

2021 – 2026 Transportation Improvement Program



Janesville Area Metropolitan Planning Organization

Technical Advisory Committee: October 20, 2020

Policy Board: November 9, 2020

(Amended on March 8th, 2021 & May 10th, 2021)

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Transportation Improvement Program Abbreviations

5307 – Urbanized Area Formula Grant Program, FTA

5310 – Capital Assistance Program for Elderly & Disabled Riders, FTA

5311 – Formula Grants for Rural Areas, FTA

5339 – Bus & Bus Facilities Program, FTA

ADA – Americans with Disabilities Act

CARES – Coronavirus Aid, Relief, and Economic Security Act (2020)

CoJ – City of Janesville WI

CoM – City of Milton WI

DNR – Wisconsin Department of Natural Resources

FAHS – Federal Aid Highway System

FAST Act – Fixing America's Surface Transportation Act (2015)

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

JTS – Janesville Transit System

LRIP – Local Roads Improvement Program, WisDOT

LRTP – Long-Range Transportation Plan

MAP-21 – Moving Ahead for Progress in the 21st Century Act

MPO – Metropolitan Planning Organization

NHPP – National Highway Performance Program

NHS – National Highway System

RC – Rock County WI

RCCOA – Rock County Council on Aging

RCST – Rock County Specialized Transit

RSVP – Retired & Senior Volunteer Program of Rock County

STP – Surface Transportation Program

STBG-BR – Surface Transportation Program - Bridge

STBG-U – Surface Transportation Block Grant – Urban

STIP – Statewide Transportation Improvement Program

TA – Transportation Alternatives, FAST Act

TAC – Technical Advisory Committee

TAM – Transit Asset Management

TAP – Transportation Alternatives Program, WisDOT

TDP – Transit Development Plan

TEA – Transportation Economic Assistance

TIP – Transportation Improvement Program

ToJ – Town of Janesville

ToM – Town of Milton

USDOT – United States Department of Transportation

USH – United States (Federal) Highway

WIS LB – Wisconsin Local Bridges Program

WisDOT – Wisconsin Department of Transportation

Chapter 1: TIP Overview

Introduction

The Transportation Improvement Program (TIP) is a staged, six-year program of transportation improvement projects through the Janesville Metropolitan Area (MPA), which includes the Cities of Janesville and Milton, and parts of the Townships of Harmony, Janesville, La Prairie, Milton, and Rock. Each year, the Janesville Area Metropolitan Planning Organization (MPO) updates the TIP for the MPA, as federal regulations require that federally funded transportation improvements projects in urbanized areas be included in an annually updated TIP.

The TIP must be approved the MPO Policy Board, and approved by the Wisconsin Department of Transportation (WisDOT) on behalf of the Governor prior to receiving the Federal Highway Administration's (FHWA) or Federal Transit Administration's (FTA) acceptance.

The MPO conducts transportation planning under federal regulations applying to urbanized areas with populations over 50,000 but under 200,000 with attainment status for air quality.

The Janesville Area MPO's Technical Advisory Committee reviewed the 2021– 2026 TIP, and made a favorable recommendation for Policy Board approval on October 20th, 2020. The MPO Policy Board then approved the TIP on November 9th, 2020. Projects listed in the TIP are in compliance with both the MPO's 2015-2050 Long Range Transportation Plan and the Janesville Transit System's 2018 Transit Development Plan. By adopting the 2020-2025 TIP, the MPO Policy Board finds that all projects included in this document are consistent with the goals, objectives, and policies of the Long Range Transportation Plan (or 'LRTP') and the Transit Development Plan (or 'TDP').

Federal Legislation & the TIP

It is the intent of both WisDOT and the Janesville Area MPO to advance only those projects – including transit operating assistance – that are included in an approved TIP, and the Statewide Transportation Improvement Program (or 'STIP'). The STIP is the State of Wisconsin's four-year plan of highway and transit projects for the State of Wisconsin.

Concerning the federal funding sources the MPO has identified for individual projects in the TIP, it is agreed that WisDOT may unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, with the exception that WisDOT must seek MPO staff approval to use allocated STBG-Urban funds for projects not identified for that source of funding in the TIP.

- ❖ **Highway Safety Improvement Program (HSIP)** – HSIP was established to reduce traffic injuries and fatalities along all public roads, including non-state owned roads.
- ❖ **National Highway Performance Program (NHPP)** – The NHPP, established under MAP-21, supports performance and condition for roads under the National Highway System (NHS), for the construction of new NHS facilities, and ensuring that federal-aid funds along the NHS are directed toward achieving performance targets.
- ❖ **Surface Transportation Block Grant – Urban (STBG-U)** – The STBG-U Program provides flexible funding to be used by states and local governments to improve and preserve performance and conditions on any federal aid bridge, highway, tunnel, transit capital project, or pedestrian and bicycle infrastructure.

The MPO determines the use of STBG-U funding, which is allocated every other year in the odd year. WisDOT distributes funding to the rolling six-year program based on the projects already programmed in the MPA. WisDOT's management of the program encourages regions to spend allocations quickly in order to maximize the next allocation.

The MPO will continue to use STBG-U funding for major street projects. However, bus replacements are another high priority for the MPA, and the Janesville Area MPO could reprogram funds from a street project that is not meeting its construction schedule in order to purchase needed transit capital as well as maximize the next allocation of funding.

- ❖ **Transportation Alternatives (TA)** – The FAST Act eliminated the previous Transportation Alternatives Program from MAP-21 and replaced it with "Transportation Alternatives (TA)." These funds account for a variety of smaller scale transportation projects like recreational trails, safe routes to school, bicycle, and pedestrian facilities. These funds are represented in this TIP through the State's Transportation Alternatives Program (or 'TAP').

The FTA also offers several funding programs that are represented in this TIP. Funding is awarded on an annual basis. Programs used within the Janesville Metropolitan Planning Area include the following:

- ❖ **Section 5307 Urbanized Area Formula Grants Program** – This program provides funding to urbanized areas for public transportation capital, planning, job access, and operating expenses. These funds represent the core investment in the enhancement of public transportation systems in urbanized areas.
- ❖ **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program** – This program is intended to enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
- ❖ **Section 5339 Bus and Bus Facilities Program** – Section 5339 funds assist in replacing, purchasing, or rehabilitating buses or related equipment, as well as to construct bus-related facilities.
- ❖ **Coronavirus Aid, Relief, and Economic Security Act (CARES)** – Funding from the CARES Act assists Transit systems with lost revenue and capital expenditures during the course of the Covid-19 Pandemic.

Chapter 2: Performance-Based Planning

Performance Targets

Both MAP-21 and the FAST Act require incorporation of Performance-Based Planning and Programming be used in development of the MPO's LRTP and TIP. The Statewide and Nonmetropolitan Planning: Metropolitan Transportation Planning: Final Rule further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

The MPO Policy Board adopted draft performance targets as part of the 2015-2050 LRTP. Those targets were subject to further refinement, cooperation, and guidance.

2021 Safety Performance Target

In conformance with FHWA's Safety Performance Final Rule, WisDOT set the statewide safety targets for 2021, as illustrated in Table 2-1:

Table 2-1: 2021 Safety Performance Target for Wisconsin

Measure	2015 – 2019 Baseline Averages	2021 Safety Targets
Number of Fatalities	587.8	576.0
Number of Serious Injuries	3,050.4	2,897.9
Rate of Fatalities per 100 million VMT	0.908	0.890
Rate of Serious Injury per 100 million VMT	4.718	4.482
Number of Non-Motorized Fatalities and Serious Injuries	368.6	350.2

The Janesville Area MPO will work cooperatively with WisDOT and other partners to support Wisconsin's statewide target in the following ways:

- Program state projects in the TIP upon request from WisDOT, and meet as needed to adopt amendments to the TIP.
- Study potential safety improvements that can be made on the local road system.
- Continue seeking funding for implementing bicycle and pedestrian infrastructure consistent with the 2015-2050 LRTP.
- Consider safety during the STBG-U project selection process.

All programmed roadway projects in the TIP are expected to directly or indirectly contribute positively toward meeting Wisconsin safety targets.

2021 Transit Asset Management (TAM) Performance Target

In conformance with FTA’s Transit Asset Management Final Rule (49 CFR 625 & 630), WisDOT set the following statewide target for 2021:

Table 2-2: Wisconsin FFY 2021 Transit Asset Management Targets (TAM)

Rolling Stock – Revenue Vehicles – Percent of revenue vehicles that have met or exceeded their useful life benchmarks

Performance Measures	Useful Life (Years)	2020 Target (%)	Current Performance (%)
Automobile	4	77%	--
Minivan	4	51%	100%
Bus (includes Minibus)	12	44%	88%
Cutaway	7	47%	0%
School Bus	12	0%	--
Van	4	27%	--

Equipment – Service Vehicles – Percent of non-revenue vehicles that have met or exceeded their useful life benchmarks

Performance Measure	Useful Life (Years)	2020 Target (%)	Current Performance
Automobiles	4	33%	0%
Trucks and other Rubber Tired Vehicles	4	29%	67%

Facilities – Percent of Facilities Rated below a “3” on the Condition Scale

Performance Measure	TAM Target (Percent of Inventory that can be beyond useful life)	Current Performance
Passenger/Parking Facilities	10%	0%
Administrative/Maintenance Facilities	10%	100%

The Janesville Transit System (JTS) and the MPO will work cooperatively with WisDOT and other partners to support Wisconsin’s statewide target in the following ways:

- Work with JTS to consistently monitor the useful life period of vehicles, capital equipment, and transit facilities.
- Continue to seek funding to maintain and improve transit facilities consistent with the targets in the 2015-2050 Long Range Transportation Plan, and the 2017 Transit Development Plan.
- Consider transit asset management during future planning efforts.

As of 2020, JTS has either replaced, or secured funding, for news buses to comprise 100% of the City’s transit fleet.

Bridge & Pavement Performance Targets (PM2)

In conformance with FHWA’s Bridge & Pavement Performance Final Rule (23 CFR 490) for pavement and bridge conditions, WisDOT set (and the MPO subsequently adopted) the following targets, as illustrated in Table 2-3:

Table 2-3: Wisconsin Bridge & Pavement Performance Targets (PM2)

Pavement & Bridge Condition	2019 Target	2021 Target
Interstate Pavement	N/A	45% ≤ in “Good” Condition ≤5% in “Poor” Condition
Non-Interstate NHS Pavement	20% ≤ in “Good” Condition ≤12% in “Poor” Condition	20% ≤ in “Good” Condition ≤12% in “Poor” Condition
NHS Bridges by Deck Area	50% ≤ in “Good” Condition ≤3% in “Poor” Condition	50% ≤ in “Good” Condition ≤3% in “Poor” Condition

The scheduled mill and overlay of U.S. Highway (USH) 14 between County Highway (CTH) M and USH 51 in 2021 is expected to positively contribute to pavement conditions along the NHS.

Reliability Performance Targets (PM3)

In conformance with FHWA’s Reliability Performance Final Rule (23 CFR 490) to assess performance of the NHS, WisDOT set (and the MPO Policy Board subsequently adopted) the following targets, as illustrated in **Table 2-4**. The reconstruction and expansion of I-39/90 is expected to positively contribute to the PM3 targets by 2021.

Table 2-4: Wisconsin Reliability Performance Target (PM3)

Travel Reliability	2019 Target	2021 Target
Interstate Reliability	94% of person-miles traveled are reliable	90% of person-miles traveled are reliable
Non-Interstate NHS Reliability	--	86% of person-miles traveled are reliable
Freight Reliability (Interstate)	Truck Travel Time Reliability Index = 1.40	Truck Travel Time Reliability Index = 1.60

Public Transit Agency Safety Plan Targets (PTASP)

In conformance with FTA’s Public Transportation Agency Safety Plan Final Rule, the Janesville Transit System set (and the MPO Policy Board subsequently adopted) the following targets, as illustrated in **Table 2-5**.

Table 2-5: Janesville Area Public Transit Agency Safety Plan Target (PTASP)

		2019 Baseline	2021 Target
Fatalities	Total Fatalities	0	0
	Rate per total VRM*	0%	0%
Injuries	Total Injuries	7	5 or less
	Rate per total VRM	1 per 62,830 VRM	1 per 96,400 VRM
Safety Events	Total Safety Events	6	5 or less
	Rate per total VRM		

*VRM (Vehicle Revenue Miles)

Chapter 3: TIP Procedures

Expedited Project Selection Procedures

The Janesville Area MPO, WisDOT, and JTS agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

- 1) The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator(s) to proceed with federal funding commitment.
- 2) Projects from the second, third, or fourth year of the TIP can be advanced by WisDOT or the transit operator(s) for federal fund commitment without further project selection action by the MPO.
- 3) Concerning the federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the State and the MPO, and subject to reconciliation under item 5.
- 4) WisDOT can unilaterally interchange FTA Section 5409, Section 5339, and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a TIP amendment. FTA should be notified of any interchange of funds.
- 5) To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT, and the transit operator(s) will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at a midpoint of the calendar year (MPOs on a two year update cycle must also commit to truing up the TIP by amendment at the end of the first year along with declaring the second year of the TIP to be the agreed to list of projects for the second year of operation.

