

| 2021 - 2024 Transportation Improvement Program Project List | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--------------------|---|--------------|-----------|------------------------|---------|----|---------------|---------|------------------------|---------|----|---------------|----------|------------------------|-------|----|---------------|---------|----------------|----|----|---------------|-------|-----------------|
| January 20, 2021 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Number | State ID Number | Sponsoring Agency | Project Description | Project Type | Exp. Type | 2021 (x\$1000) | | | | | 2022 (x\$1000) | | | | | 2023 (x\$1000) | | | | | 2024 (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 | |
| 243-06-013 | 1630-08-21, 23, 25, 27, 40, 44, 46, 48, 70, 71, 75, 77, 80, 81, 84, 86, 88. | State of Wisconsin | USH 53, USH 14/61 - IH 90, Reconstruction, (ROW, Utilities, Construction Anticipated after 2030) | Major(E) | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP MAJOR | | | | | |
| | | | | | RW/UTL | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-17-013 | 1630-03-01, 61 | State of Wisconsin | USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation, Design obligation in 2017, Construction obligation in 2021 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 1,349.3 | 278.3 | | | 1,627.6 | | | | | | | | | | | | | | | | |
| Total | | | | | | 1,349.3 | 278.3 | | | 1,627.6 | | | | | | | | | | | | | | | | |
| 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 Anticipated in 2020, Construction Anticipated in 2026-2027 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-20-028 | 5250-06-03, 73, 75 | State of Wisconsin | USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement, Design Anticipated in 2020, Construction Anticipated in 2027/2028 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 2028, Advanceable Construction to 2024. | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-18-015 | 1640-03-31, 61 | State of Wisconsin | USH 14, Brickyard Lane - CTH M, Mill & Overlay, Design obligated 2017, Construction obligated in 2020, with construction in 2021. | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-13-015 | 1641-02-02, 22, 53, 72, 82 | State of Wisconsin | USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections. Design obligated 2013, Construction in 2022. ROW in 2019-2021 | Re Const | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | HSIP NHPP | | | | | |
| | | | | | ROW | 300.0 | | | | 300.0 | 6,283.9 | 893.0 | | 1,094.5 | 8,271.4 | | | | | | | | | | | |
| | | | | | Const | | | | | | 6,283.9 | 893.0 | | 1,094.5 | 8,271.4 | | | | | | | | | | | |
| Total | | | | | | 300.0 | | | | 300.0 | 6,283.9 | 893.0 | | 1,094.5 | 8,271.4 | | | | | | | | | | | |
| 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 Obligated in 2023 with construction in 2024 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | 2,016.0 | 504.0 | | | 2,520.0 | Construction Continued | | | | | | | | | | |
| 243-18-024 | 5160-06-00, 70 | State of Wisconsin | STH 35, Genoa - La Crosse (Village of Stoddard North Limit to North Vernon County Line, Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 1,182.2 | 295.5 | | | 1,477.7 | Construction Continued | | | | | | | | | | | | | | | |
| Total | | | | | | 1,182.2 | 295.5 | | | 1,477.7 | | | | | | | | | | | | | | | | |
| 243-14-026 | 5163-07-02, 20, 24, 42, 72, 77 | State of Wisconsin | STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection, Design obligated in 2014, North half (-77) -ROW 2020, Construction 2021-2022, South half (-72) -ROW 2020, Construction 2024-2025 (Advanceable to 2022) | Re Const | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 4,409.1 | 1,102.3 | | | 5,511.4 | Construction Continued | | | | | | | | | | | | | | | |
