning at Elm Street and extending to Hamilton Street. Due to unforeseen costs for rail crossing construction, the Village is requesting to reallocate the funds and move the project from Leonard Street to Hamlin Street. STP-Urban Guidelines permit the reallocation of STP-Urban funds provided local approval.

*Charlie Handy motioned to recommend to the Policy Board to approve the Village of West Salem's request reallocating 2022-2027 STP-Urban funds; Ken Harwood seconded. All were in favor.*

**5) Update on STP-Urban 2023 solicitation:**

Erin Duffer shared information about the applications that were submitted in the metropolitan planning area that the TAC will be reviewing and ranking. There is approximately \$1.37 million available for these projects. No action taken on this item.

**6) Update on NHS maps and functional classification:**

Erin Duffer explained WisDOT is requesting changes to the National Highway System (NHS) maps in La Crosse, due to the removal of the planned NHS route through the marsh from Gillette Street to Highway 157. This project was rescoped to follow the existing road networks. In conjunction with this NHS change, WisDOT is requesting a change in the functional classification of the affected roads.

*Stephanie Sward motioned to recommend to the Policy Board to approve the updated NHS maps and functional classification; Charlie Handy seconded. All were in favor.*

**7) January 2024 agenda items:**

STP-Urban review and rankings.

**8) Other business; adjourn; next meeting to be announced:**

*Joe Langeberg motioned to adjourn at 2:59pm; Ken Harwood seconded. All were in favor.*

**2024-2027 Transportation Improvement Program Project List**

2024-2027 Transportation Improvement Program Project List						2024 (x\$1000)					2025 (x\$1000)					2026 (x\$1000)					2027 (x\$1000)					Source of Funds	
Project Number	State ID Number	Sponsoring Agency	Project Description	Project Type	Exp. Type	2024 (x\$1000)					2025 (x\$1000)					2026 (x\$1000)					2027 (x\$1000)					Source of Funds	
						Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total	Fed	WI	MN	Local / Other	Total		
243-24-005 243-25-005 243-26-005 243-27-005		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	
243-24-010 243-25-010 243-26-010 243-27-010		Various Municipalities	SW Region/District 6 Transportation Alternatives Program Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	Other	PE ROW Const. Total																					TAP	
243-24-011 243-25-011 243-26-011 243-27-011		State of Wisconsin / Minnesota	SW Region/District 6 Emergency Repair Project Group - See Grouped Project Listing on LaCrosseCounty.org/MPO	ER	PE ROW Const. 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 Rehabilitation B-32-73, Design Obligated in 2019, Construction Obligated in 2024, Construction in 2025	Sys Pres / Br Repl	PE ROW Const. Total						6,625.7	736.2			7,361.9											NHPP	
243-20-027	1074-00-31-61	State of Wisconsin	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-S7), Design Obligated in 2022, Construction Obligation Anticipated in 2026, Construction in 2027	Sys Pres	PE ROW Const. Total																418.1	46.5			464.6	Construction Continued	NHPP
243-20-016	5250-06-72-74	State of Wisconsin	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated in 2032-2033	Sys Pres	PE ROW Const. Total																418.1	46.5			464.6	Design Continued	MAJORS NHPP
243-20-028	5250-06-73-75	State of Wisconsin	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design under TIP #243-22-021, Construction Anticipated in 2032-2033	Sys Pres	PE ROW Const. Total																					MAJORS NHPP	
243-22-018	1630-03-03-25, 73, 75	State of Wisconsin	USH 53, La Crosse - Galesville (Old Hwy 83 to Black River), Resurface, Design Obligated in 2022, Row Estimate Anticipated in 2026, Construction Anticipated in 2028	Sys Pres	PE ROW Const. Total																					NHPP HSIP	
243-22-019	1630-03-04-74	State of Wisconsin	USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Design Obligated in 2022, Construction Anticipated in 2030 (Advanceable to 2027)	Sys Pres	PE ROW Const. Total																					NHPP	
243-22-021	1630-09-00	State of Wisconsin	USH 53, USH 1461 - IH 90 (PE thru Environmental Document/Study - Includes USH 1461, USH 53, WIS 16, WIS 35), Reconstruct, Design obligated 2022, Construction TIP #'s: 243-20-016, 243-20-028	Re Constr	PE ROW Const. Total																					MAJORS (BOND)	
243-24-013	1630-03-78	State of Wisconsin	USH 53, La Crosse - Galesville (Sand Lake Rd Interchange NB Offramp), Signal & Left Turn Lane, Design under TIP #243-22-19, Construction Anticipated in 2029 (Advanceable to 2027)	Sys Pres	PE ROW Const. Total																					HSIP	
243-23-020	7575-09-01	State of Wisconsin	STH 16, La Crosse - Sparta (USH 53 to STH 35), Preliminary Engineering/NEPA, Reconstruct, Design anticipated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const. Total																					MAJORS (BOND)	
243-23-021	7575-09-02	State of Wisconsin	STH 16, La Crosse - Sparta (STH 35 to IH 90), includes WIS 157 from WIS 16 to IH 90, Preliminary Engineering/NEPA, Reconstruct, Design anticipated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const. Total																					MAJORS (BOND)	
243-23-022	5221-09-00	State of Wisconsin	STH 35, La Crosse - Trempealeau (USH 1461 to USH 53), Preliminary Engineering/NEPA, Reconstruct, Design Obligated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const. Total																					MAJORS (BOND)	
243-23-023	1630-09-01	State of Wisconsin	USH 53, La Crosse - Galesville (STH 35 to IH 90), Preliminary Engineering/NEPA, Reconstruct, Design Obligated in 2023, Master Group TIP #: 243-22-021	Re Constr	PE ROW Const. Total																					MAJORS (BOND)	
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																500.3	125.1			625.4	Construction Continued	NHPP
243-13-015	1641-02-02, 22, 42, 43, 53, 54, 70, 72, 80, 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 2019-2023, Construction Obligated in 2022-2023	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	Sys Pres	PE ROW Const. Total																2,016.0	504.0			2,520.0	Construction Continued	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 1461 Intersection, Design obligated in 2014, North half (-77) -ROW 2020, Construction 2021-2022, South half (-72) -ROW 2020, Construction 2025/2026 (Advanceable to 2024)	Re Const	PE ROW Const. Total																					NHPP	
243-11-024	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, Construction in 2022-2023	Sys Pres	PE ROW Const. Total																					HSIP NHPP	
243-11-028	7575-01-01	State of Wisconsin	STH 16, Gillette St. to STH 157, Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design after Env. Doc. under TIP, 243-23-021, Project ID: 7575-09-02	BR Repl	PE ROW Const. Total																					NHPP	
243-19-017	7575-01-35-65	State of Wisconsin	STH 16, Medary Overpass Structures B-32-111 & 115, Concrete Overlay, Paint, Repair, Design Obligated in 2019, Construction Anticipated in 2025	Sys Pres	PE ROW Const. Total																					NHPP	
						3,904.0					976.2					4,881.1											
						3,904.0					976.2					4,881.1											







