



Transportation Alternatives Program (TAP) Web

Application 000120

Title: Town of Holland County Rd MH Trail (Phase 2)

Sponsor: 32016 - TOWN OF HOLLAND

Program Cycle: 2026-2030 TAP Cycle

(generated 10/27/2025 at 12:57:51 PM)

**Respond to the following questions to identify your application type:**

Check the primary location of your project below (Select **only one** option below)

NOTE: If located primarily within a TMA area, select the appropriate TMA from the list.

- Rural** (Population **less than 5,000**)
- Urban** (Population **5,000 - 49,999**)
- Urban Metropolitan Planning Organization (MPO)** (Population **50,000 - 199,999**)

MPO Name*

La Crosse Area Planning Committ
ee (La Crosse) ▼

- Urban Transportation Management Area (TMA)** (Population **200,000 or greater**)
 - Appleton, WI
 - Green Bay, WI
 - Madison, WI
 - Milwaukee, WI
 - Round Lake Beach - McHenry - Grayslake, IL - WI

Project Applicant Information



Sponsor (Sub-Entity)*
32016 - Municipality - TOWN OF HOLLAND

Project Sponsor UEI #

Primary Applicant Agency Contact Information: Same as Applicant

IMPORTANT: Contact listed here must represent the agency who is beholden to the federal grant.

| | | |
|---|---------------------|--------------------------|
| Name* Marilyn Pedretti | | Title* Local Sponsor |
| Street Address* W7937 County Road MH | | Phone* (608) 526-3354 |
| Municipality* Town of Holland | State* Wisconsin | ZIP* 54636 |
| Email* clerk@townofhollandwi.gov | | |

Secondary Applicant Agency or Private Organization Contact Information (if applicable):

NOTE: Contact WisDOT if your proposal includes ineligible entities or public-private partnerships.

| | | |
|----------------------------|------------|-----|
| Organization / Agency Name | - Select - | |
| Name | Title | |
| Street Address | Phone | |
| Municipality | State | ZIP |
| Email | | |

Head of the Local Public Sponsor Agency or Private Organization Contact Information: Same as Primary Applicant Contact

| | | |
|---|---------------------|--------------------------|
| Sponsor (Same as above) Municipality - TOWN OF HOLLAND | | |
| Name* Robert Stupi | | Title* Town Chair |
| Street Address* W7937 County Road MH | | Phone* (608) 397-1191 |
| Municipality* Town of Holland | State* Wisconsin | ZIP* 54636 |
| Email* chair@townofhollandwi.gov | | |



Project Title: *

Town of Holland County Rd MH Trail (Phase 2)

Activity Questionnaire:

Using the fields below, identify your project type:

- Bicycle-Pedestrian (BP)
- Planning Study Infrastructure
- Construction of Turnouts, Overlooks, and Viewing areas (TOV)
- Historic Preservation and rehabilitation of historic transportation facilities (HP)
- Safe Routes to School (SRTS)
- Planning Study In-School Programing Infrastructure

Please Note: Applicants proposing a project within the SRTS eligibility category MUST complete the "School Demographics" and "Safe Routes to School Plan" sections.

Is the proposed project on a State Highway? Yes No

Name of State Highway

Does the proposed project intersect a State Highway? Yes No

Name of State Highway

Does this project run parallel to a state or federal highway? Yes No

Is the project on or parallel to a local road or street? Yes No

Name of the road or street*

County Road MH

If **yes** to any of these questions attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable). Examples are available in [FDM15-1-5](#) attachment [5.3](#) of the WisDOT Facilities Development Manual (FDM).

Will this project be constructed as part of another planned road project? Yes No

Enter Project Owner and Construction Schedule here.