| Total | | | | | | 4,409.1 | 1,102.3 | | | 5,511.4 | | | | | | 3,799.1 | 949.8 | | | 4,748.9 | | | | | | |
| 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. | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | HSIP NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | 1,984.5 | 250.3 | | 3,533.8 | 5,768.6 | | | | | | | | | | | |
| 243-11-028 | 7575-01-01, 05, 80 | State of Wisconsin | STH 16, Gillette St. to STH 157, Bridge and Approach Reconstruction, Preliminary Design Obligated in 2013, Final Design (Environmental Document to PS&E for bridges B-32-0111 and B-32-0115), Final Design to begin in 2020, (Construction obligated in 2023, Construction in 2024) | BR Repl | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | 22,000.0 | 5,500.0 | | | 27,500.0 | Construction Continued | | | | | | | | | | |
| 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 Obligated in 2024 with Construction in 2025 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | 2,240.0 | 560.0 | | | 2,800.0 | | | | | | |
| 243-18-019 | 7575-00-01, 71 | State of Wisconsin | STH 16, Braund Street to CTH OS, Monotubes and Left Turn Lane Improvements, Design Obligated in 2018, Construction LET in 2020 with actual construction in 2021 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-18-025 | 7570-05-34, 64 | State of Wisconsin | STH 16, La Crosse - Sparta (0.27 Miles East of La Crosse River to Big Creek), Mill & Overlay, Design Obligated in 2018, Construction Obligated for 2021 with Construction in 2022 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 4,547.5 | 1,073.7 | | | 5,621.2 | Construction Continued | | | | | | | | | | | | | | | |
| Total | | | | | | 4,547.5 | 1,073.7 | | | 5,621.2 | | | | | | | | | | | | | | | | |
| 243-20-029 | 7570-05-00, 70 | State of Wisconsin | STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Anticipated in 2024 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | 585.0 | 919.8 | | | 1,504.8 | | | | | | |
| 243-20-014 | 3700-10-83 | State of Wisconsin | STH 16, La Crosse - Sparta (STH 16/IH 90 Interchange EB/WB Ramps), Monotube Installation, Construction in 2020. | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | ITS | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-19-034 | 7575-01-06, 76 | State of Wisconsin | STH 16, La Crosse - Sparta (Losey Blvd to South Kinney Coulee Rd), Repair, Mill and Overlay, Design Obligated in 2020 and Construction Obligated in 2024 with Construction in 2025 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | 3,679.2 | 919.8 | | | 4,599.0 | | | | | | |
| 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 | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | ITS | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-20-020 | 3700-10-88 | State of Wisconsin | STH 16, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2020/2021 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | ITS | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 2020 and Constructed in 2025 | Br Repl | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243-11-012 | 5120-03-02, 22, 72 | State of Wisconsin | STH 33, Jackson St. City of La Crosse, 3rd St. to 23th St. Surface (1.67 mi.)(Design obligated in 2011) Construction obligated in 2021 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | NHPP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 2,016.4 | 504.1 | | | 2,702.6 | | | | | | | | | | | | | | | | |
| Total | | | | | | 2,016.4 | 504.1 | | | 2,702.6 | | | | | | | | | | | | | | | | |