Amending the TIP

A TIP amendment is required in the following situations, as defined in the *MPO's Public Participation Plan*. When an administrative modification is made by MPO staff, the updated document is reposted to the MPO webpage and notice of the change is communicated to WisDOT, FTA, FHWA, the TAC, and Policy Board. Circumstances in which an administrative modification may be made to the TIP without an amendment are illustrated in **Table 3-1**:

Table 3-1: No Amendment Required

Schedule	Changing the implementation for projects within the first four years of the TIP.
Scope	Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
Funding	Changing the source (federal, state, local); category, or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP

Source: Janesville Area MPO Public Participation Plan, 2017

Minor amendments are processed through the MPO’s committee structure and WisDOT. Public notice and a minimum twenty-day comment period are required before action by the Policy Board. Circumstances in which a “Minor Amendment” is required to modify the TIP are illustrated in **Table 3-2**, listed below:

Table 3-2: Minor Amendment

Schedule	Adding an exempt/preservation project to the first four years of the TIP.
Scope	Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
Funding	Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four year window.

Source: Janesville Area MPO Public Participation Plan, 2017

Major amendments involve the opportunity for public involvement, and are processed through the MPO’s committee structure and WisDOT. A major amendment also requires public notice, and a 20-day comment period. Circumstances in which a “Major Amendment” is required to modify the TIP are illustrated in **Table 3-3**, listed below:

Table 3-3: Major Amendment

Schedule	Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-years of the TIP. OR Moving a non-exempt/expansion project out of the first four years of the TIP.
Scope	Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the TIP such that the current description is no longer reasonably accurate.
Funding	Adding or deleting any project that exceeds the less of: a) 20% of the total Federal funding programmed for the calendar year; or b) \$1,000,000.

Source: Janesville Area MPO Public Participation Plan, 2017

TIP Requirements & Timeline

The development and format of a TIP must adhere to the following requirements, per WisDOT guidelines illustrated in **Table 3-4**:

Table 3-4: WisDOT TIP Requirements

1	A four-year priority list of projects significant to the MPA
2	A financial plan demonstrating fiscal constraint by showing financial data comparing expected costs with expected federal funding
3	Include all highway, transit, bicycle, and pedestrian projects to be funded with federal dollars
4	Public notice and public comment opportunities must be provided for all interested parties prior to TIP approval
5	Approval from the Governor of Wisconsin, or the Governor's designee at WisDOT
6	Map all projects in relation to low-income/minority populations for Environmental Justice analyses
7	Project costs must be inflated to the year of spending using the inflation rate provided by WisDOT. The inflation rate is based on guidance from WisDOT and was developed using the Consumer Price Index

Source: *Guidelines for Developing MPO Transportation Improvement Programs, Wisconsin Department of Transportation, 2018*

Scheduling milestones illustrated by WisDOT are displayed in **Table 3-5**:

Table 3-5: WisDOT TIP Timeline

May-June 2020	Janesville Area MPO begins project solicitation
June-August 2020	Janesville Area MPO creates draft TIP
August – September 2020	Janesville Area MPO responsible for TIP Public Involvement; WisDOT reviews draft TIP
September-October 2020	Janesville Area MPO Policy Board action on final TIP
November 1 2020	Janesville Area MPO submits adopted TIP and approved materials to WisDOT
November 2020	FHWA & FTA review and action
December 2020	WisDOT incorporates Janesville Area MPO TIP into the next year's STIP
January 2021	TIP approved by reference in federally approved STIP

Source: *Guidelines for Developing MPO Transportation Improvement Programs, Wisconsin Department of Transportation, 2018*

Highway, transit, bicycle, and pedestrian projects for the TIP were solicited from the Cities of Janesville and Milton, the Townships of Harmony, Janesville, La Prairie, Milton, and Rock, Rock County, and WisDOT. Projects are included in the TIP if they are located within the MPO. Inclusion is based on funding availability and compliance with the MPO's short- and long-range plans (e.g., LRTP and TDP).

MPO-member jurisdictions – including WisDOT – submit TIP projects in current year dollars. Staff then applies a yearly expenditure inflation factor of 1.78% to bring the values into year of spending. The TIP is prepared through a cooperative effort and is openly discussed among MPO-member jurisdictions, JTS, and other local agencies that implement transportation projects.

A draft copy of the TIP is reviewed annually by the MPO Technical Advisory Committee (TAC). This meeting is open to the public, and noticed as such in the local newspaper and City of Janesville website. The draft TIP is also made available to local units of government, public libraries, and the private transportation providers listed in **Appendix A**.

After the TIP is reviewed and approved by the TAC, the document is forwarded to the MPO Policy Board for final local review. Following Policy Board approval, the TIP is submitted to the appropriate state and federal agencies for approval. With approval, WisDOT will include the Janesville Area TIP into the STIP.

The Policy Board resolution adopting the document is located in **Appendix E**. The MPO Policy Board's adoption of this document constitutes the Janesville Area MPO's approval of the projects programmed for funding. Prioritization is shown by construction year for each jurisdiction, but may be amended if necessary. Furthermore, it is understood by the Policy Board that only those projects that are funded with state and federal dollars continued in WisDOT's local program for the Janesville MPA are officially endorsed.

Additionally, the Janesville Area MPO will annually make a listing of federally funded projects for which funding was obligated in the previous year available to the public. The complete listing of projects will be posted to the MPO webpage within ninety days of the beginning of the next calendar year per federal guidance.

Chapter 4: Programmed Projects

Table 4-1: Programmed Project Implementation Status

Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
Completed Projects	East Side Town Square	City of Janesville	371-20-001
	Mineral Point Bridge over Fisher Creek	Rock County	371-16-001
	Elizabeth Street Resurfacing	City of Milton	371-11-002
	Woodland Drive Resurfacing	City of Milton	371-19-005
	Janesville Transit System Operations	Janesville Transit System	371-20-T01
	Rock County Council on Aging Mobility Management	Rock County Council on Aging	371-20-01ED
	RSVP Mobility Management	Retired & Senior Volunteer Program of Rock County	371-20-02ED
	I-39/90 Bridge Deck Polymer Overlays	WisDOT	371-20-003
	Purchase of Two Buses	Janesville Transit System	371-20-T02
	Permanent Driver Barriers	Janesville Transit System	371-20-T04
	USH 14 Mill & Overlay	WisDOT	371-10-003
	USH 51/W Court St. RR Crossing	WisDOT	371-19-012
	Parkview Avenue RR Crossing	WisDOT	371-18-04
Continuing 2021	W. Milwaukee Street Reconstruction	City of Janesville	371-17-001
	S. Main Street Rehabilitation	City of Janesville	371-18-001
	Ruger Avenue Rehabilitation: Randall to I-39/90	City of Janesville	371-18-002
	Ruger Avenue Rehabilitation: Court/Garfield to Randall	City of Janesville	371-18-003
	E. Milwaukee Street Reconstruction	City of Janesville	371-19-004
	Surry Drive, Forrest Lake Drive, and Ivanhoe Drive Street Resurfacing	City of Milton	371-19-006
	CTH E Bridge over Marsh Creek	Rock County	371-19-001
	I-39/90 Program Control and Program Control Tasks	WisDOT	371-11-11
	I-39/90 IL Stateline to CTH O (South Segment)	WisDOT	371-11-12
	I-39/90 CTH O to Rock County Line (Middle Segment)	WisDOT	371-11-13
	Center Avenue (USH 51) Pavement Replacement and Bridge Replacement	WisDOT	371-18-004

Table 4-1: Programmed Project Implementation Status



Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
	STH 59 Mill & Overlay (Vickerman Road to E. County Line)	WisDOT	371-18-006
	Delevan Drive Safety OCR Signal & Gates	WisDOT	371-19-002
	Beloit Avenue Safety OCR Signal & Gates	WisDOT	371-19-003
	Read Road WSOR Crossing Signal & Gates	WisDOT	371-19-008
	E. Racine Avenue/S. Randall Avenue HSIP Signal Improvements	City of Janesville	371-19-009
	W. Memorial Drive/N. Washington Street HSIP Signal Improvements	City of Janesville	371-19-010
	E. Milwaukee Street/Randall Avenue HSIP Signal Improvements	City of Janesville	371-19-011
	STH 26 (Centerway/Milton Avenue) Pavement Replacement	WisDOT	371-20-002
	USH 51 (Center/Court/Centerway/Milwaukee) Intersection Improvements	WisDOT	371-20-003
	Center Avenue/McKinley Street Pedestrian Refuge	WisDOT	371-20-004
	Second Rail Spur and Switch – GOEX Corporation	City of Janesville	371-20-005
	La Prairie Town Hall Road UP Signal & Gates	WisDOT	371-20-006
	Transfer Center Refurbishment & Design	Janesville Transit System	371-20-T03
	Electronic Farebox System	Janesville Transit System	371-20-T05
	Replace Passenger Shelters	Janesville Transit System	371-20-T06
	Replacement four-wheel drive service vehicle	Janesville Transit System	371-20-T07
	Install Solar Lighting	Janesville Transit System	371-20-T08
Added 2020-21	Black Bridge Road Reconstruction	City of Janesville	371-21-001
	W. Court Street HSIP Safety Conversion	City of Janesville	371-21-002
	W. Court Street HSIP Signal Improvements	City of Janesville	371-21-003
	CTH D High Risk Rural Roadway Project	Rock County	371-21-004
	Janesville Transit System Operations	Janesville Transit System	371-21-T01
	W. Madison Ave & N. Clear Lake Ave Resurfacing	City of Milton	371-21-005

Table 4-1: Programmed Project Implementation Status

Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
	Rock County Epoxy Pavement Markings	WisDOT	371-21-006
	Rock County Council on Aging Mobility Management	Rock County Council on Aging	371-21-01ED
	Supplemental JTS Operating Assistance	Janesville Transit System	371-21-T02

Legend

- 1** Transportation Road Project ID
- 1** Railroad Crossing Project ID
- 1** Bridge Reconstruction Project ID