If **yes**, specify the source (federal, state, local, or other) and provide additional details such as state/federal project IDs

Provide Additional Detail Here

Will any exceptions to standards be requested? Yes No

Brief description

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits? Yes No

-- Select --

If yes, does the project physically cross a rail facility? Yes No

Will an easement from the Office of the Commissioner of Railroads (OCR) be required? Yes No

Is the proposed project location in an area with known safety issues? Yes No

Specify

(Consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Location

County(ies)*

La Crosse

 Statewide

Region*

Southwest Region

Census Tract Number(s)

102.02

Municipality or Census Designated Place*
Town of Holland

Describe location and boundaries:*

approximately 0.8 miles long from County Road XX to Sunrise Lane

Project Length
0.8 miles

Street Address of Project (if located on a highway or road)
County Road MH

Identified Planning

If you have more than one link to include, please select "Yes" on the "Is the project identified in any other planning document?" question.

Is the project identified in a long-range transportation plan?

Yes No

If yes, link to plan

If yes, link to plan*

<https://www.townofhollandwi.gov/assets/files/2022/>

Is the project identified in a bicycle-pedestrian plan?

Yes No

If yes, link to plan

If yes, link to plan*

<https://mrrpc.com/wp-content/uploads/2021/06/T.-Ho>

Is the project identified in an outdoor recreation plan?

Yes No

Is the project identified in a comprehensive plan?

Yes No

Is the project identified in any other planning document?

Yes No

If yes, link to plan*

https://www.lacrossecounty.org/docs/default-source/metropolitan-planning-organization/coulee-regional-bicycle-plan-final.pdf?sfvrsn=6a1ab0de_0

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

Describe:

Refer to the project narrative, Attachment A, for more details.

63 / 2,000 Characters

Brief Project Summary



Provide a brief project summary in the field below. This information should adequately describe the scope of your project but should not be as detailed as the Narrative Response – Question #1.

This Phase 2 project will involve paving a multi-use side path, a continuation of the Phase 1 project that received TAP funding support in 2024. This portion of the path along County Rd MH provides visitors and residents safe biking/walking access to several parks, baseball fields, Holland Town Hall, and residential neighborhoods. This project is identified in Holland's 2022 Bicycle and Pedestrian Plan as the 2nd highest priority project, with the 1st being Phase 1. Town of Holland, Village of Holmen, and County of La Crosse are dedicated strategic partners for the implementation of this project.

603 / 750 Characters



Check all applicable project benefits, then describe in application narrative:

ENVIRONMENTAL

- Increases likelihood of modal shift to biking, walking, or transit from utilitarian car travel.
- Increases access and connection to the natural environment.

PUBLIC HEALTH - Project would have a demonstrable impact upon public health of applicant community.

ECONOMIC - Project would go beyond community enhancement to address specific "communities of concern," including elderly, disabled, minority, and low-income population. The project is within ½ mile of affordable housing complex(es). The project improves low-income access to transit, jobs, education, and essential services.

SAFETY

This project contains or addresses:

- Collision data
- Lack of adequate safe crossing or access
- Lack of separated facility
- High speed / volume
- Provides sidewalks or pathway, with curb-cuts
- Provides bike lanes, markings, and signage
- Implements traffic calming measures
- Signage and/or markings directed to safety concern
- Provides crosswalk enhancement (striping, refuge island, signal, etc.)

HISTORICAL AND/OR PRESERVATION SIGNIFICANCE – Project would have strong historical or preservation benefit.

ECONOMIC DEVELOPMENT – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.



PLEASE NOTE: It is recommended that local funds be used to acquire right of way. WisDOT recommends applicants review the [real estate webpage](#).

Was any real estate acquired or transferred in anticipation of this project?

Yes No

Explain

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)

Explain

(none)

Is ROW acquisition anticipated for this project?

Yes No

If yes, provide a brief description of the property anticipated for acquisition and check all boxes that apply to ROW acquisition for this project:

Provide a brief description of ROW to be acquired (current owner, zoning concerns, etc.)

- Less than 1/2 acre More than 1/2 acre
 Parklands Large Parcels Temporary interests

If right of way was acquired in anticipation of this project, attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the [Local Program Real Estate Manual \(LP RE Manual\)](#).

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation?

Yes No

If right of way is required, will acquisition occur through a transfer of an adequate interest in real property?

Yes No

Is the project on existing state-owned highway right of way (ROW)?