| 2021 - 2024 Transportation Improvement Program Project List | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------|--------------------|---|-------------------|-----------|------------------------|-------|----|---------------|---------|------------------------|----|----|---------------|---------|------------------------|----|----|---------------|-------|----------------|----|----|---------------|-------|-----------------|
| January 20, 2021 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Number | State ID Number | Sponsoring Agency | Project Description | Project Type | Exp. Type | 2021 (x\$1000) | | | | | 2022 (x\$1000) | | | | | 2023 (x\$1000) | | | | | 2024 (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 | |
| 243-20-030 | 5120-05-04, 74 | State of Wisconsin | STH 33 (La Crosse to Cashton), Forest Ridge Dr - CTH M, Resurface, Design Anticipated in 2020, Construction Anticipated in 2026/2027 | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-18-011 | 7930-08-00, 20, 70 | State of Wisconsin | STH 108 - West Salem - Melrose, Stan Olson Rd to L Pfaff Rd, Safety Improvements, Design obligated in 2016, Construction in 2020 | Sys Pres | PE | | | | | | | | | | | | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-19-023 | 7930-08-01, 71 | State of Wisconsin | STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181. Design Obligated in 2019. Construction Obligated in 2026, Construction in 2027, Advanceable to 2023. | Sys Pres | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-19-012 | 7048-00-00.80 | State of Wisconsin | CTH C, IH 90 - STH 16 (CTH B & CP RR Bridge B-32-0069(84.10)), Bridge Rehab, Design Obligated in 2019, Construction Obligated for 2021; Construction in 2022. | Sys Pres | PE | Design Continued | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | Construction Continued | | | | | | | | | | | | | | | |
| | | | | | Const | 1,944.9 | 486.2 | | | 2,431.1 | | | | | | | | | | | | | | | | |
| | | | | | Total | 1,944.9 | 486.2 | | | 2,431.1 | | | | | | | | | | | | | | | | |
| 243-14-020 | 7067-00-00, 70, 71 | La Crosse County | CTH SN, CTH OT (East Ave) to Alpine Lane. Two phase project. CTH OT (East Ave N) to Hanson Rd, Reconstruction, includes Bridge Replacement P-32-127, Construction obligated in 2018, reconstruction in 2019. Hanson Rd. to Alpine Lane, Reconstruction, Construction Obligated in 2021. | Re Cond / Br Repl | PE | | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 1,871.1 | | | 468.9 | 2,340.0 | | | | | | | | | | | | | | | | |
| | | | | | Total | 1,871.1 | | | 468.9 | 2,340.0 | | | | | | | | | | | | | | | | |
| 243-13-019 | 5346-00-00 | La Crosse County | Drogseth Rd, Bostwick Creek Bridge P-32-0903. Bridge Replacement. Design obligated 2013. | Br Repl | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | LF | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-15-014 | 5436-00-01,71 | La Crosse County | CTH M, STH 33 - I90 (CTH O to CTH B), Recondition. Design obligated in 2014. Two-Phase Project CTH O to Wolter Rd, Construction Obligated in 2021, Construction in 2022. Wolter Rd to CTH B not Currently Scheduled/Obligated. | Re Cond | PE | Design Continued | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | Construction Continued | | | | | | | | | | | | | | | |
| | | | | | Const | 2,125.9 | | | 532.0 | 2,657.9 | | | | | | | | | | | | | | | | |
| | | | | | Total | 2,125.9 | | | 532.0 | 2,657.9 | | | | | | | | | | | | | | | | |
| 243-16-012 | 5085-00-00, 70 | La Crosse County | CTH GI, Goose Island Campground, Recondition CTH GI, Design obligated 2016, Construction obligated in 2019 with construction in 2020. | Pav Rep | PE | | | | | | | | | | | | | | | | FLAP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | Construction Continued | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-20-017 | 5347-00-00 | La Crosse County | CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct, 100% Locally funded Design, Obligated in 2020, Potential BUILD-TIGER grant or STBG project for Construction. | Reconst | PE | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | LF | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-20-021 | 7323-00-00, 70 | La Crosse County | CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement, Design Obligated in 2020, with Construction in 2021. | Br Repl | PE | | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 348.7 | | | 128.1 | 476.8 | | | | | | | | | | | | | | | | |