-  MPO Boundary
-  Water

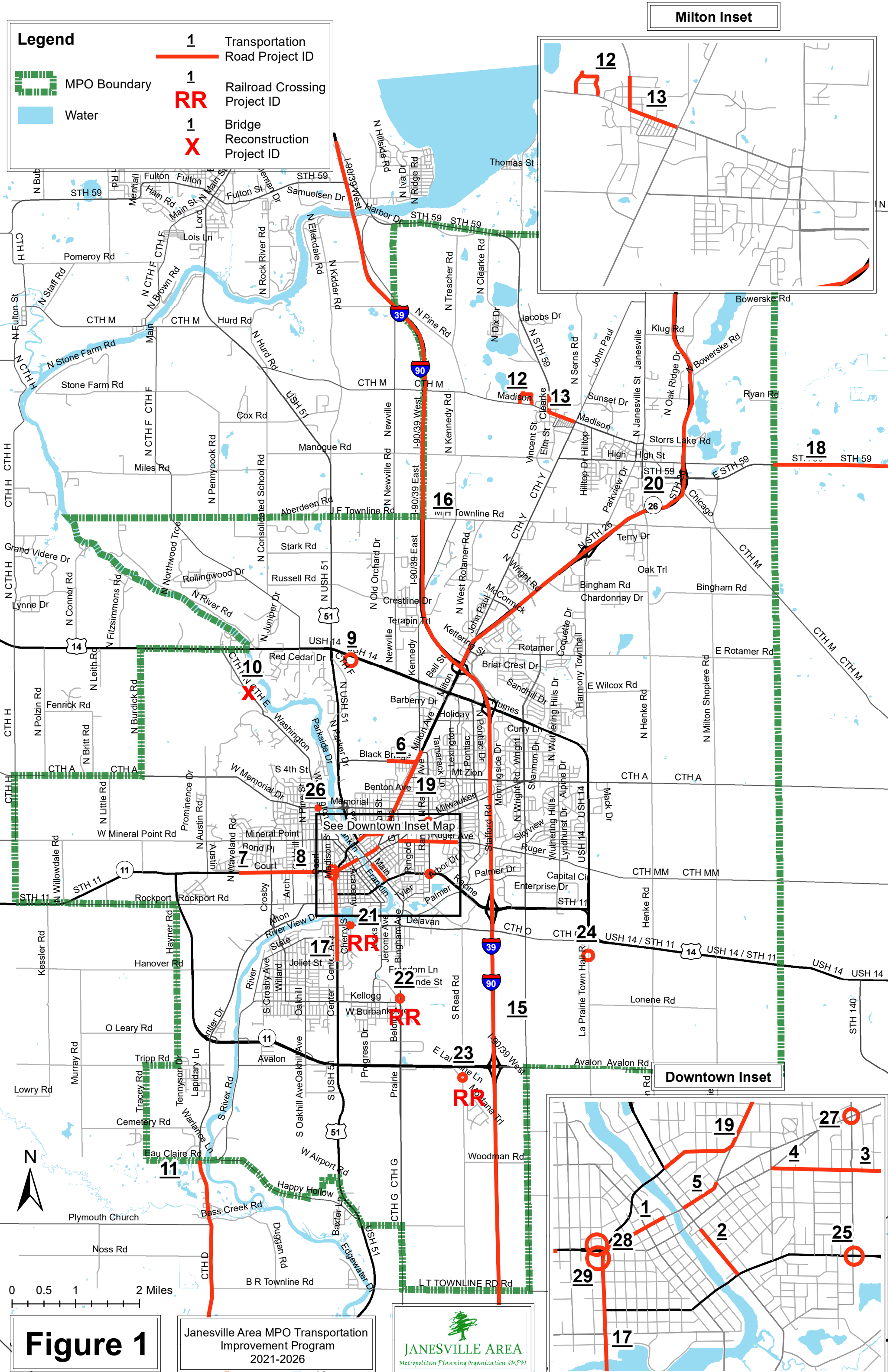


Figure 1

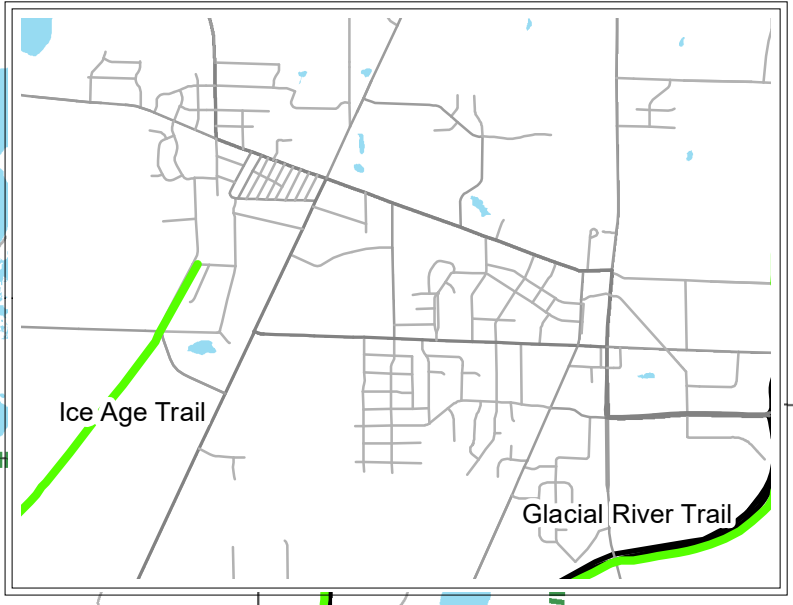
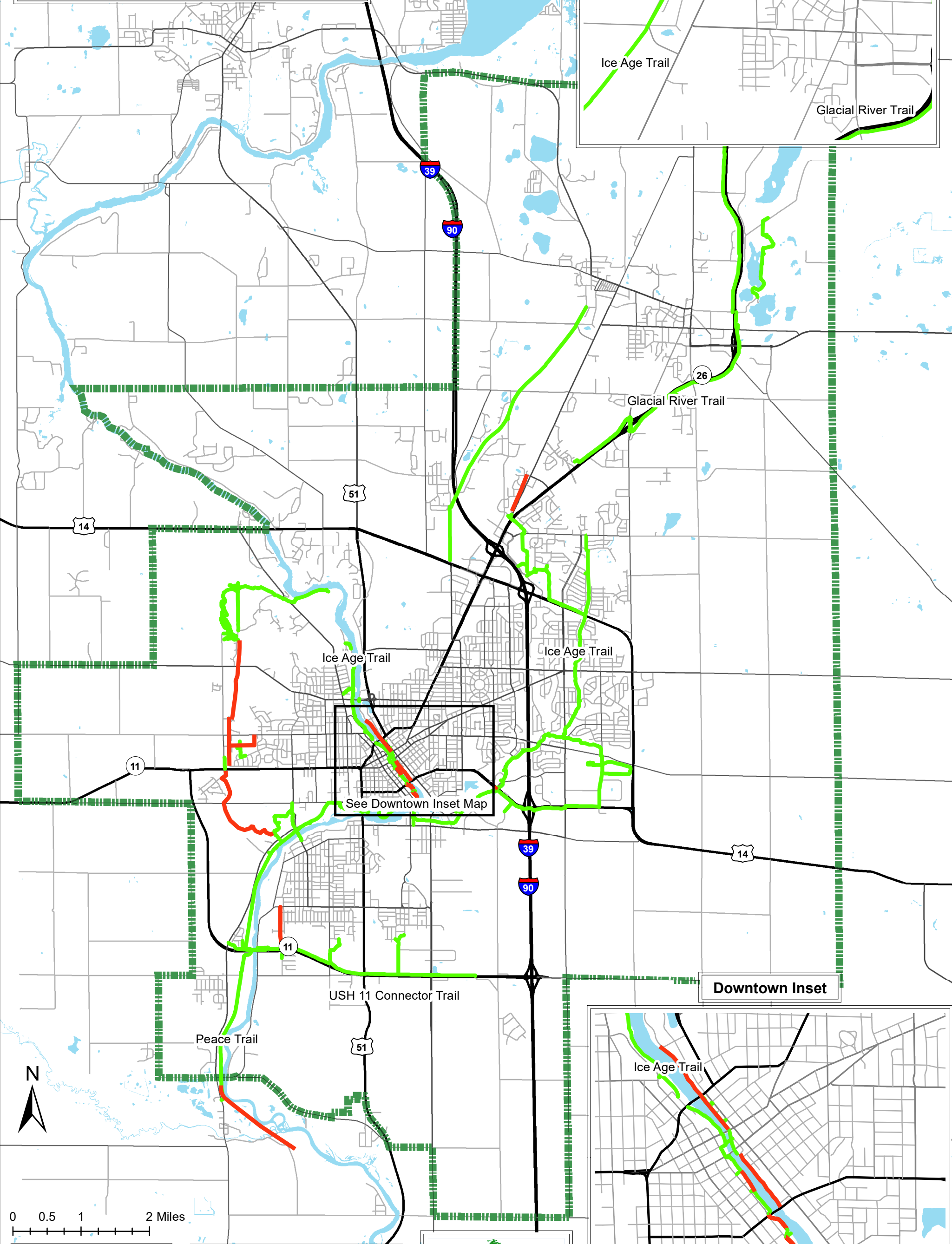
Janesville Area MPO Transportation Improvement Program 2021-2026



Downtown Inset

Legend

- MPO Boundary
- Water
- Existing Off-Road Trails
- Planned Off-Road Trails



See Downtown Inset Map

Downtown Inset

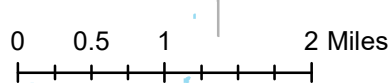


Figure 2

Janesville Area MPO Transportation Improvement Program 2021-2026



City of Janesville Roadway Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Sponsoring Agency City of Janesville	W Milwaukee St Reconstruction Centerway to River Street	PE																					5990-00-80/81 PE locally funded Programmed	
Project 1 371-17-001		ROW																						
		UTIL																						
		CONST	1361		3787	5148																		
Type System Preservation		TOTAL	1361		3787	5148																		
	Funding Source	STP-U		CoJ																				
Sponsoring Agency City of Janesville	S. Main Street Rehabilitation St. Lawrence Avenue to E. Racine Street	PE																						
Project 2 371-18-001		ROW																						
		UTIL																						
		CONST		162	278	440																		
Type System Preservation		TOTAL		162	278	440																		
	Funding Source		LRIP	CoJ																				
Sponsoring Agency City of Janesville	Ruger Avenue Rehabilitation Randall to I-39/90	PE																					Construction anticipated in 2027, to be funded through future STP-U allocation and illustrated in 2022 TIP	
Project 3 371-18-002		ROW																						
		UTIL																						
		CONST																279	279					
Type System Preservation		TOTAL																279	279					
	Funding Source																CoJ							
Sponsoring Agency City of Janesville	Ruger Avenue Rehabilitation Court/Garfield to Randall	PE																						
Project 4 371-18-003		ROW																						
		UTIL																						
		CONST									336	766	1,101											
Type System Preservation		TOTAL									336	766	1,101											
	Funding Source									LRIP	CoJ													
Sponsoring Agency City of Janesville	E Milwaukee Reconstruction Main to Atwood	PE			307	307																	5990-01-40/41 STP-Urban Allocation not adjusted for inflation	
Project 5 371-19-004		ROW																						
		UTIL																						
		CONST													2224		2914	5139						
Type System Preservation		TOTAL			307	307									2224		2914	5139						
	Funding Source			CoJ										STP-U		CoJ								
Sponsoring Agency City of Janesville	Black Bridge Road Reconstruction 340' west of Mayfair Dr to Milton Ave	PE																						
Project 6 371-21-001		ROW																						
		UTIL																						
		CONST							458	560	1,018													
Type System Preservation		TOTAL							458	560	1,018													
	Funding Source							MSID	CoJ															

City of Janesville Roadway Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency City of Janesville	W. Court Street (Waveland Rd. to Pearl St.) Design/Convert to TWLTL	PE																					5990-01-33,-34 Design will likely be scheduled in 2021. Construction scheduled for 2024.
Project 7 371-21-002		ROW																					
Type System Preservation		UTIL																					
		CONST													1640		410	2050					
		TOTAL													1640		410	2050					
		Funding Source												HSIP		CoJ							
Sponsoring Agency City of Janesville	W. Court Street Intersections N. Crosby Ave., N. Arch St., & N. Pearl St. Add turn lanes & monotubes	PE																					5990-01-35,-36 Design will likely be scheduled in 2021. Construction scheduled for 2024.
Project 8 371-21-003		ROW																					
Type System Preservation		UTIL																					
		CONST													1626		239	1865					
		TOTAL													1626		239	1865					
		Funding Source												HSIP		CoJ							
Sponsoring Agency City of Janesville	GOEX Corporation Switch & Second Rail Spur	PE																					
Project 9 371-20-005		ROW																					
Type System Preservation		UTIL																					
		CONST			251	251	502																
		TOTAL			251	251	502																
		Funding Source			TEA	GOEX																	

Rock County Roadway Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency Rock County	CTHE Bridge Replacement Bridge over Marsh Creek	PE																					Bridge B-53-0010 5334-00-00/70
Project 10 371-19-001		ROW																					
Type System Preservation		UTIL																					
		CONST			706	177	883																
		TOTAL			706	177	883																
		Funding Source			STBG-BR	RC																	

City of Milton Roadway Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Sponsoring Agency City of Milton	Street Resurfacing Surry Dr., Forrest Lake Dr, Ivanhoe Dr.	PE																						
		ROW																						
		UTIL																						
Project 12 371-19-006		CONST			263	30	293																	
Type System Preservation		TOTAL			263	30	293																	
	Funding Source			LRIP	CoM																			
Sponsoring Agency City of Milton	Street Resurfacing W. Madison Ave. & N. Clear Lake Ave.	PE																						
		ROW																						
		UTIL																						
Project 13 371-21-005		CONST			282	31	313																	
Type System Preservation		TOTAL			282	31	313																	
	Funding Source			LRIP	CoM																			

WisDOT Roadway Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Sponsoring Agency WisDOT	I-39/90 Reconstruction IL state line to USH 12/18 Program Control and Program Control Tasks	PE																						1001-10- 01/02/11/12/80/81/88/89 01 Design phased thru 2021 02 Design obligated 2011 ongoing thru CY 2021 Includes dynamic message sign Also in Beloit and Madison MPOs
		ROW																						
		UTIL																						
Project 14 371-11-11		CONST	Continued																					
Type Capital Expenditure		TOTAL																						
	Funding Source																							
Sponsoring Agency WisDOT	I-39/90 Reconstruction South Segment (IL state line to CTH O)	PE																						1003-10- 01/21/22/23/24/25/27/29/40/41/ 42/43/70/71/72/73/74/75/76/77/ 78/79/80/81/83/84/85/86/88/89/ 91/92/93/94/95 Project 1005-10-76 is funded using FHWA Fast Lane Grant up to 60% Fed Funding
		ROW																						
		UTIL																						
Project 15 371-11-12		CONST		Continued			Continued																	
Type Capital Expenditure		TOTAL																						
	Funding Source																							
Sponsoring Agency WisDOT	I-39/90 Reconstruction Middle Segment (CTH O to Rock County Line)	PE																						1005-10- 01/21/22/24/25/26/40/42/43/44/ 70/71/72/73/75/76/77/78/80/81/ 83/87/89/94/97/98/99 5390-00-72.5569-00-71 1005-11- 20/41/44/45/71/72/73/90 Project 1005-10-76 is funded using FHWA Fast Lane Grant up to 60% Fed Funding
		ROW																						
		UTIL																						
Project 16 371-11-13		CONST		Continued			Continued																	
Type Capital Expenditure		TOTAL																						
	Funding Source																							

WisDOT Roadway Projects
 TIP Project Listing 2021-2026 (\$1,000)
 Funding shown in year of expenditure; 1.78% inflation added per year
 *Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Sponsoring Agency WisDOT	USH 51 Pavement Replacement Center Ave from Nicolet to Court; Bridge superstructure replacement (B-53-153)	PE	Continued				Continued															5350-02-00/70/71 Design obligated 2018 Advanced to CY 2023 Project ID 5350-02-71 is 1196 water main replacement		
Project 17 371-18-004		ROW																						
Type System Preservation		UTIL																						
		CONST							8964	2241	1239	12443												
		TOTAL <i>Funding Source</i>							8964	2241	1239	12443												
								NHPP	WIS	CoJ														
Sponsoring Agency WisDOT	STH 59 Mill & Overlay Vickerman Rd. to E. County Line (7.07 Miles)	PE																				3140-00-02/72 Advanced to CY 2021		
Project 18 371-18-006		ROW																						
Type System Preservation		UTIL																						
		CONST	2576	644		3220	Continued																	
		TOTAL <i>Funding Source</i>	2576	644		3220																		
			FLEX-STP	WIS																				
Sponsoring Agency WisDOT	STH 26 Pavement Replacement Centerway & Milton Ave (Parker Dr. to Randolph St., 1.83 miles)	PE	Continued				Continued							Continued								5360-01-02/73 Construction obligated in 2014 Construction programmed for CY 2029 Advanceable to CY 2027		
Project 19 371-20-002		ROW																						
Type System Preservation		UTIL																						
		CONST																						
		TOTAL <i>Funding Source</i>																						
			FLEX-STP	WIS																				
Sponsoring Agency WisDOT	Epoxy Pavement Markings SW Region - pavement markings along STH 26 & I-39/90 per annual 2021 Plan	PE																				1009-12-95 Replace worn epoxy pavement markings 61 miles total for region and 13% of that total for Rock County		
Project 20 371-21-006		ROW																						
Type System Preservation		UTIL																						
		CONST	840	210		1050																		
		TOTAL <i>Funding Source</i>	840	210		1050																		
			FLEX-STP	WIS																				