Yes No

Have you contacted the WisDOT Regional Access Section to inform them of proposed facility within state right of way?

Yes No

Please explain what has been done to date.

For real estate questions, please contact Megan Munden, WisDOT Local Program Statewide Local Program Real Estate Manager, at (715) 392-7962 or megan.munden@dot.wi.gov.



Agriculture Yes No Not Investigated

Comments*

Adjacent, but not within project area.

Archaeological sites Yes No Not Investigated

Comments

Historical sites Yes No Not Investigated

Comments

Designated Main Street Area Yes No Not Investigated

Comments

Lakes, waterways, floodplains Yes No Not Investigated

Comments

Wetland Yes No Not Investigated

Comments

Storm water management Yes No Not Investigated

Comments*

Installation of storm sewer pipe, inlets, and manholes.

Hazardous materials sites Yes No Not Investigated

Comments

Hazardous materials on existing structure Yes No Not Investigated

Comments

Upland habitat Yes No Not Investigated

Comments

Endangered/threatened/migratory species Yes No Not Investigated

Comments

Section 4(f) Yes No Not Investigated

Comments

Section 6(f) Yes No Not Investigated

Comments

Through/adjacent to tribal land Yes No Not Investigated

Comments

For Environmental/Cultural Issue questions, please contact Jay Waldschmidt, DOT Technical Services Chief, at (608) 267-9806 or jay.waldschmidt@dot.wi.gov.



Construction Schedule Restrictions (trout, migratory birds, local events)

Comments

Local Force Account (LFA)

Will the proposed project utilize municipal employees to complete any portion of the construction activities? Yes No

NOTE: LFA work must include labor, equipment and materials. **The purchase of materials only is not considered to be a legitimate project.**

NOTE: Please review WisDOT TAP Guidelines for restrictions on certain LFA work as of July 1, 2015.

Maintenance (only complete this section if project application involves a trail project):

Will the facility be maintained for year-round bicycle-pedestrian access? Yes No

If no to the above and a trail is involved, will snowmobile access be permitted in winter? Yes No

Comments

Anticipated fee for trail use? Yes No

Comments

Anticipated equestrian use on trail? Yes No

Comments

Other Funding Sources



Has there been, or will there be a road improvement project in this project area?

Yes No

If yes, type year:

If yes, check all that apply:

- State Highway Project STP Local Bridge LRIP
- Pavement Replacement Reconstruction New Construction

Has the municipality anticipated, requested or previously received other federal or state funding from WisDOT for the improvement?

Yes No

If yes, please indicate all the other funding sources that are anticipated, have been requested or previously received with the associated project ID(s):

| | | | | |
|--|-----------------------------------|---------------------------------|-----------------------------------|----------------------|
| Highway Safety Improvement Program (HSIP) | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Local Roads Improvement Program (LRIP) | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Railroad Programs | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Surface Transportation Program - Rural | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Surface Transportation - Urban | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Carbon Reduction Program (CRP) | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Agricultural Roads Improvement Program (ARIP) | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Transportation Enhancement Program | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Bicycle & Pedestrian Facilities Program | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Safe Routes to School | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Transportation Economic Assistance Program | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| Flood Damage Aids | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |
| State Funding | <input type="radio"/> Anticipated | <input type="radio"/> Requested | <input type="radio"/> Awarded ID: | <input type="text"/> |

Anticipated Requested Awarded ID:



Project Costs, Priorities, and State Fiscal Years:

Complete the section below for the appropriate fiscal years of the application/project cycle. If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description. In addition to this section, applicants will need to **attach a Cost Line-Item Spreadsheet using Microsoft Excel**. This detailed breakdown of project costs must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. Project requests are not considered for partial funding.

The Cost Line Item Spreadsheet can be uploaded in the "Local Resolution of Support and Other Attachments" section of the application.