| | | | | | Total | 348.7 | | | 128.1 | 476.8 | | | | | | | | | | | | | | | | |
| 243-20-022 | 7049-00-00, 70 | La Crosse County | CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, with Construction in 2022. | Br Repl | PE | | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | 599.8 | | | 234.0 | 833.8 | | | | | | | | | | | |
| | | | | | Total | | | | | | 599.8 | | | 234.0 | 833.8 | | | | | | | | | | | |
| 243-20-023 | 7323-00-01, 71 | La Crosse County | CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2021, with Construction Obligated in 2023 (Actual Construction in 2024). | Br Repl | PE | 267.2 | | | 66.8 | 334.0 | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | 2,090.7 | | | 986.9 | 3,077.6 | Construction Continued | | | | | | | | | | |
| | | | | | Total | 267.2 | | | 66.8 | 334.0 | 2,090.7 | | | 986.9 | 3,077.6 | | | | | | | | | | | |
| 243-19-024 | 5991-07-42, 43, 44 | City of La Crosse | Gillette St, Caledonia St to STH 35/George St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2021 | Reconst | PE | Design Continued | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 917.0 | | | 668.8 | 1,585.8 | | | | | | | | | | | | | | | | |
| | | | | | Total | 917.0 | | | 668.8 | 1,585.8 | | | | | | | | | | | | | | | | |
| 243-19-025 | 5991-07-36, 37, 38 | City of La Crosse | Green Bay St, East Ave to S 22nd St, Reconstruct, Design Obligated in 2019, Construction Obligated in 2021, with Construction in 2022. | Reconst | PE | Design Continued | | | | | | | | | | | | | | | STBG | | | | | |
| | | | | | ROW | | | | | | Construction Continued | | | | | | | | | | | | | | | |
| | | | | | Const | 342.4 | | | 706.0 | 1,048.4 | | | | | | | | | | | | | | | | |
| | | | | | Total | 342.4 | | | 706.0 | 1,048.4 | | | | | | | | | | | | | | | | |
| 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 | Design Continued | | | | | Design Continued | | | | | Design Continued | | | | | HSIP | | | | | |
| | | | | | ROW | ROW Continued | | | | | ROW Continued | | | | | ROW Continued | | | | | | | | | | |
| | | | | | Const | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | | | | | | | | | | | | | | |
| 243-19-027 | 1641-03-75 | City of La Crosse | USH 14/61, Mormon Coulee Rd/Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021. | Sys Pres | PE | | | | | | | | | | | | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 306.0 | | | 172.4 | 478.4 | | | | | | | | | | | | | | | | |
| | | | | | Total | 306.0 | | | 172.4 | 478.4 | | | | | | | | | | | | | | | | |
| 243-19-028 | 5120-02-70 | City of La Crosse | STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2021. | Sys Pres | PE | | | | | | | | | | | | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 332.5 | | | 189.6 | 522.1 | | | | | | | | | | | | | | | | |
| | | | | | Total | 332.5 | | | 189.6 | 522.1 | | | | | | | | | | | | | | | | |
| 243-19-029 | 7575-07-70 | City of La Crosse | STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022. | Sys Pres | PE | | | | | | | | | | | | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | | | | | | 432.9 | | | 139.8 | 572.7 | | | | | | | | | | | |
| | | | | | Total | | | | | | 432.9 | | | 139.8 | 572.7 | | | | | | | | | | | |
| 243-19-030 | 5220-04-04, 24, 74 | City of La Crosse | STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks. Design Obligated in 2020, Construction in 2021. | Sys Pres | PE | Design Continued | | | | | | | | | | | | | | | HSIP | | | | | |
| | | | | | ROW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Const | 321.6 | | | 36.9 | 358.5 | | | | | | | | | | | | | | | | |
| | | | | | Total | 321.6 | | | 36.9 | 358.5 | | | | | | | | | | | | | | | | |