WisDOT Railroad Projects
 TIP Project Listing 2021-2026 (\$1,000)
 Funding shown in year of expenditure; 1.78% inflation added per year
 *Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Sponsoring Agency WisDOT	Delavan Drive City of Janesville, OCR Signal & Gates 392408D	PE																				1009-85-09 Design 2019 Construction 2021		
Project 21 371-19-002		ROW																						
Type System Preservation		UTIL																						
		CONST	181	97		278																		
		TOTAL <i>Funding Source</i>	181	97		278																		
			HSIP	WIS																				
Sponsoring Agency WisDOT	Beloit Avenue City of Janesville, Safety OCR Signal & Gates 392402M	PE																				1009-85-12 Design 2019 Construction 2022		
Project 22 371-19-003		ROW																						
Type System Preservation		UTIL																						
		CONST					149	79		228														
		TOTAL <i>Funding Source</i>					149	79		228														
						HSIP	WIS																	

WisDOT Railroad Projects																							
TIP Project Listing 2021-2026 (\$1,000)																							
Funding shown in year of expenditure; 1.78% inflation added per year																							
*Out-years not programmed in Fiscal Constraint																							
Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency WisDOT	Read Road Town of La Prairie, WSOR Crossing Signal & Gates 392397T	PE		Continue																			
		ROW																					
Project 23 371-19-008		UTIL																					
		CONST					147	80		227													
Type System Preservation		TOTAL					147	80		227													
	Funding Source					HSIP	WIS																
Sponsoring Agency WisDOT	S. La Prairie Town Hall Road Town of La Prairie, UP crossing &38797p RR Ops/Safety/OCR/Signal & Gates	PE																					
		ROW																					
Project 24 371-20-008		UTIL																					
		CONST	cont'd				cont'd				cont'd				cont'd								
Type System Preservation		TOTAL																					
	Funding Source																						

WisDOT Intersection Improvement Projects																							
TIP Project Listing 2021-2026 (\$1,000)																							
Funding shown in year of expenditure; 1.78% inflation added per year																							
*Out-years not programmed in Fiscal Constraint																							
Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency City of Janesville	E. Racine Ave/S. Randall Ave. City of Janesville, Intersection HSIP Signal Improvements	PE																					
		ROW																					
Project 25 371-19-009		UTIL																					
		CONST	277		137	414																	
Type System Preservation		TOTAL	277		137	414																	
	Funding Source	HSIP		CoJ																			
Sponsoring Agency City of Janesville	W. Memorial Drive/N. Washington St. City of Janesville, Intersection HSIP Signal Improvements	PE																					
		ROW																					
Project 26 371-19-010		UTIL																					
		CONST	359		40	399																	
Type System Preservation		TOTAL	359		40	399																	
	Funding Source	HSIP		CoJ																			
Sponsoring Agency City of Janesville	E. Milwaukee St./Randall Ave. City of Janesville, Intersection HSIP Signal Improvements	PE																					
		ROW																					
Project 27 371-19-011		UTIL																					
		CONST	275		31	306		Continue															
Type System Preservation		TOTAL	275		31	306																	
	Funding Source	HSIP		CoJ																			

WisDOT Intersection Improvement Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Sponsoring Agency WisDOT	Five Points Intersection City of Janesville, Intersection Design Improvements (Center Ave./Court St./Milwaukee St./Centerway)	PE	Continued																			5350-02-02/72 HSIP Project Recondition/Widen/Shoulder Conn. Hwy, but State sponsored		
		ROW																						
Project 28 371-20-006		UTIL																						
Type System Preservation		CONST					883	98		981														
		TOTAL				883	98		981															
		Funding Source				HSIP	WIS																	
Sponsoring Agency WisDOT	Center Ave./McKinley St. City of Janesville, USH 51, Street Intersection Design/Pedestrian Refuge	PE	Continued																			5350-02-02/72 HSIP Project Intersection Design/Pedestrian Refuge		
		ROW																						
Project 29 371-20-007		UTIL																						
Type System Preservation		CONST					120	13		133														
		TOTAL				120	13		133															
		Funding Source				HSIP	WIS																	

Transit Projects & Funding

Funding for transit projects in the Janesville MPA is available from federal, local, and state sources. The Janesville urbanized area receives operating and capital assistance under Section 5307 of the Federal Transit Act. Over the four-year programmed TIP period, it is expected that \$5,545,000 in federal operating assistance funds will be available. Section 5307 operating and capital funds are received and distributed by WisDOT to the fourteen eligible urban areas with populations between 50,000 and 200,000.

WisDOT provides transit operating assistance to urbanized areas through Section 85.20 of State Statutes. JTS can recover a portion of its total transit system operating costs through the program. Section 85.20 covers roughly 20% of JTS operating expenses. Remaining transit operating and capital costs are covered by user fees¹ and local assistance².

Major capital projects are typically funded through the FTA's Bus and Bus Facilities Program (Section 5339). Bus replacements can also be funded through the Urban Surface Transportation Program if programmed street projects fall behind schedule. Unlike Section 5307, Section 5339 funds vary in amount and availability year-to-year. Like STP-U funds, Section 5339 funds have a 20% local share, which the City of Janesville pays for through general fund revenues, or bonding.

¹ Operating Revenue

² The City of Janesville's General Fund

WisDOT Intersection Improvement Projects

TIP Project Listing 2021-2026 (\$1,000)

Funding shown in year of expenditure; 1.78% inflation added per year

*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency Janesville Transit System	Janesville Transit System Operations	Operating Assistance	1050	724	951	2725	1069	737	968	2774	1088	750	986	2823	1107	763	1003	2873	Local share of commuter services provided by regional sponsors; 2022-2024 are projected figures with 1.78% inflation factor Fed. Misc. includes CARES Act supplement
		Paratransit		35		35		36		36		36		36		37		37	
		Sponsors			114	114			116	116			118	118			120	120	
		Revenue			321	321			326	326			332	332			338	338	
		Misc.	616			616	616			616				0				0	
TIP ID 371-21-T01		TOTAL	1666	759	1386	3811	1685	773	1411	3868	1088	786	1436	3310	1107	800	1461	3369	
		<i>Funding Source</i>	Sec. 5307	Sec.85.20	CoJ		Sec. 5307	Sec.85.20	CoJ		Sec. 5307	Sec.85.20	CoJ		Sec. 5307	Sec.85.20	CoJ		
Sponsoring Agency Janesville Transit System	Transfer Center Refurbishment & Redesign	PE	100			100												Design & Construction 100% funded through CARES Act allocation. No inflation applied.	
		ROW																	
		UTIL																	
		CONST					1122			1122									
		TOTAL	100			100	1122			1122									
TIP ID 371-20-T03		<i>Funding Source</i>	CARES			CARES													
Sponsoring Agency Janesville Transit System	Electronic Farebox System																	100% funded through CARES Act allocation. No inflation applied	
		TOTAL	400			400													
TIP ID 371-20-T05		<i>Funding Source</i>	CARES																
Sponsoring Agency Janesville Transit System	Replace Passenger Shelters																	100% funded through CARES Act allocation. No inflation applied	
		TOTAL					128			128									
TIP ID 371-20-T06		<i>Funding Source</i>				CARES													
Sponsoring Agency Janesville Transit System	Replacement 4WD Service Vehicle																	100% funded through CARES Act allocation. No inflation applied	
		TOTAL					40			40									
TIP ID 371-20-T07		<i>Funding Source</i>				CARES													
Sponsoring Agency Janesville Transit System	Install Solar Lighting																	100% funded through CARES Act allocation. No inflation applied	
		TOTAL					100			100									
TIP ID 371-20-T08		<i>Funding Source</i>				CARES													

Chapter 5: Illustrative Projects

Illustrative Projects

This section presents unfunded roadway projects that could advance from *illustrative* to *programmed* if funding were available. Roadways needs are far greater than the funding available at federal, state, and local levels. Any federal and state funding codes listed are the suggested or probable funding sources for these projects, and do not represent a funding commitment.

Table 5-1: Federal Funding Codes for Future Projects

Federal Highway Administration (FHWA)	
Congestion Mitigation Air Quality	CMAQ, CM
Surface Transportation Program	STP, SPIBR, STP-D, STPR, STP-S, STP-U, STPG, STPS, RS, F, FBD, STPI
Surface Transportation Block Grant Program	STBG
Highway Safety Improvement Program	HSIP
High Priority Projects	HPP, NHHNH, HPPIB, HPD
Equity Bonus	EB
National Highway Freight Program	NHFP
National Highway System	NHS, NH, NHSTP, NHI
National Recreational Trails	NRT
National Highway Performance Program	NHPP
Discretionary Allocations	ICES, ITS, NCPD, TCSE, ER
Bridge Replacement & Rehabilitation	BR, BH, BR/BH, BRBH, BRM, BHO, BRO, BHF, BRF
Public Land & Forestry Highway Programs	PLH, FH, OMA
Statewide Metropolitan Planning	SPR, PL
Transportation Alternatives	TA
Federal Transit Administration (FTA)	
Metropolitan Transportation Planning Program	Section 5303
Statewide Transportation Planning Program	Section 5304
Urbanized Area Formula Program	Section 5307
Fixed Guideway Capital Investment Grants	Section 5309
Enhanced Mobility of Seniors & Individuals with Disabilities	Section 5310
Formula Grants for Rural Areas	Section 5311
Rural Transportation Assistance Program	Section 5311(b)(3)
State Safety Oversight Program	Section 5329
Bus & Bus Facilities Formula Grant	Section 5339

City of Janesville Projects

Through the TIP Prioritization process (accessible at <https://www.ci.janesville.wi.us/home/showdocument?id=324>), the Janesville Area MPO applied its STP-Urban allocation for the 2020-2025 Program Cycle to the 2024 reconstruction of East Milwaukee Street (Project 5/371-19-004), located in the City of Janesville's downtown.

The City of Janesville will also seek federal funding, either through a future allocation of the STBG-Urban Program or through HSIP for the following safety improvement projects:

- Reconstruction of the W. Court Street Corridor from Pearl Street to the Five Points Intersection.
- Reconstruction of the East Racine Street Corridor from Main Street to the Forest Park Boulevard.
- Reconstruction of the W. Memorial Drive Corridor from N. Oakhill Avenue to N. Washington Street.
- Reconditioning or reconstruction of USH 51 (N. Parker Drive) from Centerway to Janesville city limits.
- Rehabilitation of STH 26 (Milton Avenue) from Randolph Road to Morse Street.

This chapter also presents currently unfunded bicycle/pedestrian transportation project needs. The City of Janesville anticipates applying for TA funding through WisDOT's Transportation Alternatives Program (TAP) within the first four years of the TIP. These projects include the construction of the Fisher Creek Trail on the west side of the City of Janesville, and an off-road trail connection between the Glacial River Trail and the STH 26 overpass.

Rock County Projects

The Rock County Council on Aging may also apply for additional Section 5310 funding for Transit Vehicle Replacements.

Transit Projects

Fixed-route, public transit systems utilize the FTA's Bus & Bus Facilities Program (Section 5339) to purchase and rehabilitate buses and other equipment necessary to maintain public transit systems. Through the CARES Act (2020), JTS is able to fund multiple capital projects in the next four years. The update of the LRTP and the future update of the Transit Development Plan will identify JTS's future capital and operational needs.

Chapter 6: Transportation Projects for the Elderly & Persons with Disabilities

This chapter is specially set aside to list the project submittals from public and private nonprofit transit providers within the Janesville Urbanized Area that intend to pursue federal and/or state funding for the provision of transportation for the elderly and disabled. Project submittals are usually in the form of requests for handicap accessible buses or vans. Projects are listed in **Table 6-1**.

Miscellaneous Services

Currently, there are at least half a dozen public and private organizations that provide transportation to the elderly and disabled in the Janesville Urbanized Area. Van Galder Bus/Coach USA is the only private for-profit organization. The public and private non-profit organizations include the following organizations

- Rock County Health Care Center
- Rock County Council on Aging – Rock County Specialized Transit (RCST)
- Rock County Social Services (Driver Escort Program)
- Lutheran Social Services
- Community Action
- Janesville Transit System
- Aptiv, Inc.

Rock County Specialized Transit & Janesville Transit System

JTS route structure is designed to serve the elderly and users with disabilities. The JTS fleet consists of seventeen buses, fifteen of which operate during peak and off-peak hours over the regular routes. The remaining buses are used to provide peak hour tripper, Beloit-Blackhawk Technical College-Janesville, and evening service. All of the buses are equipped with mobility device lifts or ramps and mobility device tie-down positions. All buses have kneeling devices, which allows JTS to meet U.S. DOT “504” and ADA Regulations. Accessible bus service is provided on all headways

A contract with RCST provides paratransit service that complements the JTS. RCST is a county government agency that provides transportation within the JTS service area as well as the rest of Rock County. JTS provides regular fixed-route service outside the normal operating hours of RCST in the early morning, late afternoon, and on Saturdays. In order to meet the requirements for complementary

paratransit service, RCST provides services during the same time periods. Paratransit service is available during the same hours as fixed-route service, and is available in the JTS service area.