Project Cost Guidelines:

WisDOT recommends the following for all proposed TAP projects:

| | Infrastructure Projects | Non-Infrastructure Projects |
|--|---|-----------------------------------|
| > 5,000 Census Designated Population Areas <i>(i.e., TAP Urban (5,000 – 50,000), TAP Urban (50,000 – 200,000), TAP TMA (>200K+))</i> | Minimum project cost of \$300,000, including any design work. \$100,000 minimum for any federally funded real estate costs. | Minimum project cost of \$50,000. |
| < 4,999 Census Designated Population Areas <i>(i.e., TAP Rural (<5K))</i> | Minimum project cost of \$50,000. | Minimum project cost of \$20,000. |

Applicants may work with the Local Program Manager within their region for assistance to estimate costs more accurately. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Delivery Method:

Briefly describe the preferred method of project delivery (i.e., consultant contract, local delivery, etc.)

Delivery Method*

Design

Funding Source:

- 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
- Funded with Federal Share ("state review only" projects are not allowed)

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

A. Plan Development (Contact WisDOT Region) Percentage: % \$ 85,000.00 *(Based on the Sub-totaled Construction Costs)*

B. State Review for Design (Contact WisDOT Region) Percentage: % \$ 5,000.00 *(Based on the Sub-totaled Construction Costs)*

Design with State Review Cost Estimate (sum of lines A and B) \$ 90,000.00

Federal Share of Design Cost % \$ 0.00

Local Share of Design Cost % \$ 90,000.00

Construction

Basis for Construction Estimate: Itemized Per Square Foot Past Projects

Other

Schedule Preference: FY 2027 FY 2028 FY 2029 FY 2030

Construction (minimum \$300,000):

A. Participating Construction (brick & mortar) Cost: \$ 1,256,279.00

B. Non-Participating Construction Cost: \$ 0.00

C. State Review for Construction (Contact WisDOT Region) Percentage: %

D. Construction Engineering Costs:

E. Total Eligible/Participating Construction Costs (Sum line A, C, & D):

a. Federal Share of the Participating Construction Cost (80% x E) %

b. Local Share of the Participating Construction Costs (20% x E) %

Real Estate: (Recommend funding with local funds.)

Funding Source: Federal Funds Local Funds

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

Total Real Estate Cost (round to next \$1,000)

Federal Share of Real Estate Cost %

Local Share of Real Estate Cost %

Utility: (Compensable utility costs must be \$50.00 minimum per utility. Recommend funding with local funds.)

Funding Source: Federal Funds Local Funds

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

Total Utility Cost (round to next \$1,000)

Federal Share of Utility Cost %

Local Share of Utility Cost %

NOTE: [WisDOT Policy Link](#)

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

| Total Estimated Cost | Total Federal Requested Share Amount | Total Local Share Amount | Project Award Amount |
|--|--|--|---------------------------------|
| <input type="text" value="\$ 1,723,163.00"/> | <input type="text" value="\$ 1,306,530.40"/> | <input type="text" value="\$ 416,632.60"/> | <input type="text" value="\$"/> |



Provide a narrative response attachment answering questions 1 through 5, making sure to provide information in response to each sub-question.

1. PROJECT DESCRIPTION AND OVERVIEW

This is the summary from page A-2 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief.

History and Overview – The Town of Holland has a long history of proactively accommodating bicycle and pedestrian needs to improve quality of life and accessibility for its residents. More recently in December 2022, Holland adopted the “Holland Bicycle and Pedestrian Plan”, which builds from the 2021 Comprehensive Plan and lays out a strategic vision for an expanded active transportation network. Out of this plan, a top priority for Holland is a separate multimodal path along County Road MH/McHugh Road. This TAP application is to assist with funding for Phase 2 work to build bicycle and pedestrian facilities adjacent to and north of County Road MH for ~0.8 miles.

Project Description – County Rd MH is an east-west road that connects schools, community facilities, parks and natural areas, and multiple residential neighborhoods. Phase 2 represents a separated multimodal facility on the east portion of the network between Sunrise Ln (east) and County Rd XX (west). Phase 1 will comprise the east portion of the corridor between Briggs Rd (east) near Holmen High School and Sunrise Ln (west) and is funded as part of a separate TAP application.