Programmed Projects and System Performance

BACKGROUND

MAP-21 and the FAST Act require MPOs to incorporate performance-based planning and programming when developing the MTP and the TIP. Performance measures established in 23 CFR 490 for safety, system condition, system performance, and system reliability and in 49 CFR 625 for transit asset management were developed to meet the federal performance goals outlined below:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- **Infrastructure condition:** To maintain the highway infrastructure asset system in a state of good repair;
- **Congestion reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS);
- **System reliability:** To improve the efficiency of the surface transportation system;
- **Freight movement and economic vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment; and,
- **Reduced project delivery delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

LAPC PERFORMANCE MONITORING PROCESS

The LAPC, as a metropolitan planning organization, is required to establish performance targets that address the performance measures established under 23 CFR 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d). The measures and targets are used to track progress toward meeting performance goals for the planning area. Rather than develop their own targets, the LAPC agreed in 2017 to plan and program projects that support WisDOT and MnDOT performance targets. The cooperative agreements between the LAPC and its transportation partners ([LAPC/MnDOT/MTU](#) and [LAPC/WisDOT/MTU](#)) include the commitment to cooperatively select and establish performance targets.

The LAPC Policy Board approved in November 2020 to plan and program projects that contribute toward the accomplishment of State targets.

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 TARGETS

The Wisconsin and Minnesota targets for the HSIP measures are illustrated in tables 6 and 7, 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 fatalities and fatality rate and a 5% reduction in serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

TABLE 6: WISDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2021

| Safety Performance Measure | 2015-2019 baseline | 2019 | 2020 | 2021 |
|--|-----------------------|---------|---------|---------|
| <i>Fatalities</i> : Number of fatalities | 587.8 | 555.7 | 564.7 | 576.0 |
| <i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled | 0.908 | 0.915 | 0.888 | 0.890 |
| <i>Serious Injuries</i> : Number of serious injuries | 3,050.4 | 2,967.6 | 2,907.0 | 2,897.9 |
| <i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled | 4.718 | 4.785 | 4.585 | 4.482 |
| <i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries | 368.6 | 342.0 | 344.7 | 350.2 |

Source: Wisconsin Department of Transportation.

The 2021 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 7: MNDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS, 2021

| Safety Performance Measure | 2015-2019 baseline | 2019 | 2020 | 2021 |
|--|-----------------------|---------|---------|---------|
| <i>Fatalities</i> : Number of fatalities | 381.2 | 372.2 | 375.4 | 352.4 |
| <i>Fatality Rate</i> : Fatalities per 100 million vehicle miles traveled | 0.644 | 0.622 | 0.626 | 0.582 |
| <i>Serious Injuries</i> : Number of serious injuries | 1,629.6 | 1,711.0 | 1,714.2 | 1,579.8 |
| <i>Serious Injury Rate</i> : Serious injuries per 100 million vehicle miles traveled | 2.755 | 2.854 | 2.854 | 2.606 |
| <i>Non-motorized Fatalities and Serious Injuries</i> : Number of non-motorized fatalities and non-motorized serious injuries | 285.8 | 267.5 | 317.0 | 281.2 |

Source: Minnesota Department of Transportation.

Fatalities in the planning area in 2019 (3) were down 57.1% from the 5-year average for 2015-2019 (7.0) while serious injuries in 2019 (61) were up 6.3% from the 5-year average for 2015-2019 (57.4). Non-motorized fatalities and serious injuries in 2019 (9) was at its lowest total since 2015, resulting in a drop of 6.3% from the 5-year average of 9.6.

The rates (number of occurrences divided by million vehicle miles traveled) for fatalities, serious injuries, and non-motorized fatalities and serious injuries for 2012-2019 are shown in Figure 2 along with the trends in the moving averages from 2012-2016 to 2015-2019. From 2012-2016 to 2015-2019, the 5-year averages for the serious injury and non-motorized rates declined 25.6% and 29.5%, respectively. Then

change in the 5-year average fatality rate between the two time periods increased 7.9% because of the high number of fatalities in 2017 (13) and second lowest VMT in 2015-2019.