Other Projects
TIP Project Listing 2021-2026 (\$1,000)
Funding shown in year of expenditure; 1.78% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency Rock County Council on Aging	Mobility Management Advocate for & assist transportation of disadvantaged populations																		
		TOTAL	88		22	110													
TIP ID 371-21-ED01		Funding Source	Sec. 5307		RCCOA														
Sponsoring Agency RSVP, Inc. or Rock County	Operating Assistance Mileage reimbursement and transportation software																		
		TOTAL	12		12	12													
TIP ID 371-21-ED02		Funding Source	Sec. 5310		RSVP														
Sponsoring Agency Rock County Council on Aging	Mobility Management Cycling without Age and Wednesday Walks Programs																		
		TOTAL	52		13	65													
TIP ID 371-21-ED03		Funding Source	Sec. 5310		RCCOA														
Sponsoring Agency Forward Service Corporation	Mobility Management & Vehicle Loans WETAP Program																		
		TOTAL	390		98	488													
TIP ID 371-21-ED04		Funding Source	Sec. 5311		FSC														
Sponsoring Agency Forward Service Corporation	Operating Assistance																		
		TOTAL	30		30	60													
TIP ID 371-21-ED05		Funding Source	Sec. 5311		FSC														

Chapter 7: Environmental Justice in the TIP

Chapter Seven intends to fulfill the 1994 Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations. Accompanied by Title VI of the 1964 Civil Rights Act, this order seeks to identify, avoid, and minimize disproportionately harmful or hazardous health and environmental effects on low-income and minority populations. More specifically, the U.S. DOT and FHWA identify three fundamental environmental principles:

- 1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social economic effects, on minority populations and low-income populations.
- 2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- 3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The target populations are defined as follows:

- A minority individual is defined as one who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander.
- A low-income individual is one whose household income is at or below the poverty guidelines set by the Department of Health and Human Services (DHHS) for a specific region.

Figures 3 and 4 illustrate the census block groups with higher-than-average low-income or minority populations. The most recent data set for poverty and race data available at the block group level is from the U.S. Census Bureau's 2014-2018 American Community Survey (ACS) five-year estimates. For the purpose of this analysis, the MPO considers a census block group to contain an above average low-income population if more than 25% of households have an average household income below the poverty line. The poverty line calculated by the Federal government for Rock County for a four-person family in 2018 is \$26,200.

For the purpose of this analysis, the MPO considers a census block group to contain an above average minority population if more than 11% of the population belongs to a racial or ethnic minority. The 2014-2018 American Community Survey estimated that 11% of Rock County's population belongs to a racial or ethnic minority in 2018.

Roadway Projects & Low Income/Minority Populations

Roadway projects affecting census block groups with higher than average minority and low-income populations are shown in **Figure 3**. The following projects in **Figure 3** are within or along the boundary of census block groups with higher than average minority population and/or low-income population:

- W. Milwaukee Street Reconstruction – Project 1 (371-17-001)
- E. Milwaukee Street Reconstruction – Project 5 (371-19-004)

- **Black Bridge Road Reconstruction** – *Project 6 (371-21-001)*
- **W. Court Street Resurfacing & HSIP Safety Conversion/Signal Improvements** – *Projects 7 & 8 (371-21-003)*
- **GOEX Corporation TEA Grant** – *Project 9 (371-20-005)*
- **CTH E Bridge Replacement** – *Project 10 (371-19-001)*
- **Interstate Reconstruction: South Segment** – *Project 16 (371-11-12)*
- **Interstate Reconstruction: Middle Segment** – *Project 17 (371-11-13)*
- **USH 51 Pavement Replacement** – *Project 17 (371-18-004)*
- **STH 26 Pavement Replacement** – *Project 19 (371-20-002)*
- **Delevan Drive RR Signal & Gates** – *Project 21 (371-19-002)*
- **Beloit Avenue RR Signal & Gates** – *Project 22 (371-19-003)*
- **E. Racine Avenue/S. Randall Avenue Intersection Signal Improvements** – *Project 25 (371-19-009)*
- **W. Memorial Drive/N. Washington Street Intersection Improvements** – *Project 26 (371-19-010)*
- **Five Points Intersection Design Improvements** – *Project 28 (371-20-006)*
- **Center Avenue/McKinley Street Intersection Design & Pedestrian Refuge** - *Project 29 (371-20-007)*

The reconstruction and expansion of Interstate 39/90 has the potential to negatively affect low-income and minority populations. Minority and low-income populations live near I-39/90 south of the STH 26 interchange, near the Racine Avenue interchange, and north of the East Milwaukee Street underpass. Project impacts were evaluated in greater detail and addressed in the project's environmental assessment.

All other projects are reconstruction projects (without expansion), railroad crossing improvements, or intersection improvements that are expected to improve the quality and safety of the existing road system with minimal impacts to minority and low-income populations.

Transportation Alternatives Projects & Low Income/Minority Populations

The existing and planned transportation alternative projects are well dispersed throughout the MPA, as shown in [Figure 4](#). The majority of environmental justice target areas are located within a mile of an existing or planned bike/pedestrian trail. Additionally, the reconstruction and expansion of bicycle and pedestrian infrastructure in Downtown Janesville will provide expanded transportation and recreational options for minority and low-income populations, which are fairly concentrated near Janesville's downtown.

TIP Projects & Direct and Indirect Impacts on Low Income/Minority Populations

The projects listed in the Janesville Area 2021-2026 TIP, together with other public and privately funded transportation improvements and services provided in the Janesville urbanized area, do not impose disproportionately high and adverse impacts on minority and/or low-income populations. Furthermore, the benefits of the transportation services and improvements proposed are reasonably distributed to serve the mobility and accessibility needs of all population groups within the MPA. These statements are based on the analysis of proposed projects, their locations, and impacts on both low-income and minority populations as summarized in this chapter.

Public Involvement of Low Income/Minority Populations

Steps taken to involve low-income and minority populations in the creation of the TIP can be found in [Chapter Nine](#) of this document.

Legend

- MPO Boundary
- Water

- Street and Road Project ID
- Railroad Crossing Project ID
- Bridge Reconstruction Project ID

Households Under Poverty Line

- Less than 25%
- Between 25% and 40%
- Greater than 40%

Percent Minority

- Less Than 11%
- Between 11% and 25%
- Greater than 25%

The poverty line for a 4-person family in Rock County is defined by the Federal Government to be \$26,200 in 2019. 2014-2018 ACS census block group race and income data were used.

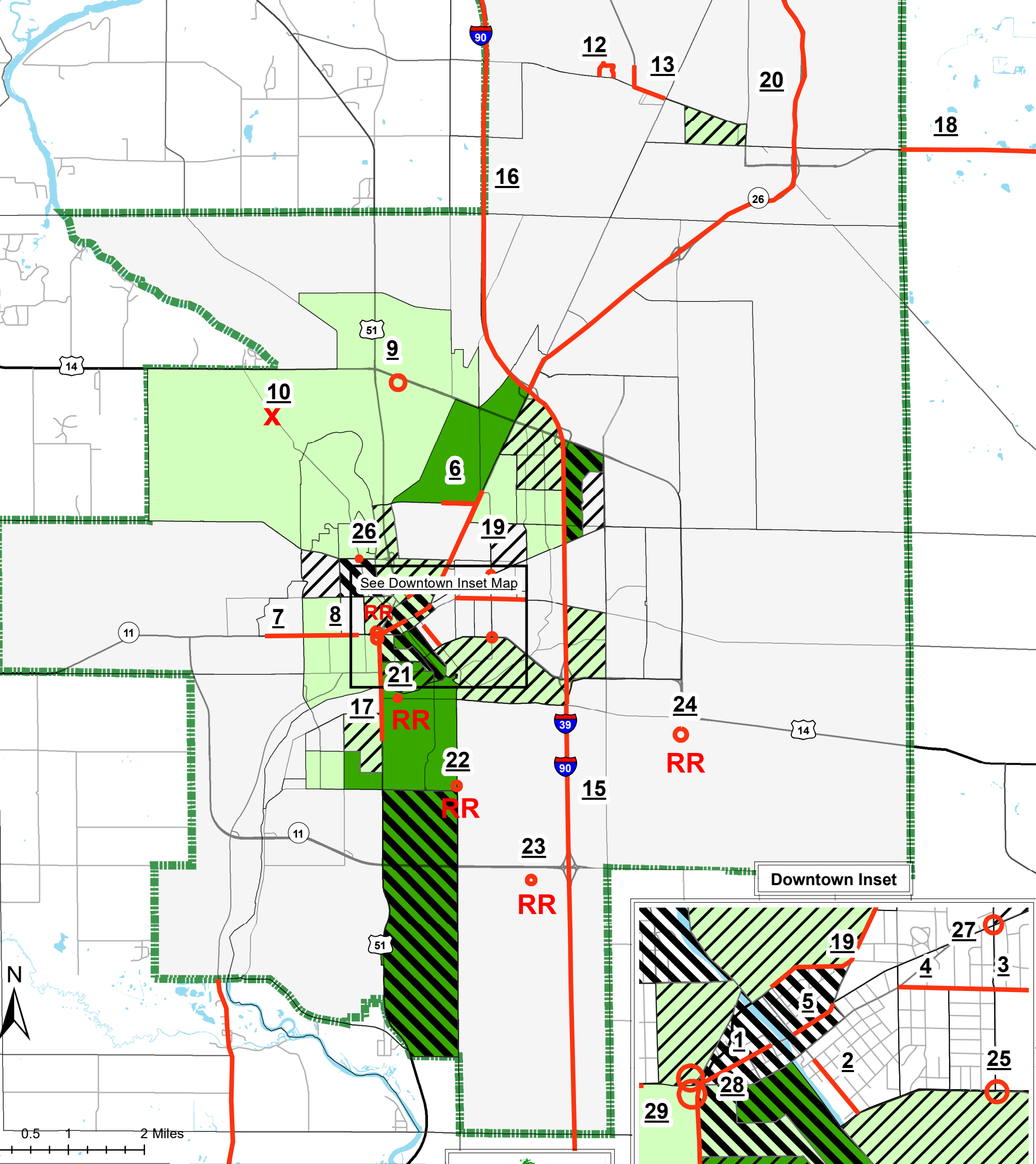
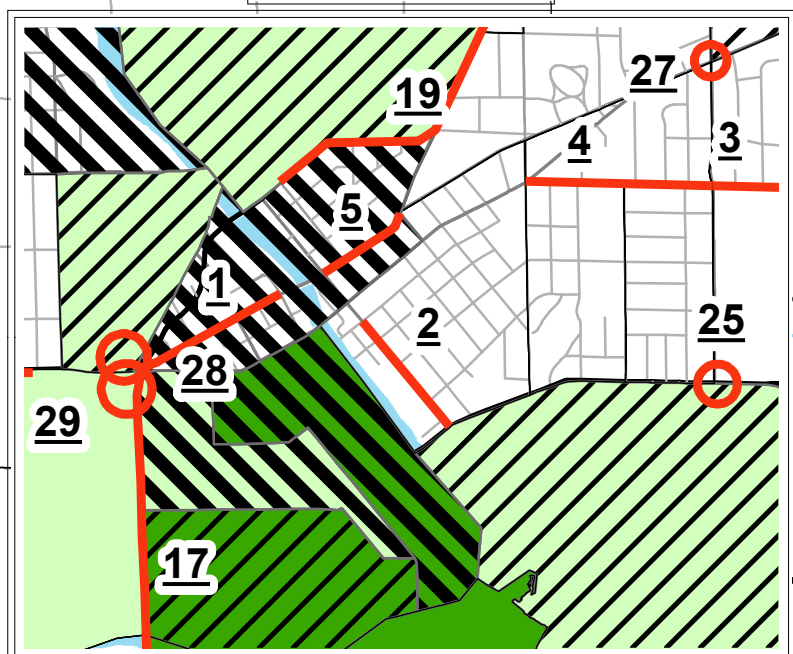