1,155 / 2,250 Characters

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan (bike-pedestrian plan, safe routes to school plan, transportation plan, comprehensive plan, etc.), describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

Previous planning processes have accounted for recommended improvements on the County Road MH Trail. The La Crosse Area Planning Committee (LAPC) 2035 Coulee Regional Bicycle Plan identifies recommended improvements to County MH between County Rd XX and Holmen Drive N on page 4-25. In 2021, Holland adopted the “Town of Holland Comprehensive Plan”, which includes goals and action items focused around improving multi-use trail expansion and community connectivity. Lastly, Holland adopted the “Holland Bicycle and Pedestrian Plan” in December 2022, which identifies projects and implementation strategies to support the statement: “By 2040, bicycling and walking will be a safe, accessible, and connected activity for people of all ages and abilities throughout the community.”

782 / 2,250 Characters

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

History of Sponsor Success– Holland is committed to investing in outdoor recreation and multimodal trails and has a vision to “provide a safe, efficient, and economically sound transportation system that meets the needs of all its residents, businesses and visitors.” Holland has also demonstrated this commitment by committing resources toward planning and engineering analysis to determine practical solutions to suit the community. In 2004 Holland completed a 4.5-mile crushed limestone multiuse trail (Holland Bluff Multiuse Trail) that parallels USH 53 and County Rd HD. In 2023, Holland was awarded TAP funds to pave their portion of the trail and in a previous TAP funding cycle, the Village of Holmen was awarded funds to pave their portion. The two communities continue to work together on maintaining and improving shared multimodal infrastructure.

Deliverability– If awarded, work will begin in 2027 and will be completed within a just timeline to meet any state and federal policies. WisDOT region staff have been consulted regarding ROW permits and do not anticipate any issues, obstacles, or delays. The Town of Holland is prepared to provide a 20% local match, as evident in their local resolution. LAPC, WisDOT Region, and County of La Crosse staff will continue to support the effort to ensure the project meets timelines and complies with TAP requirements.

Commitment to Multimodal– The Town of Holland is also a member of LAPC, who has adopted a “Complete Streets” resolution. Multimodal capacity is a theme in Holland planning efforts and this project provides important bicycle and pedestrian accessibility to segments that currently have no safe or effective options aside from motorized vehicles.

1,722 / 2,250 Characters

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Planning Projects

Implementation of plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a

multimodal gap or serves as a backbone to a local multimodal network.

For Safe Routes to School Programming Projects

Will the project get a higher percentage of children walking and biking to school - addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues.

This project will be an improved (asphalt paved) trail adjacent to County Road MH with a retaining wall and will provide important connections to the existing transportation system in Holland and the adjacent Holmen.

Project Serves Utilitarian Purposes- The County Rd MH Trail - Phase 2 will improve safe bike/ped access to Holmen businesses, residential areas, parks, and schools. The County of La Crosse Highway Dept will complete reconstruction of County Rd XX in 2025 and a portion of County Rd MH- east of the MH separated trail-in 2028, including installation of bike/ped facilities. This project will be a pivotal piece in connecting the regional multimodal network.

Connectivity to the State's Multimodal Transportation Network- This project provides connectivity to the state's multimodal transportation network and is consistent with Goal 4 of WisDOT's Connect 2050 plan, recommending "Increased options, connections, and mobility of people and goods." Project improvements will also support the goals of the Statewide Active Transportation Plan.

Project Connects Land Uses- Residential and various other uses including commercial (Holmen business district), residential (houses, subdivisions), recreational (parks, open spaces), and institutional (schools).

1,273 / 2,250 Characters

5. PROJECT BENEFIT - ENVIRONMENTAL, LIVABILITY, ECONOMIC, PUBLIC HEALTH, HISTORICAL PRESERVATION, ECONOMIC DEVELOPMENT, AND SAFETY

NOTE: A TAP project should contribute to a community benefit. No applicant's project is expected to contribute to all the benefits listed on A-3 of the application, but a project that contributes to more than one benefit or has significant impact on a particular benefit will receive more points.