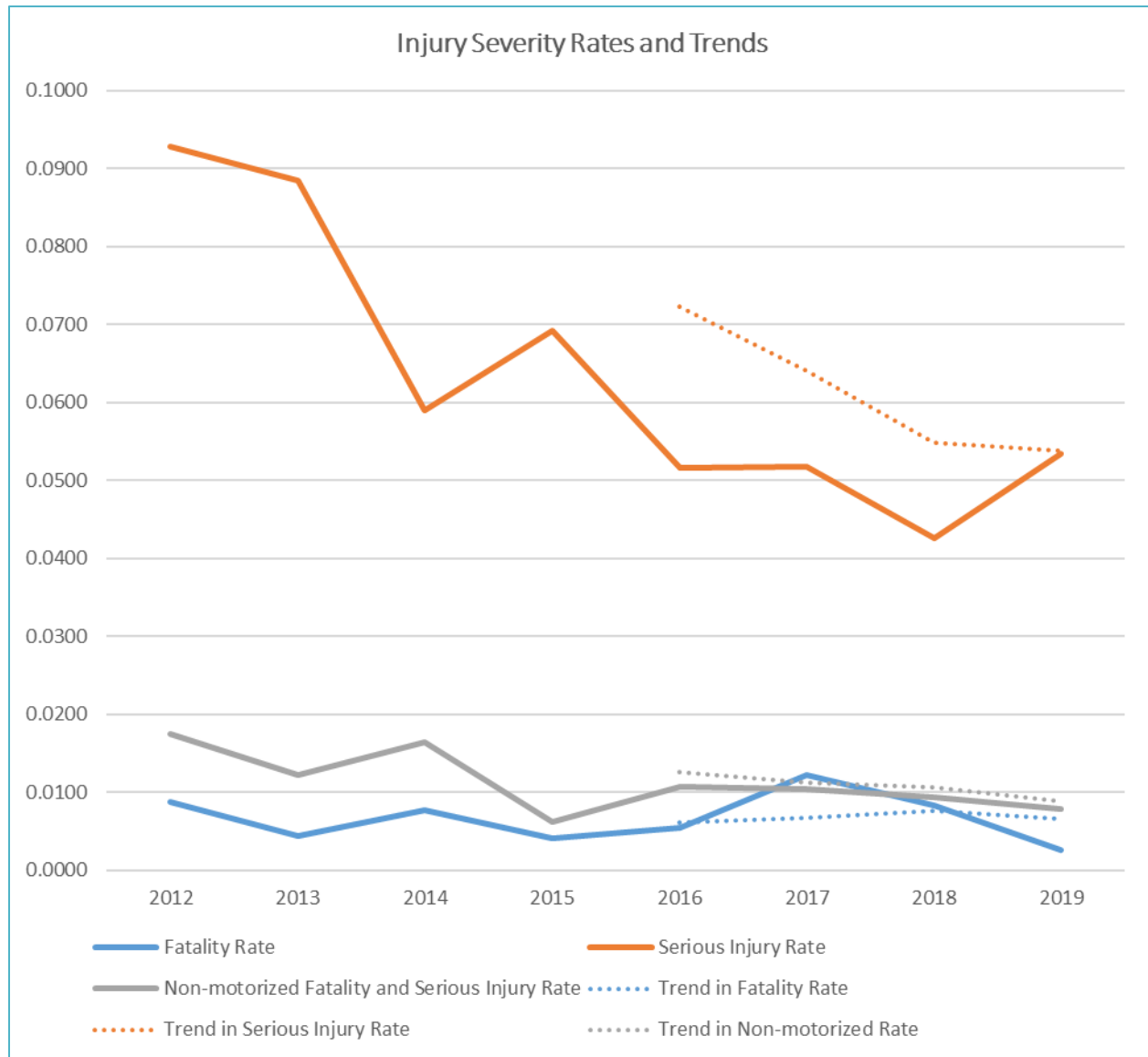


Figure 2: Injury severity rates and trends, 2012-2019. Rates are calculated using MPA totals and La Crosse County VMT. Trend lines derived from 5-year rolling averages. *Data sources:* TOPS Lab, UW-Madison; WisDOT website; MnDOT.

CONDITION AND PERFORMANCE TARGETS

Table 8 lists the federal performance measures for the National Highway Performance Program (NHPP) and the targets established by the Wisconsin and Minnesota DOTs. Wisconsin DOT made no adjustments to their 4-year targets as is allowed by federal regulation at the period midpoint. Minnesota DOT, on the other hand, adjusted their 4-year targets for bridges in “good” condition for Interstate reliability.

TABLE 8: WISDOT & MNDOT NATIONAL HIGHWAY PERFORMANCE PROGRAM TARGETS, 2018-2021

| Performance Measure | 2-yr target (2018-2019) | | 4-yr target (2018-2021) | |
|--|----------------------------|-------|----------------------------|--------------------|
| | WisDOT | MnDOT | WisDOT | MnDOT |
| <i>Pavement Condition</i> | | | | |
| Interstate – Percentage pavements in “Good” condition | NA ¹ | NA | 45% | 55% |
| Interstate – Percentage pavements in “Poor” condition | NA | NA | 5% | 2% |
| Non-Interstate NHS ² – Percentage pavements in “Good” condition | 20% | 50% | 20% | 50% |
| Non-Interstate NHS – Percentage pavements in “Poor” condition | 12% | 4% | 12% | 4% |
| <i>Bridge Condition</i> | | | | |
| Percentage of NHS bridges by deck area in “Good” condition | 50% | 50% | 50% | 35% ³ |
| Percentage of NHS bridges by deck area in “Poor” condition | 3% | 4% | 3% | 4% |
| <i>Travel Time Reliability</i> | | | | |
| Interstate – Percent of person-miles traveled that are reliable | 94.0% | 80.0% | 90.0% | 80.0% |
| Non-Interstate NHS – Percent of person-miles traveled that are reliable | NA | NA | 86.0% | 90.0% ⁴ |
| Interstate – Truck travel time reliability index | 1.40 | 1.50 | 1.60 | 1.50 |

¹ NA: Not required by Code of Federal Regulations (CFR).