Figure 3

Janesville Area MPO Transportation Improvement Program 2021-2026



Legend

- MPO Boundary
- Water
- Existing Off-Road Trails
- Planned Off-Road Trails

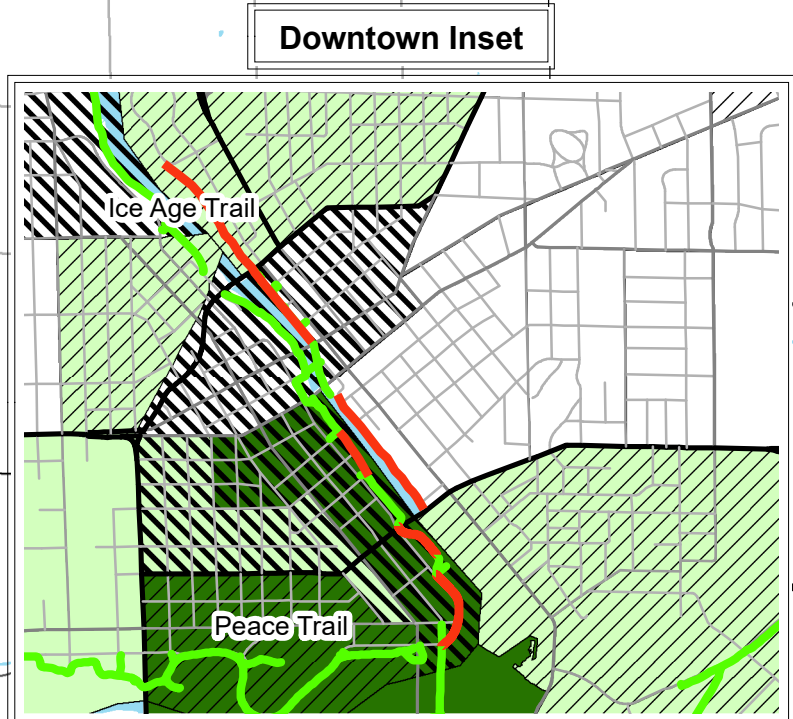
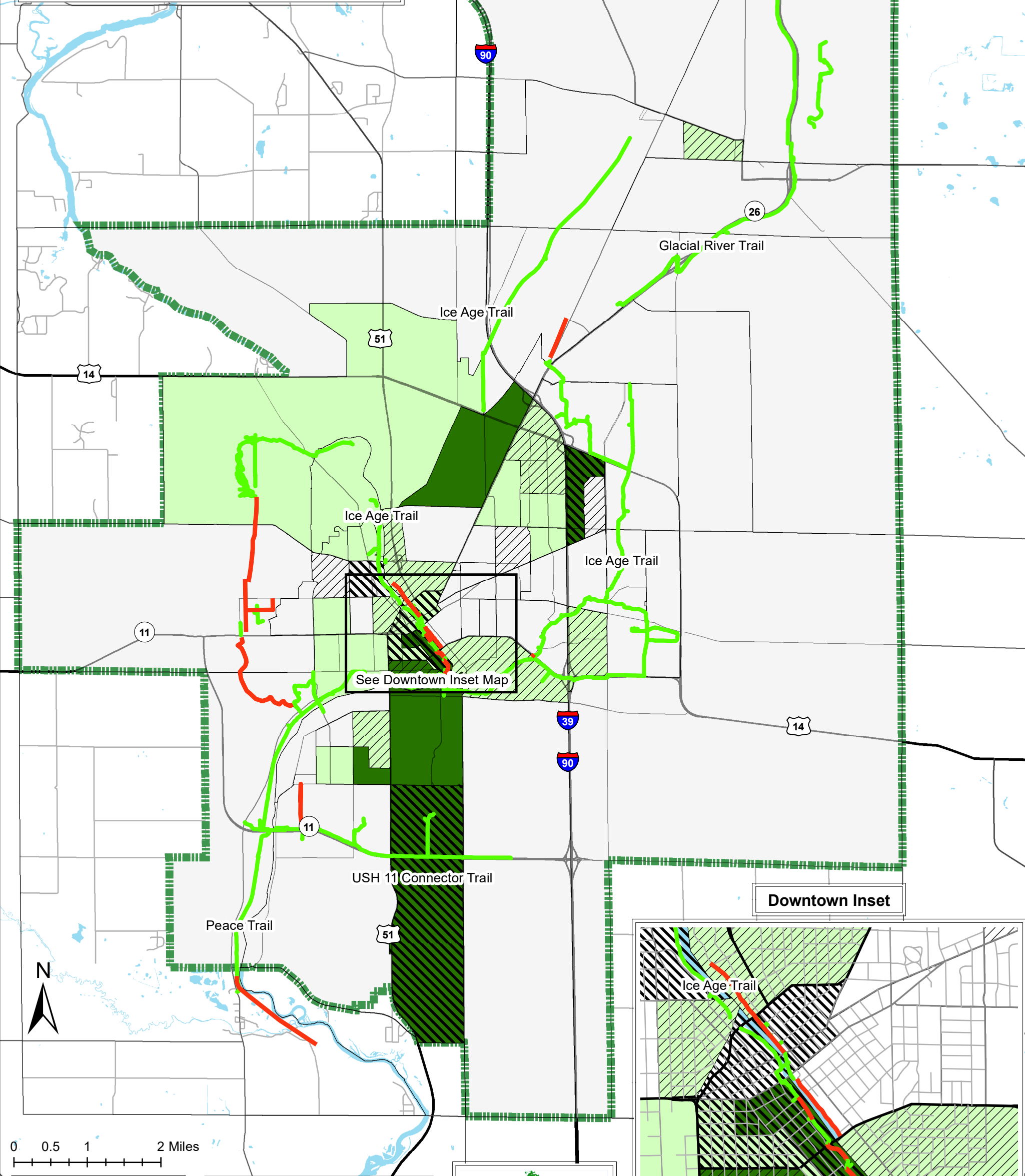
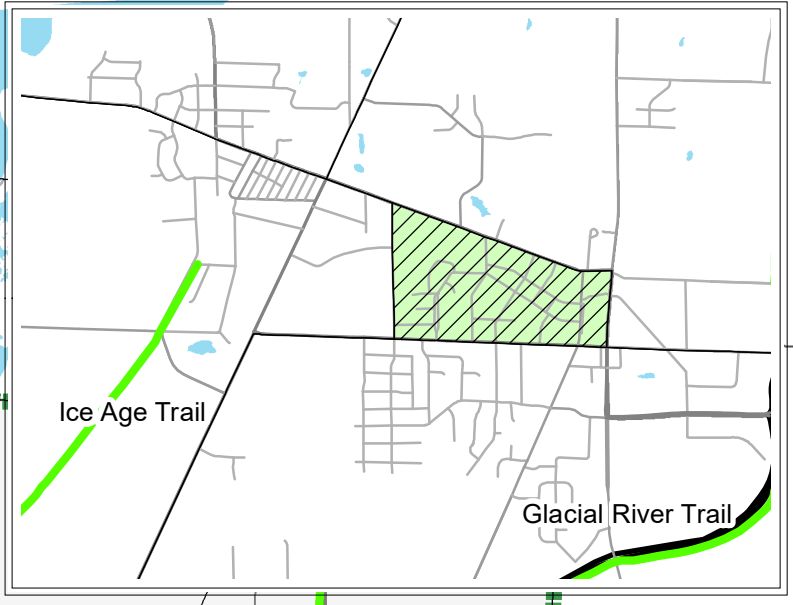
Households Under Poverty Line

- Less than 25%
- Between 25% and 40%
- Greater than 40%

Percent Minority

- Less Than 11%
- Between 11% and 25%
- Greater than 25%

The poverty line for a 4-person family in Rock County is defined by the Federal Government to be \$26,200 in 2019. 2014-2018 ACS census block group race and income data were used.



0 0.5 1 2 Miles

Figure 4

Janesville Area MPO Transportation Improvement Program 2021-2026



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Chapter 8: Financial Plan

Federal guidelines mandate that the TIP include a financial plan illustrating how the approved program can be implemented, identifying resources reasonably expected to be available to implement the programmed projects within the TIP, and recommending any additional strategies for financing projects.

Per 23 U.S.C. 101(a)(5) and Title U.S.C. Chapter 53, the TIP’s financial plan must contain system-level cost and revenue estimates and sources expected to be available to adequately operate and maintain Federal-aid highways and public transportation within the Janesville Metropolitan Planning Area.

Additionally, revenue and cost estimates for the TIP must use an inflation rate to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively between the State of Wisconsin, public transit operators, and MPOs. Janesville Area MPO staff utilized an inflation rate of 1.78% to determine “year of expenditure dollars” per WisDOT guidance.

The 2021-2026 TIP is fiscally constrained by funding sources. Funding sources include federal, state, and local financial resources. The Janesville Area MPO recognizes that in the event of federal, state, and local funding changes, amendments, or revisions, it will need to reflect the change in project funds within the 2021 TIP.

Table 8-1. Summary of Expenditures & Federal Surface Transportation Aid, 2021-2024 (\$1,000)

	2021		2022		2023		2024	
	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars
NHPP	-	-	-	-	\$12,443	\$8,964	-	-
STBG-U	\$5,148	\$1,361	-	-	-	-	\$5,540	\$2,224
FLEX-STP	\$4,270	\$3,416	-	-	-	-	-	-
HSIP	\$1,397	\$1,092	\$1,569	\$1,541	-	-	-	\$3,266
TOTAL	\$10,815	\$5,869	\$1,569	\$1,541	\$12,443	\$8,964	\$9,455	\$5,490

As Section 5307 annual apportionment is the only guaranteed source of transit funds on an annual basis, JTS actively seeks discretionary funding from a variety of state and federal funding sources. Because of the inherent uncertainty as to whether or not additional funding will be available, this TIP will likely be revised if project funding is reduced or delayed.

Federal and state funding account for the vast majority of all capital purchases. **Table 8-2** outlines the general funding sources available to JTS, the Rock County Council on Aging, Aptiv Inc., and Forward Service Corporation in the 2021TIP:

Table 8-2. Summary of Mass Transportation Costs & Federal Aid, 2021-2024 (\$1,000)

	2021		2022		2023		2024	
	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars
Sec. 5307	\$3,921	\$1,754	\$3,868	\$1,685	\$3,310	\$1,088	\$3,369	\$1,107
Sec. 5310	\$77	\$64	-	-	-	-	-	-
Sec. 5311	\$548	\$420						
CARES	\$500	\$500	\$1,390	\$1,390	-	-	-	-
Total	\$5,046	\$2,738	\$5,258	\$3,075	\$3,310	\$1,088	\$3,369	\$1,107

It is important to note that any costs associate with providing street Maintenance & Operations (O&M) activities are funded entirely by the local operating budgets of the various jurisdictions within the Janesville MPA. These O&M funds are completely separate from the capital improvement funds provided for in the TIP and do not affect the cost estimates and corresponding fiscal constraints shown in this document.

Table 8-3 illustrates O&M costs for each municipality in the Janesville Area MPO, in total and along the Federal-Aid Highway System (FAHS). Per WisDOT and FHWA guidance, expenditure levels on the FAHS rise with the rate of inflation for expenditures (1.78%). **Table 8-4** demonstrates projected O&M costs for years 2018-2024.

Table 8-3: Municipal O&M Expenditures on FAHS, 2018

Municipality	FAHS Miles*	Total Miles	Percentage FAHS Routes	Total Roadway O&M	O&M on FAHS
C Janesville	75.8	333.8	22.7%	\$9,412	\$2,137
C Milton	8.4	33.0	25.6%	\$1,144	\$293
Rock County	46.4	212.1	21.9%	\$10,393	\$2,273
T Harmony	9.2	48.8	18.9%	\$284	\$54
T Janesville	3.1	51.2	6.1%	\$191	\$12
T La Prairie	4.6	43.4	10.6%	\$297	\$31
T Milton	9.7	52.1	18.6%	\$211	\$39
T Rock	8.4	50.9	16.4%	\$350	\$57
Total	171.2	824.0	22.0%	\$22,282	\$4,895

Source: WISLR 2019 and Wisconsin Department of Revenue, 2020

*For Rock County and reported Townships, only FAHS mileage within the MPA is considered.

Table 8-4: Projected O&M Expenditures on FAHS

Municipality	2018	2019	2020	2021	2022	2023	2024
C Janesville	\$2,137	\$2,175	\$2,214	\$2,253	\$2,293	\$2,334	\$2,375
C Milton	\$293	\$298	\$303	\$308	\$314	\$320	\$325
Rock County	\$2,273	\$2,313	\$2,354	\$2,396	\$2,439	\$2,482	\$2,526
T Harmony	\$54	\$55	\$56	\$57	\$58	\$59	\$60
T Janesville	\$12	\$12	\$12	\$12	\$12	\$13	\$13
T La Prairie	\$31	\$32	\$33	\$33	\$34	\$34	\$35
T Milton	\$39	\$40	\$40	\$41	\$42	\$43	\$43
T Rock	\$57	\$58	\$59	\$60	\$61	\$63	\$64
Total	\$4,895	\$4,982	\$5,071	\$5,161	\$5,253	\$5,347	\$5,442

Source: Wisconsin Department of Revenue, 2020
1.78% Inflation Applied

Table 8-5 demonstrates the availability of adequate revenue sources to maintain and operate the FAHS in the Janesville Area MPA.

Table 8-5: Projected Local Revenues

Municipality	2018	2019	2020	2021	2022	2023	2024
C Janesville	\$22,624	\$23,076	\$23,539	\$24,009	\$24,489	\$24,979	\$25,479
C Milton	\$2,230	\$2,275	\$2,320	\$2,366	\$2,414	\$2,462	\$2,511
Rock County	\$21,180	\$21,603	\$22,035	\$22,476	\$22,926	\$23,384	\$23,852
T Harmony	\$120	\$122	\$125	\$127	\$130	\$132	\$135
T Janesville	\$55	\$56	\$57	\$58	\$60	\$61	\$62
T La Prairie	\$50	\$51	\$53	\$53	\$55	\$56	\$57
T Milton	\$187	\$191	\$195	\$199	\$203	\$207	\$211
T Rock	\$117	\$120	\$122	\$125	\$127	\$130	\$132
Total	\$46,564	\$47,495	\$48,445	\$49,414	\$50,402	\$51,410	\$52,438

Source: Wisconsin Department of Revenue, 2020
2.0% Inflation applied

Table 8-6 demonstrates adequate revenue expected to carry out programmed projects within the TIP. Per WisDOT and FHWA guidance, funding levels rise with the rate of inflation for revenues (2.0%).