## 2024-2029 STP-Urban Projects (11/6/23)

LAPC Allocation: \$1,379,646 (tentative)

### Projects

Number	Municipality	Project	Total Project Cost*	Federal Share (80)**	Local Share (20%)	Applicant Priority	LAPC Staff Ranking
1	City of La Crosse	Green Bay St. (9th St. S- 14 <sup>th</sup> St. S)	\$1,700,000	\$1,040,000	\$660,000	1	TBD
2	City of Onalaska	CTH SS (12 <sup>th</sup> Ave. S-Crossing Meadow Dr.)	\$625,050	\$494,600	\$130,450	1	TBD
3	City of Onalaska	Transit (vans)	\$360,000	\$288,000	\$72,000	2	TBD
4	La Crosse County	CTH MH (Briggs Rd. – CTH HD)	\$1,343,100	\$1,066,480	\$276,620	2	TBD
5	La Crosse County	CTH B (STHW 16. – Sablewood)	\$2,230,400	\$1,776,320	\$454,080	3	TBD
6	La Crosse County	CTH B (Clinton St. – BW)	\$9,000,000	\$5,000,000	\$1,250,000	1	TBD
<b>Totals</b>			<b>\$15,258,550</b>	<b>\$9,665,400</b>	<b>\$2,843,150</b>		

\* Includes total projects costs (including non-participating costs)

\*\*Amount represents 80% of eligible project costs

**The goal is to fund STP-U projects at 80% federal and 20% local.**



## STP-U Program Project Prioritization Criteria

Approved January 13, 2021

The STP-U ranking criteria have been updated to 1) reduce the number of criteria from 17 to 9 and 2) reward projects that would help the LAPC support State and local targets for federal performance measures (a description of the federal measures and state targets is included in the annual transportation improvement program).

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - Economic Development: This criterion attempts to reflect the positive impact a transportation project may have on the economic vitality of the area. For example, would the project result in attracting more activity by providing better access or transportation options?
    - 6 Points: The project would have a high, positive impact on economic activity.
    - 4 Points: The project would have a moderate, positive impact on economic activity.
    - 2 Points: The project would have a low positive impact on economic activity.
    - 0 Points: The project would have no positive impact on economic activity.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
  - Safety & Security: How much of a positive impact would the project have on the safety and/or security of the users of the transportation system? Project examples include reducing conflicts, reducing speed, installing pedestrian-scale lighting, surveillance cameras, or IT infrastructure for emergency response, etc. If a roadway project addresses an area that has experienced a high number of or a high crash rate for fatalities and/or serious injuries or a transit project addresses safety events or system reliability (breakdowns), the project will be awarded an additional 2 points. [[Safety Performance Measures \(PM 1\)](#)]
    - 6 Points: The project would have a high positive impact on safety and/or security.
    - 4 Points: The project would have a moderate positive impact on safety and/or security.
    - 2 Points: The project would have a low positive impact on safety and/or security.
    - 0 Points: The project would have no impact on safety and/or security.
- Increase accessibility and mobility of people and freight.
  - Mobility and accessibility options: This criterion rewards projects that improve the mobility and accessibility of users within the transportation system through improved connections and design. Projects that fill critical gaps in the system, remove barriers (i.e. bus stop pads, pedestrian crossings), or improve the geometrics of intersections to accommodate vehicle turning movements would receive points under this criterion.