² National Highway System.

³ Adjusted down from 50%.

⁴ Adjusted up from 75.0%

Sources: Wisconsin and Minnesota Departments of Transportation.

Table 9 reports the pavement and bridge condition and travel time reliability in the metropolitan planning area (MPA) for 2018 and 2019.

Over 73% of Wisconsin Interstate pavements (2018)¹ and over 70% of Minnesota Interstate pavements (2019) in the MPA are rated “good.” None of the Interstate in the MPA is rated “poor.”

The percentage of pavements in the Minnesota MPA rated “good” for the non-Interstate National Highway System (NHS) went up slightly from just over 65% in 2018 to nearly 69% in 2019. Although “good” pavements in the Wisconsin MPA are at a low 25%, the percentage of “poor” pavements is also low (11%), revealing that a significant percentage (64%) of pavements are only in “fair.”

All the bridges in the Minnesota portion of the planning area and just over 56% of the bridges in the Wisconsin portion of the planning area are rated “good.” Less than 1% of bridges (1) in the planning area are rated “poor.”

Travel time reliability in the planning area as calculated by the Wisconsin Traffic Operations and Safety Laboratory is 100% for the Interstate, 90.4% for the non-Interstate NHS, and 1.25 for the Interstate truck travel time reliability index.

¹ Pavement condition for Wisconsin pavements has not yet been made available for 2019.

TABLE 9: PLANNING AREA PERFORMANCE: NATIONAL HIGHWAY PERFORMANCE PROGRAM MEASURES

| Performance Measure | 2018 | | 2019 | |
|---|--------|--------|-----------------|--------|
| | WI MPA | MN MPA | WI MPA | MN MPA |
| <i>Pavement Condition</i> | | | | |
| Interstate – Percentage pavements in “Good” condition | 73.71 | 73.57 | NA ¹ | 70.31 |
| Interstate – Percentage pavements in “Poor” condition | 0.00 | 0.00 | NA | 0.00 |
| Non-Interstate NHS – Percentage pavements in “Good” condition | 25.09 | 65.08 | NA | 68.67 |
| Non-Interstate NHS – Percentage pavements in “Poor” condition | 10.95 | 0.00 | NA | 0.00 |
| <i>Bridge Condition</i> | | | | |
| Percentage of NHS bridges by deck area in “Good” condition | 60.36 | 81.70 | 56.34 | 100.00 |
| Percentage of NHS bridges by deck area in “Poor” condition | 0.00 | 0.00 | 0.00 | 0.00 |
| <i>Travel Time Reliability</i> | | | | |
| Interstate – Percent of person-miles traveled that are reliable | 100.0 | 100.0 | 100.0 | NA |
| Non-Interstate NHS – Percent of person-miles traveled that are reliable | 89.0 | 94.3 | 90.4 | NA |
| Interstate – Truck travel time reliability index | 1.16 | 1.14 | 1.25 | NA |

¹ NA: Data not yet available.

Sources: Wisconsin and Minnesota Departments of Transportation; Wisconsin Traffic Operations and Safety Laboratory, University of Wisconsin-Madison; MnDOT performance dashboard.

TRANSIT ASSET MANAGEMENT (TAM) TARGETS

49 CFR 625 establishes a National Transit Asset Management (TAM) System to monitor and manage the State of Good Repair (SGR) of public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. Tier II transit providers like our La Crosse Municipal Transit Utility (MTU) and Onalaska Shared Ride (OSR) must either develop their own TAM plan or participate in a group TAM plan. La Crosse MTU and OSR have both have opted to join the Wisconsin group TAM plan. Performance measures relevant to our area include:

- **Rolling stock:** Percent of vehicles that have met or exceeded their useful life benchmark (ULB);
- **Equipment:** Percent of non-revenue service vehicles that have met or exceeded their ULB; and,
- **Facility:** Percent of facilities rated below “3” on the TERM condition scale.