Table 8-6. Forecasted Federal & State Revenues in the Janesville MPA (\$1,000)

Funding Source	2021	2022	2023	2024
General Transportation Aids to Municipalities*	\$5,433	\$5,541	\$5,652	\$5,765
Connecting Highway Aids to Municipalities*	\$399	\$407	\$415	\$424
LRIP	\$869	-	\$156	-
FTA 5307 Program	\$1,666	\$1,685	\$1,088	\$1,107
FTA 5310 Program	\$88	-	-	-
FTA 5311 Program				
WisDOT Transit Operating Assistance	\$759	\$773	\$786	\$800
Federal Safety Programs (State & Federal)	\$1,092	\$1,541	\$2,890	\$3,266
STBG-Urban	\$1,361	-	-	\$2,224
Local Bridges Program	\$706	-	-	-
Major Projects (State & Federal)	-	-	\$11,204	-
STH O&M & Rehab (State & Federal)	\$4,270	-	-	-
Transit Revenues	\$321	\$326	\$332	\$338
CARES Act**	\$500	\$1,390	-	-
TEA	\$251	-	-	-
Total	\$17,715	\$11,663	\$22,523	\$13,924

Source: Wisconsin Department of Revenue, 2014-2018 municipal budget reports

*2% inflation rate applied to General Transportation and Connecting Highway Aids to Municipalities

**Capital Expenditures only

Table 8-7 demonstrates the ability of available funding sources to implement the projects programmed in the TIP. Programmed expenditures in the TIP have been compared to the funding estimated to be available from federal, state, and local resources. Included are federal highway and federal transit funding sources. The MPO was only given estimated available funding levels for the FHWA STBG-Urban program. In the event of over-programming of funds, technical advisory committees at the state and local levels will work to resolve the discrepancy. This may involve the use of alternative funding sources from federal or state funds, or reprogramming projects to alternate years when funding will be available.

Table 8-7: Janesville Area MPO Fiscal Constraint

Funding Summary for 2021-2026 TIP (\$1,000)

Fiscally Constrained 2021-2024

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2021	2022	2023	2024	TOTAL	2021	2022	2023	2024	TOTAL
Federal Highway Administration	National Highway Performance Program (NHPP)	-	-	\$8,964	-	\$8,964	-	-	\$8,964	-	\$8,964
	Surface Transportation Program – Urban (STBG-Urban)	\$1,361	-	-	\$2,224	\$3,585	\$1,361	-	-	\$2,224	\$3,585
	Surface Transportation Program – Flexible (FLEX-STP)	\$3,416	-	-	-	\$3,416	\$3,416	-	-	-	\$3,416
	Highway Safety Improvement Program (HSIP)	\$1,092	\$1,541	\$2,890	\$3,266	\$5,899	\$1,092	\$1,541	\$2,890	\$3,266	\$5,899
	TOTAL	\$5,869	\$1,541	\$8,964	\$5,490	\$21,864	\$5,869	\$1,541	\$8,964	\$5,490	\$21,864
Federal Transit Administration	Sec. 5307 – Operating or Capital Assistance (Urban)	\$1,754	\$1,685	\$1,088	\$1,107	\$5,545	\$1,754	\$1,685	\$1,088	\$1,107	\$5,545
	Section 5310 – Capital Assistance Program for Elderly & Disabled Riders	\$64	-	-	-	\$64	\$64	-	-	-	\$64
	Section 5311 – Rural Area Formula Grant Funds	\$420	-	-	-	\$420	\$420	-	-	-	\$420
	CARES Act Supplement (2020) – Capital Expenditures	\$500	\$1,390	-	-	\$1,890	\$500	\$1,390	-	-	\$1,890
	TOTAL	\$2,737	\$3,075	\$1,088	\$1,107	\$8,007	\$2,737	\$3,075	\$1,088	\$1,107	\$8,007

Chapter 9: Public Participation in the TIP

The TIP is prepared through a cooperative effort by the MPO, WisDOT, transit operators, and the local agencies that implement transportation projects. This document is based off of the Janesville Area MPO's 2015-2050 Long Range Transportation Plan. Public involvement procedures for the TIP are described below. Detailed procedures are also outlined in the Janesville Area MPO's Public Participation Plan (2020).

WisDOT relied on the public involvement process conducted by the MPO in the development of the TIP to satisfy the FTA program and planning requirements, as established for the Section 5307/5309 programs.

TIP Development Process

Stage One – Requests for Projects

Requests for project to be included in the TIP are solicited from all units of government in the Janesville Planning Area (Cities of Janesville and Milton, Rock County, and the Townships of Harmony, Janesville, La Prairie, Rock, and Milton), as well as the State of Wisconsin. Public and private transportation providers, including those that provide transportation to elderly and disabled populations, are also eligible to submit capital acquisition projects. Inclusion of projects in the TIP is based on funding availability and compliance with short and long-range plans for the MPA.

The submittals initiate the public involvement process and provide opportunity for input into the TIP.

A legal notice is printed in the local newspaper announcing the development of the TIP to the general public. Individuals are afforded the opportunity to contact the MPO to learn more about the TIP and provide any comments on the process.

The MPO will document all public comments prior to the development of the TIP.

Stage Two – Draft TIP Review

MPO staff develops the draft TIP after receiving project proposals to be included in the document. The TIP summarized highway, public transportation, and other modes of public transportation projects, including capital acquisition, that are scheduled over the next six years.

- The draft TIP is sent to all members of the MPO Technical Advisory Committee (TAC) plus all other transportation providers (both public and private) in the MPA.
- The MPO TAC meets to discuss the projects that have been included in the draft TIP. Additions or deletions to this the list are suggested at this time. The general public is invited to attend this open meeting with a notice published in the local newspaper that serves the MPA.

- Copies of the draft TIP are available for public review at the local libraries, JTS, and the MPO office at City Hall (i.e., the City of Janesville Public Works Department). The draft TIP is posted on the MPO webpage. Oral and written comments regarding the draft TIP are taken by the MPO and documented prior to the development of the final TIP.

Stage Three – Final TIP Distribution

The MPO submits the final TIP to FHWA, FTA, WisDOT, and other local levels of government in the MPO planning area after no further significant changes are made to the draft TIP. The MPO Policy Board determined final approval of the TIP.

- Any significant additions or deletions to the TIP require a further review and public comment period. The shifting of projects between years within the TIP does not dictate additional public review and comment. Major amendments to the TIP are published in the local newspaper serving the MPA.
- Copies of the final TIP are available for public review at the local libraries and also at the MPO office at City Hall (Public Works Department). The final TIP is posted on the MPO webpage.

The MPO will, if requested by a number of organizations and individuals, hold a separate public information meeting or public hearing to present an overview of the TIP. Individuals would have the opportunity to speak with MPO staff and make any comments concerning the program. Individuals may make oral comments, provide written comments, or contact MPO staff at the appropriate address.

The site for a meeting or hearing will be of adequate size for the audience, accessible to persons with disabilities, located on or convenient to public transportation routes, and provide adequate parking. A time would be chosen so that a maximum number of people could attend. Meetings will be scheduled so that persons who must rely on public or specialized transit can attend and still return home during the hours of operation of those systems, and also accommodate those persons who work both during the day and in the evening. A sign language interpreter for hearing impaired persons will be provided upon request or when the nature of the meeting is such that attendance by hearing impaired persons is anticipated. Staff will provide assistance in describing exhibits or providing information in alternative formats upon request by visually impaired persons or those with other disabilities.

Public Notice

Stage One

Public notice of TIP development was published in the Janesville Gazette on August 24, 2020. The notice stated that upon completion of the draft TIP another public notice would be published stating where the document could be reviewed for general public comment.

Stage 2

Public notice of draft TIP review by the TAC was published in the Janesville Gazette on October 13, 2020. Public notice of the TIP review and approval by the Policy Board was published in the Janesville Gazette on November 2, 2020.

Final copies of the TIP may be obtained at the Public Works Department, located at Janesville City Hall, or on the City of Janesville's MPO webpage: <http://www.ci.janesville.wi.us/government/departments-divisions/public-works/planning-services/metropolitan-planning-organization-mpo/mpo-document-library/transportation-improvement>.

Public Comment

The MPO received no public comments on the 2021-2026 TIP.

Submit comments to:

Janesville Area MPO – Planning Division

18 N Jackson Street

Janesville, WI 53545

Phone: (608) 755-3095

Email: browna@ci.janesville.wi.us

Appendix A: Comments from Transportation Providers

When drafting the 2021-2026 Transportation Improvement Program, MPO Staff contacted the following private transportation providers:

- *Riteway Bus Service, Inc.*
2021 Storres Lake Road
Milton, WI 53563
- *Van Galder Bus Company*
715 S Pearl Street
Janesville, WI 53545
- *Call Me a Cab*
410 Bluff Street
Beloit, WI 53511
- *Brown Cab Services, Inc.*
P.O. Box 66
Fort Atkinson, WI 53538
- *Mr. Enterprise Taxi*
P.O. Box 1224
Janesville, WI 53547
- *Park City Taxi*
1605 E Memorial Drive
Janesville, WI 53545
- *You Buy We Fly, LLC*
2019 Wisconsin Avenue
Beloit, WI 53511
- *Lavigne Bus Company*
N3019 US Highway 12
Fort Atkinson, WI 53538
- *D.R. Medical Rides*
211 Kings Lynn Road
Stoughton, WI 53589
- *Flying AJ's Taxi Service LLC*
717 Newfield Drive
Beloit, WI 53511
- *RediRide LLC*
2806 Brooks Ridge Drive
Sun Prairie, WI 53590
- *DAV Transportation Network*
1255 N Fremont Street
Janesville, WI 53545
- *Park City Taxi*
5402 N Newville Road
Milton, WI 53563

The following public and private not-for-profit transportation providers were also contacted during the process of drafting the 2021 TIP:

- *Rock County Council on Aging*
3530 N Parker Drive
Janesville, WI 53545
- *Rock County Health Care Center – Rock Haven*
N Highway 51
Janesville, WI 53545
- *Lutheran Social Services*
612 N Randall Avenue
Janesville, WI 53545
- *Forward Service Corporation*
20 Eclipse Center
Beloit, WI 53511
- *Janesville Transit System*
101 Black Bridge Road
Janesville, WI 53545
- *Kandu Industries*
1741 Adel Street
Janesville, WI 53546
- *Catholic Charities*
2020 E Milwaukee Street
Suite 9
Janesville, WI 53545
- *APTIV, Inc.*
1107 Barberry Drive
Janesville, WI 53545
- *RSVP*
2433 Riverside Drive
Beloit, WI 53511

Appendix B: Janesville Area MPO Self-Certification in Accordance with 23 CFR 450.336(a)

Annual MPO Certification Self-Certification Language

In accordance with 23 CFR 450.334(a) the Janesville Area MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with applicable requirements of:

1. 23 USC 134 and 49 USC 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs, or activities receiving Federal financial assistance;
8. Section 324 of Title 23, USC regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Date: _____

By: _____
(Chair, MPO Policy Board)

Appendix C: Private Enterprise Participation Process

Overview

The Janesville Area Metropolitan Planning Organization (MPO) has developed a process for the inclusion of private providers of transportation services into all phases of transportation planning and programming in the Janesville Urbanized Area. This process was developed in response to the FTA's guidance on documentation of private enterprise participation in Urban Mass Transportation Programs, published in the Federal Register on January 24, 1986. This policy states that:

"The City of Janesville will encourage the provision of adequate privately owned and paratransit transportation services."

Description of the Private Section Involvement Process

Participation in Wisconsin Department of Transportation Privatization Study: With assistance from Rock County, the Janesville Area MPO will maintain an inventory of all private transportation providers in the Janesville Urbanized Area. MPO staff will notify private operators of all TAC and Policy Board meetings at which transit items are to be discussed. Private operators will also be notified of public hearings and plans which involve the establishment of new transit services or the expansion of existing transit services. Staff will ask private operators to participate in the evaluation of these services at MPO TAC and Policy Board meetings.

Janesville Area MPO staff will notify private operators of plans for new and/or restructured services as part of the annual Transportation Improvement Program (TIP) update. With the notification, private providers will be made aware of where they can obtain a copy of the TIP.

If a private provider indicates an interest (in writing) in providing a new or restructured service, MPO staff will work with the Janesville Transit System (JTS) to see that specifications for the service are provided to the private operator. The private operator will be asked to submit a proposal. The proposals will be evaluated based on criteria which is developed and made available to the private provider early in the process.

Janesville Area MPO staff provides technical assistance and public information to individuals and organizations that request it. This includes private transportation providers that may request information or assistance with projects related to transit planning and programming.

New & Restructured Services

None

Private Sector Capital Investment Strategies

There are no private-public investments contained in the 2021-2026 Transportation Improvement Program.

Complaint Disposition Process

This process refers specifically to the FTA's Private Sector Participation Policy as set forth on October 22, 1984, and January 24, 1986. The purpose of this complaint disposition process is to set forth the formal procedures that will be used to resolve disputes between a private transportation provider and public agency. The intent of this process is to develop a procedure that will be used to resolve disputes between a private transportation provider and a public agency. The intent of this process is to develop a procedure that will be followed where other established procedures are delineated in contracts and bid documents will be used to resolve disputes in these areas. Where these procedures are not applicable, the following process will be employed:

- 1) The complainant requests the appropriate public agency (JTS) to review the complaint. The public agency (JTS) responds within 30 days. The complainant, if not satisfied, can request a meeting with agency representatives. The administrator overseeing the agency (e.g., the Director of Neighborhood and Community Services in the case of JTS) issues a determination within 60 days.
- 2) If the complaint is not resolved, the private provider can file a formal complaint with the Janesville Area Metropolitan Planning Organization's Technical Advisory Committee. The committee or its designee reviews the complaint and issues a determination within sixty days from receipt of the complaint. The criteria used to evaluate the complaint will be developed on a case-by-case basis.

