STATE/MUNICIPAL FINANCIAL AGREEMENT FOR A SIGNAL AND ITS STANDALONE PROGRAM PROJECT **Program Name: SISP** **Sub-program #: 305**	Date: 7/29/2025 I.D.: 3700-11-65 Road Name: Varies Limits: City of La Crosse County: La Crosse County Roadway Length:

The **City of La Crosse**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Existing pedestrian detection equipment consists of standard push buttons. Existing push buttons are not compliant with Public Right-of-Way Accessibility Guidelines (PROWAG) for pedestrian detection at traffic signals.

Proposed Improvement - Nature of work: The existing pedestrian push buttons will be replaced with PROWAG-compliant Accessible Pedestrian Signals on 43 traffic signals along connecting highways.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: All work not related to the pedestrian detection replacement will be funded by the City of La Crosse, separate from this agreement.

The Municipality agrees to the following FY 2026 Signal and ITS Standalone Program (SISP) funding conditions:

Project construction costs are funded with 90% State funding up to a maximum of $447,000 for all State-funded project phases when the Municipality agrees to provide the remaining 10% and all funds in excess of the $447,000 State funding maximum, in accordance with SISP guidelines. Any work performed by the Municipality prior to State authorization is not eligible for State funding. The Municipality will be notified by the State when the project is authorized and available for charging.

The project is currently scheduled for State FY 2026 and State FY 2027. In accordance with the State's sunset policy, the subject FY 2026/FY 2027 SISP improvement must be constructed and in final acceptance within six years from the start of State FY 2027, or by June 30, 2032.

The dollar amounts shown in Summary of Costs table below are State maximum amounts unless explicitly identified otherwise. The final Municipal share is dependent on the final State participation, and actual costs will be used in the final division of cost for billing and reimbursement.

	SUMMARY OF COSTS				
PHASE	**Total Est. Cost**	**State Funds**	**%**	**Municipal Funds**	**%**
ID 3700-11-65		**(MAX $447,000)**			
Plan Development	**$530,000**	**$447,000**	**90%**	**$53,000**	**10% + BAL**
Total Est. Cost Distribution	**$530,000**	**$447,000**	**N/A**	**$53,000**	**N/A**

This request is subject to the terms and conditions that follow (pages 3 – 5) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signed for and in behalf of the **City of La Crosse** (please sign in blue ink)		
Name [signature]	Title Mayor	Date 9/16/25
Signed for and in behalf of the **State** (please sign in blue ink)		
Name Michelle Ellias	Title SWR Planning Chief	Date 9/25/2025

TERMS AND CONDITIONS:

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.

2. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement that exceed Federal/State financing commitments or are ineligible for Federal/State financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.

3. Funding of each project Phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:

   (a) Design engineering and state review services.

   (b) Real Estate necessitated for the improvement.

   (c) Compensable utility adjustment and railroad force work necessitated for the project.

   (d) The grading, base, pavement, curb and gutter, and bridge costs to State standards, excluding the cost of parking areas.

   (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.

   (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.

   (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.

   (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.

   (i) Replacement of existing driveways, in kind, necessitated by the project.

   (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.

4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or Facility Owner includes the following items:

   (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.

   (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.

   (c) Roadway and bridge width in excess of standards.

   (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.

   (e) Parking lane costs.

   (f) Coordinate, clean up, and fund any hazardous materials encountered for city utility construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.

   (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.

   (h) Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

   (i) Conditioning, if required and maintenance of detour routes.

   (j) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.

5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.

6. The work will be administered by the State and may include items not eligible for federal/state participation.

7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.

8. State Disbursements:

   (a) Payment by the State to the Municipality shall be made on a regular basis upon presentation of vouchers for expenditures incurred during prior periods of the project duration subject to the allowable maximum payment. Exceptions to this schedule will be made as appropriate. In general, State reimbursements will be made after sufficient proof of payment is sent to the State.

   (b) A final adjustment of state payments will be made upon completion of the State's audit of the project. If the State's audit establishes that the State paid more than its share of the eligible project costs, the Municipality shall refund to the State upon demand a sum equal to the overpayment.

9. Basis for local participation as specified in Signals and ITS Standalone Program (SISP): Participation is based on actual costs incurred, all costs listed in Summary of Costs table are approximate costs unless otherwise noted:

   (a) Funding for construction: Construction is funded with 90% State funding up to a maximum of $447,000 when the Municipality agrees to provide the remaining 10% and any funds in excess of the state funding maximum. Construction funds intended for FY2026 (July 1, 2025 to June 30, 2026) and FY2027 (July 1, 2026 to June 30, 2027).

   (b) Funding for non-participating items 100% Municipality.