Table 10 summarizes the performance for all bus, cutaway, and minivan vehicles (the types of vehicles used by MTU or OSR) assessed in the State TAM Plan. WisDOT established targets whose percentages are rounded down from the respective percentage of vehicles exceeding the ULB. Under these targets, the rolling stock performance for MTU and OSR vehicles meets State targets.

The State targets for **Equipment** are 33 percent for automobiles and 29 percent for trucks or other rubber-tired vehicles. The State target for **Facilities** is 10 percent.

TABLE 10: STATE OF GOOD REPAIR FOR ROLLING STOCK FOR LA CROSSE MUNICIPAL TRANSIT UTILITY (MTU) AND ONALASKA SHARED RIDE (OSR)

| Vehicle Type | ULB ¹ (years) | 2021 TAM ² Target | Wisconsin | | MTU | | OSR | |
|--------------|--------------------------|------------------------------|------------|--------|------------|---------|------------|--------|
| | | | # vehicles | >ULB | # vehicles | >ULB | # vehicles | >ULB |
| Bus | 12 | 44.00% | 158 | 58.22% | 20 | 20.00% | 0 | 0.00% |
| Cutaway | 7 | 47.00% | 536 | 54.29% | 1 | 100.00% | 0 | 0.00% |
| Minivan | 4 | 51.00% | 488 | 47.95% | 0 | 0.00% | 13 | 38.46% |

¹Useful life benchmark.

²Transit Asset Management.

Source: Wisconsin Department of Transportation Transit Asset Management Plan October 2019 to 2022, updated September 2020.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN TARGETS

La Crosse MTU and OSR each approved and certified their respective PTASP in December 2020. The baselines and targets developed through coordination between the transit agencies and LAPC staff are reported in Table 11.

TABLE 11: PUBLIC TRANSIT AGENCY SAFETY PLAN MEASURES AND TARGETS

| Measure | La Crosse MTU | | Onalaska Shared Ride | |
|--|---------------------------------|--------------------------|---------------------------------|--------------------------|
| | 2014-2018 Baseline ¹ | 2021 Target ² | 2014-2018 Baseline ¹ | 2021 Target ² |
| Total number of reportable fatalities | 0.0 | 0.0 | 0.0 | 0.0 |
| Rate of reportable fatalities per total VRM | 0.0 | 0.0 | 0.0 | 0.0 |
| Total number of reportable injuries | 0.2 | 0.2 | 0.6 | 0.6 |
| Rate of reportable injuries per total VRM | 0.0 | 0.0 | 0.0 | 0.0 |
| Total number of reportable safety events | 0.4 | 0.2 | 2.0 | 2.0 |
| Rate of reportable safety events per total VRM | 0.0 | 0.0 | 0.0 | 0.0 |
| Average distance between major mechanical failures | 9,180.9 | 11,272.2 | 322,848.9 | 322,848.9 |

¹ 5-year average for the 5-yr period ending with the year of most recent data (2018).

² Best case from the 5-year averages for the three most recent 5-year periods (2012-2016, 2013-2017, 2014-2018) inclusive of the baseline period (2014-2018).

Additions Highlighted

Deletions

STP-U Program Project Prioritization Criteria

Updated January 2021

The STP-U ranking criteria have been updated to 1) reduce the number of criteria from 17 to 9; 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](#) beginning on pg. 23); and 3) ~~consider the negative impact a project may have.~~

- 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.
 - ~~2 Points: The project would remove businesses and reduce tax base.~~
- 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.
 - ~~2 Points: The project would have a negative impact on the safety and/or security of non-motorized users.~~
- 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.

~~-2 Points: The project would create a barrier to non-motorized travel or contribute to closing off the grid.~~

- 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.

~~-2 Points: The project would have a negative impact on neighborhoods, community livability, or the 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.