Appendix D: Public Notices

PUBLIC NOTICE

The Janesville Area MPO is now in the development stage of the 2021-2026 Transportation Improvement Program (TIP). The TIP is an annual report that identifies and schedules major highway improvements, public transit projects, and bicycle/pedestrian projects over a six-year period. Units of government surrounding Janesville, agencies involved in transportation planning, and local private providers of transportation are requested to submit a list and description of projects for inclusion in the TIP. Transportation projects that propose to use federal or state funds must be included in the TIP to receive project approval. Upon completion of the draft TIP, another public notice will be published stating where the document can be reviewed, and a public meeting will be scheduled. Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects requirements for transit. Any questions related to the preparation and content of the TIP should be directed to the City of Janesville Planning Division TELEPHONE: (608) 755-3095 or EMAIL: browna@ci.janesville.wi.us.

Publish: August 24 and August 31, 2020

PUBLIC NOTICE

TBA

PUBLIC NOTICE

TBA

Appendix E: Resolution 2020-05

A Resolution Adopting the 2021-2026 Transportation Improvement Program for the Janesville Metropolitan Planning Area (MPA)

WHEREAS, the Janesville Area Metropolitan Planning Organization (MPO) Policy Board is recognized by the Governor of Wisconsin, the Federal Highway Administration, and the Federal Transit Administration as the urban transportation planning policy board with responsibility for carrying out the urban transportation planning process in accordance with federal regulations; and

WHEREAS, the FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016; and the FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016; and

WHEREAS, the Janesville Area MPO and the Janesville Transit System have elected to opt-in to the State of Wisconsin's Transit Asset Management Plan; and

WHEREAS, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2020 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

WHEREAS, MPOs must annually establish calendar year targets for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) or commit to quantifiable HSIP target(s) for the metropolitan planning area; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization adopts the 2021-2026 Transportation Improvement Program (TIP) for the Janesville adjusted urbanized area as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System Transit Development Plan of 2018; and

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1965, and the Title VI assurance executed by the State of Wisconsin under 23 USC 140 and 29 USC 794, sections 1101(b) of the Fixing America's Surface Transportation Act (PL 112-141), and all applicable MAP-21 and ADA requirements are met; and

BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization agrees to plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2021 HSIP targets; and

BE IT FURTHER RESOLVED, that the Janesville Are Metropolitan Planning Organization agrees to plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2021 TAM targets;

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves the 2021-2026 Transportation Improvement Program.

Adopted: _____

Approved: _____
TBD, MPO Policy Board Chair

Attest: _____
Duane Cherek, MPO Director

RESOLUTION 2021-01

A Resolution Endorsing Amendments to the 2021-2026 Transportation Improvement Program for the Janesville Metropolitan Planning Area

WHEREAS, the Janesville Area Metropolitan Planning Organization Policy Board is recognized by the Governor of Wisconsin, the Federal Highway Administration and the Federal Transit Administration as the urban transportation planning policy body with responsibility for carrying out the urban transportation planning process in accordance with federal regulations.

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following amendments to the 2020-2025 Transportation Improvement Program (TIP) for the Janesville urbanized area as adopted on November 9, 2020, as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System (JTS) Transit Development Plan of 2017:


- *Highway Safety Improvement Program (HSIP) funding for the safety conversion of the W. Court Street Corridor from N. Pearl Street to Waveland Road in the City of Janesville;*
- *HSIP funding for intersection safety improvements along the W. Court Street Corridor at the intersection of three cross streets: N. Crosby Avenue, N. Arch Street, and N. Pearl Street;*
- *FTA Section 5310 Operating Assistance funding to the Retired & Senior Volunteer Program of Rock County, Inc. for volunteer driver reimbursement and transportation software;*
- *FTA Section 5310 Mobility Management funding to the Rock County Council on Aging for the "Cycling Without Age" pilot program and the "Wednesday Walks Program," and*
- *FTA Section 5311 Rural Area Formula Grant funding to Forward Service Corporation for operational assistance, mobility management, and vehicle loans for its operations in Rock County and across the State of Wisconsin.*

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Moving Ahead for Progress in the 21st Century Act (MAP – 21) (P.L. 112-141), and all applicable FAST Act and ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves these amendments to the 2021-2026 Transportation Improvement Program.

ADOPTED: March 8, 2021

APPROVED:


Chair, MPO Policy Board

ATTEST:


Duane Cherek, Planning Director/ MPO Director

RESOLUTION 2021-02

A Resolution Endorsing an Amendment to the 2021-2026 Transportation Improvement Program for the Janesville Metropolitan Planning Area

WHEREAS, the Janesville Area Metropolitan Planning Organization Policy Board is recognized by the Governor of Wisconsin, the Federal Highway Administration and the Federal Transit Administration as the urban transportation planning policy body with responsibility for carrying out the urban transportation planning process in accordance with federal regulations.

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following amendment to the 2021-2026 Transportation Improvement Program (TIP) for the Janesville urbanized area as adopted on November 9, 2020, as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System (JTS) Transit Development Plan of 2017:

- *Incorporation of Public Transit Agency Safety Plan (PTASP) targets as detailed in the 2020 Janesville Transit System PTASP.*

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Moving Ahead for Progress in the 21st Century Act (MAP - 21) (P.L. 112-141), and all applicable FAST Act and ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves these amendments to the 2021-2026 Transportation Improvement Program.

ADOPTED: May 10, 2021

APPROVED:


Chair, MPO Policy Board

ATTEST:


Duane Cherek, Planning Director/ MPO Director



October 25, 2021

TO: Janesville Area MPO Policy Board
FROM: Alexander Brown, MPO Coordinator AB
SUBJECT: **Amendment to the 2021 – 2026 Transportation Improvement Program (TIP)**

The purpose of this amendment to the 2021-2026 Transportation Improvement Program (TIP) is to incorporate requests from the Wisconsin Department of Transportation (WisDOT) in adding four road projects.

Project Details

This TIP Amendment consists of the inclusion of four proposed projects.

- **Mill and Overlay of USH 14** – Two proposed projects both relating to the Mill & Overlay of USH 14 taking place partially within the boundaries of the Janesville Metropolitan Planning Area. The project limits of one segment extend from Wright Road to County Highway MM; the project limits of the other segment extent from County Highway O to the Rock-Walworth County line. Both design and reconstruction will be financed entirely through federal and state dollars. These projects will utilize Surface Transportation Program Dollars, and highway reconstruction is currently scheduled in 2028.
- **STH 59 PS&E**– Another proposed project incorporates state-funded Plans, Specifications, and Estimates (PS&E) for future reconstruction of STH 59 from N. Goede Road to N. Clear Lake Road. Construction is not yet scheduled for this project.
- **I-39/90 Pavement Markings** – This project accounts for corridor-wide pavement markings along Interstate Highway 39/90 from the Illinois State Line to Madison, including the portion of the highway that bisects the Janesville Metropolitan Planning Area. This project is funded by WisDOT, and with federal National Highway Performance Program Dollars. Marking are authorized in 2021, but will be painted in 2022.

Summary

WisDOT has requested that the aforementioned projects receiving federal funding be incorporated into the 2021-2026 TIP to expedite construction and design (see **Attachments**).

The MPO’s Public Participation Plan states that a TIP amendment is required when adding a project receiving federal funding to the first four years (i.e., 2021-2024) of the TIP.

In incorporating this project into the 2021-2026 TIP, other changes were made to the document to ensure that the TIP is as current as possible. The changes include adjustments of the “Financial Plan” element of the TIP to reflect funding adjustments within the programmed years of the TIP.

Recommendation: MPO staff recommends the Policy Board adopt Resolution 2021-05 amending the 2021-2026 Transportation Improvement Program as recommended by the MPO Technical Advisory Committee.

cc. Duane Cherek, MPO Director

RESOLUTION 2021-05

A Resolution Endorsing Amendments to the 2021-2026 Transportation Improvement Program for the Janesville Metropolitan Planning Area

WHEREAS, the Janesville Area Metropolitan Planning Organization Policy Board is recognized by the Governor of Wisconsin, the Federal Highway Administration and the Federal Transit Administration as the urban transportation planning policy body with responsibility for carrying out the urban transportation planning process in accordance with federal regulations.

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following amendments to the *2021-2026 Transportation Improvement Program (TIP)* for the Janesville urbanized area as adopted on November 9, 2020, as being consistent with the *Janesville Area 2020-2050 Long Range Transportation Plan*.

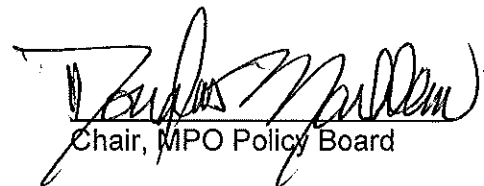
- *Federal Surface Transportation Program funding for the mill and overlay of USH 14 from Wright Road to CTH MM, and from CTH O to the Rock-Walworth county line; and*
- *National Highway Performance Program funding for corridor-wide pavement markings along Interstate Highway 39 from the Illinois state line to Madison, Wisconsin.*

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the *Civil Rights Act* of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, the *Fixing America's Surface Transportation (FAST) Act* (P.L. 114-94), and all applicable ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves these amendments to the *2021-2026 Transportation Improvement Program*.

ADOPTED: 10/25/21

APPROVED:


Chair, MPO Policy Board

ATTEST:


Duane Cherek, Planning Director/ MPO Director

WisDOT Roadway Projects																									
TIP Project Listing 2021-2026 (\$1,000)																									
Funding shown in year of expenditure; 1.76% inflation added per year																									
*Out-years not programmed in Fiscal Constraint																									
Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2021				Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025-2026				Comments		
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total			
Sponsoring Agency WisDOT	USH 14 Resurfacing 0.2 Miles east of Wright Road to 0.3 Miles south of CTH MM	PE	123	31		154	Cont'd																3315-00-04/74 Construction Scheduled in 2028 Adv. Date in 2027		
Project 20 371-21-006		ROW																							
Type System Preservation		UTIL																							
		CONST																							
		TOTAL	123	31		154																			
Funding Source	FLEX-STP	WIS																							
Sponsoring Agency WisDOT	USH 14 Resurfacing 0.3 Miles east of CTH O to the East County Line	PE	250	63		313	Cont'd																1706-00-06/76 Construction scheduled in 2028 Adv. Date in 2027		
Project 21 371-21-007		ROW																							
Type System Preservation		UTIL																							
		CONST																							
		TOTAL	250	63		313																			
Funding Source	FLEX-STP	WIS																							
Sponsoring Agency WisDOT	STH 59 Redesign Edgerton – Whitewater N. Goede Road to N. Clear Lake Road Design - Full PS&E	PE		575		575	Cont'd																3140-00-03 Design only at this point Construction is not currently scheduled		
Project 22 371-21-008		ROW																							
Type System Preservation		UTIL																							
		CONST																							
		TOTAL		575		575																			
Funding Source		WIS																							
Sponsoring Agency WisDOT	I-39/90 Pavement Markings Corridorwide pavement markings between IL state line and Madison	PE																					1001-10-82 Authorized in 2021, with construction in 2022		
Project 21 371-21-009		ROW																							
Type System Preservation		UTIL																							
		CONST	888	222		1110	Cont'd																		
		TOTAL	888	222		1110																			
Funding Source	NHPP	WIS																							

Table 8-7: Janesville Area MPO Fiscal Constraint
 Funding Summary for 2021-2026 TIP (\$1,000)
 Fiscally Constrained 2021-2024

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2021	2022	2023	2024	TOTAL	2021	2022	2023	2024	TOTAL
Federal Highway Administration	National Highway Performance Program (NHPP)	\$888	-	\$8,964	-	\$9,852	\$888	-	\$8,964	-	\$9,852
	Surface Transportation Program – Urban (STBG-Urban)	\$1,361	-	-	\$2,224	\$3,585	\$1,361	-	-	\$2,224	\$3,585
	Surface Transportation Program – Flexible (FLEX-STP)	\$3,912	-	-	-	\$3,912	\$3,912	-	-	-	\$3,912
	Highway Safety Improvement Program (HSIP)	\$1,092	\$1,541	\$2,890	\$3,266	\$5,899	\$1,092	\$1,541	\$2,890	\$3,266	\$5,899
	TOTAL	\$7,654	\$1,541	\$8,964	\$5,490	\$20,383	\$7,654	\$1,541	\$8,964	\$5,490	\$20,383
Federal Transit Administration	Sec. 5307 – Operating or Capital Assistance (Urban)	\$1,754	\$1,685	\$1,088	\$1,107	\$5,545	\$1,754	\$1,685	\$1,088	\$1,107	\$5,545
	Section 5310 – Capital Assistance Program for Elderly & Disabled Riders	\$64	-	-	-	\$64	\$64	-	-	-	\$64
	Section 5311 – Rural Area Formula Grant Funds	\$420	-	-	-	\$420	\$420	-	-	-	\$420
	CARES Act Supplement (2020) – Capital Expenditures	\$500	\$1,390	-	-	\$1,890	\$500	\$1,390	-	-	\$1,890
	TOTAL	\$2,737	\$3,075	\$1,088	\$1,107	\$8,007	\$2,737	\$3,075	\$1,088	\$1,107	\$8,007



JANESVILLE AREA

Metropolitan Planning Organization (MPO)

2021 – 2026 Transportation Improvement Program (TIP)

Janesville, WI

Autumn 2020

Janesville Area Metropolitan Planning Organization (MPO)