6 Points: The project would complete critical connections, remove barriers, provide intersection improvements, or enhance the grid system.

4 Points: The project would moderately improve the mobility and accessibility of system users. These projects would include infrastructure improvements to intersections to accommodate users.

2 Points: The project would only slightly improve the mobility and accessibility of system users.

0 Points: The project would have no positive impact on improving mobility and accessibility.

➤ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- Community and environmental impacts: This criterion rewards projects that enhance or mitigate negative impacts on neighborhoods, communities, and/or natural environments. An additional two points will be awarded to projects that improve/enhance low-income neighborhoods, communities of color, or communities of limited-English proficiency.

6 Points: The project would enhance neighborhoods, community livability, or the natural environment to a high degree.

4 Points: The project would enhance neighborhoods, community livability, or the natural environment to a moderate degree.

2 Points: The project would enhance neighborhoods, community livability, or the natural environment to a low degree.

0 Points: The project would have no positive impact on neighborhoods, community livability, or the natural environment.

➤ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Intermodal/multimodal connectivity: This criterion credits projects that provide for an interconnection with (transfer points) other modes and/or accommodation for more than one mode. For example, a freight project that provides connections to truck, rail, and barge or a roadway project that includes bike lanes and sidewalks would be awarded 6 points for accommodating three modes.

6 points: The project provides a transfer point(s) or accommodation for three or more modes.

4 Points: The project provides a transfer point(s) or accommodation for two modes.

2 Points: The project provides a transfer point or accommodation for only one mode.

0 Points: The project does not accommodate transfers.

➤ Promote efficient system management and operation.

- System management and operation: This criterion rewards projects that improve the operations and efficiency of transportation systems. Examples include the use of intelligent

technologies, upgrading traffic control systems, incorporating signal preemption for transit and emergency vehicles, establishing high-occupancy vehicle lanes or bus rapid transit lanes, constructing grade-separated bicycle and pedestrian crossings. A project that would improve the travel time reliability on the non-Interstate National Highway System would receive an additional two points. [[System Performance Measures \(PM3\)](#)]

6 Points: The project would have a high impact on improving traffic flow and reducing travel delay.

4 Points: The project would have a moderate impact on improving traffic flow and reducing travel delay.

2 points: The project would have a low impact on improving traffic flow and reducing travel delay.

0 Points: The project would not improve traffic flow or reduce travel delay.

➤ Emphasize the preservation of the existing transportation system.

- System and corridor preservation: This criterion rewards projects that preserve the existing transportation infrastructure or transportation corridors or other land parcels for future transportation use. Projects that seek to preserve transportation corridors generally include right-of-way acquisition for scenic byways, transit centers, park-and-rides, and rails-to-trails for transportation purposes. Projects that support state or local targets for federal performance measures will receive an additional 2 points. [[Infrastructure Performance Measures \(PM2\)](#)]

6 Points: The project involves pavement replacement or pavement marking only, includes transit vehicle replacement, or seeks to preserve or protect land along an endangered transportation corridor.

4 Points: The project may include some new construction within the existing right-of-way to improve utilities or flood control or seeks to preserve or protect land along a regionally significant corridor or NHS route.

2 Points: The project may include some new construction outside the existing right-of-way to provide connections and continuity or seeks to preserve or protect land along a minor arterial or collector.

0 Points: The project does not seek to preserve or protect existing facilities or corridors.

➤ Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

- Resiliency and reliability: This criterion would award projects that would design facilities to better withstand extreme weather events and would include stormwater mitigation components like water retention areas, swales, pervious pavements, etc. Projects to purchase alternative fuel vehicles and associated equipment would be awarded as a measure to reduce greenhouse gas emissions and the region's impact on climate change.

6 Points: The project would have a high impact on resiliency and reliability.

4 Points: The project would have a moderate impact on resiliency and reliability.

2 Points: The project would have a low impact on resiliency and reliability.

0 Points: The project would have no impact on resiliency and reliability.

➤ Enhance travel and tourism.

- Travel and tourism: Projects that improve travel experience and options for visitors to the region will be awarded points under this criterion. Projects might include the development of new facilities or improvements to existing facilities that connect hotels and business districts to natural and recreational destinations. Pavement quality, bicycle and pedestrian friendliness, and access to travel options are qualities of the built environment that can impact traveler experience and encourage visitors to travel around and explore the area.

6 Points: The project would have a high positive impact on travel and tourism.

4 Points: The project would have a moderate positive impact on travel and tourism.

2 Points: The project would have a low positive impact on travel and tourism.

0 Points: The project would have no positive impact on travel and tourism.