Describe the benefits likely derived from the proposed project; this description should correspond to the project benefit section on page A-3.

Environmental Benefit- Traffic counts on County Rd MH span between 3,000 and 4,000, but currently there is no shoulder or protected infrastructure between Briggs Rd and County Rd XX. Corridor improvements for this project will offer safe and accessible alternatives to driving and promote cycling and walking in the area.

Economic Benefit- The project will provide economic benefit by providing improved bike/ped access to Holmen public schools and adjacent neighborhoods, which serves students of all incomes and abilities.

Public Health Benefit- Completion of Phase 1 & Phase 2 of this project will add active transportation infrastructure where there currently is none. The projects will add recreational and utilitarian capacity to connect residents with Wildflower Park, Holland Sand Prairie Natural Area, Holmen High School, Boys and Girls Club Community Center, and a retail and commercial area.

Safety Benefit- Per the Wisconsin Community Crash Maps, over the past -10 years (beginning Jan. 2015), there were 13 crashes with 9 suspected injuries along County Rd MH, in this project area. Half of them involved teen drivers and in half of them speed was a factor. The Holland Bicycle and Pedestrian Plan notes that "McHugh Road (County Rd MH) was the top location where kids reported not feeling safe".

Economic Development Benefit- The MH Trail will create connections for residents and visitors to local businesses on each end of the facility.

1,460 / 3,000 Characters



Applicants must **submit the Local Resolutions of Support to the respective WisDOT Regional Office on or before 5 pm on December 29, 2025. All other components of applications are due on or before 5PM October 31, 2025.** and must include the following documents:

Cost Line Item Spreadsheet *

Local Resolution of Support

Cross-section of the Roadway showing right of way, travel lanes, shoulder, and sidewalk *

Project Map *

| Document Name | Document Type(s) | Upload Date |
|--|-----------------------------|-------------|
| 2025 letter of support FHSP phase 2.pdf | Other (Letter of Support) | 2025-10-27 |
| 2025 Letter of Support Holmen School District.pdf | Other (Letter of Support) | 2025-10-27 |
| 2025 letter of support La Crosse Co Highway.pdf | Other (Letter of Support) | 2025-10-27 |
| 2025 letter of support TofHolland Park Committee.pdf | Other (Letter of Support) | 2025-10-27 |
| 2025 letter of support Village of Holmen Phase 2.pdf | Other (Letter of Support) | 2025-10-27 |
| BudgetEstimate-TAP Grant App MH Phase 2.pdf | Cost Line Item Spreadsheet | 2025-10-27 |
| Estimate-TAP Grant App MH Phase 2.xlsx | Cost Line Item Spreadsheet | 2025-10-27 |
| Holland MH Trail Phase 2 Attachment_LocationPhoto1.pdf | Other (Location Photo) | 2025-10-27 |
| Holland MH Trail Phase 2 Attachment_LocationPhoto2.pdf | Other (Location Photo) | 2025-10-27 |
| Holland MH Trail_Phase 2_Attachment_Cross_Section.pdf | Roadway Cross Section | 2025-10-27 |
| ProjectMap1.pdf | Infrastructure Project Map | 2025-10-27 |
| ProjectMap2.pdf | Infrastructure Project Map | 2025-10-27 |
| Res 2025-5 Support Grant App Phase 2 signed.pdf | Local Resolution of Support | 2025-10-27 |
| XX-MH intersection.pdf | Roadway Cross Section | 2025-10-27 |



Please confirm your understanding of the following project condition by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

WisDOT will deem ineligible any application that does not provide confirmation to this section.

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current Sponsor's Guide to Non-Traditional Transportation Project Implementation, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.
- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. ***For 100% locally-funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.
- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

Application prepared by a consultant? Yes No

Consultant Company Name:

Company Location (City, State):

Consultant Signature (electronic only):

Date:

Sponsor consultant(s) should not initial or sign project applications.

I confirm that I have read and understand project conditions (a) through (p) above: Same as Primary Applicant

Name:

Robert Stupi

Title:

Town Chair

Accepted (please initial here):

RS