

2022 – 2027 Transportation Improvement Program



Janesville Area Metropolitan Planning Organization

Amended in 2022

Technical Advisory Committee: September 28, 2022

Policy Board: October 24, 2022

Table of Contents

Chapter 1: TIP Overview	5
Introduction.....	5
Federal Legislation & the TIP	5
Chapter 2: Performance-Based Planning	8
Performance Targets	8
Table 2-1: 2022 Safety Performance Target for Wisconsin.....	8
Table 2-2: Wisconsin FFY 2022 Transit Asset Management Targets (TAM)	9
Table 2-3. Janesville Area Public Transit Agency Safety Plan Performance Targets	10
Table 2-4: Wisconsin Bridge & Pavement Performance Targets (PM2).....	11
Table 2-5: Wisconsin Reliability Performance Target (PM3).....	12
Chapter 3: TIP Procedures	13
Process for Prioritizing Projects seeking federal funding.....	13
Expedited Project Selection Procedures.....	14
Amending the TIP.....	14
Table 3-1: No Amendment Required.....	14
Table 3-2: Minor Amendment.....	15
Table 3-3: Major Amendment.....	15
TIP Requirements & Timeline	16
Table 3-4: WisDOT TIP Requirements.....	16
Table 3-5: WisDOT TIP Timeline	16
Chapter 4: Programmed Projects	18
Table 4-1: Programmed Project Implementation Status.....	18
Figure 1	22
Figure 2	23
City of Janesville Roadway Projects.....	24
City of Milton Roadway Projects.....	26
Rock County Roadway Projects.....	27
WisDOT Roadway Projects.....	28
Railroad Intersection Projects	30
Intersection Improvement Projects.....	31
City of Janesville Bicycle and Pedestrian Projects	32
Transit Projects & Funding.....	33
Janesville Transit System Projects.....	34
Chapter 5: Illustrative Projects	35
Illustrative Projects	35
Table 5-1: Federal Funding Codes for Future Projects	35
<i>City of Janesville Projects</i>	36

<i>Rock County Projects</i>	37
<i>Transit Projects</i>	37
Table 5-2: Illustrative Projects	38
Chapter 6: Transportation Projects for the.....	39
Elderly & Persons with Disabilities.....	39
Miscellaneous Services.....	39
Rock County Specialized Transit & Janesville Transit System.....	40
FTA 5310 Projects.....	41
Chapter 7: Environmental Justice in the TIP	42
Figure 3.....	45
Figure 4.....	46
Chapter 8: Financial Plan	47
Table 8-1. Summary of Expenditures & Federal Surface Transportation Aid.....	47
Table 8-2. Summary of Mass Transportation Costs & Federal Aid	48
Table 8-3: Municipal O&M Expenditures on FAHS, 2019.....	48
Table 8-4: Projected O&M Expenditures on FAHS	49
Table 8-5: Projected Local Revenues	50
Table 8-6. Forecasted Federal & State Revenues in the Janesville MPA (\$1,000).....	51
Table 8-7: Janesville Area MPO Fiscal Constraint.....	52
Chapter 9: Public Participation in the TIP	53
TIP Development Process	53
Public Notice	55
Public Comment.....	55
Appendix A: Comments from Transportation Providers	56
Appendix B: Janesville Area MPO Self-Certification in Accordance with 23 CFR 450.336(a).....	57
Appendix C: Private Enterprise Participation Process	58
Appendix D: Public Notices	60
Appendix E: Resolution 2021-07.....	62
Appendix F: Resolution 2022-01.....	64
Appendix G: Resolution 2022-03	66

This report was funded in part through grant(s) from the Federal Highway Administration (and Federal Transit Administration), U.S. Department of Transportation. The views of the authors (or agency) expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.



JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

POLICY BOARD

Paul Williams, Chair

Janesville City Council

Paul Benson, Vice-Chair

Janesville City Council

Allan Arndt

La Prairie Town Chair

Doug Marklein

Janesville City Council

Aaron Burdick

Janesville City Council

Steve Flottmeyer

WisDOT Southwest Region Planning Chief

David Moore

Interim Janesville City Manager

Mark Gunn

Rock Town Chair

Michael Jackson

Janesville City Council

Jeff Klenz

Harmony Town Chair

Dave Marshick

Janesville City Council

Bryan Meyer

Milton Town Chair

Heather Miller

Janesville City Council

Bruce Schneider

Janesville Town Chair

Alan Sweeney

Rock County Board of Supervisors

Anissa Welch

Mayor of Milton

Transportation Improvement Program Abbreviations

5307 – Urbanized Area Formula Grant Program, FTA

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

5339 – Bus & Bus Facilities Program, FTA

ADA – Americans with Disabilities Act

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

CHIP – County Highway Improvement Program

CoJ – City of Janesville WI

CoM – City of Milton WI

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

MPO – Metropolitan Planning Organization

MSID – Municipal Street Improvement Discretionary Program

NHPP – National Highway Performance Program

NHS – National Highway System

RC – Rock County WI

RCST – Rock County Specialized Transit

STP – Surface Transportation Program

STP-Bridge – Surface Transportation Program - Bridge

STP-Urban – Surface Transportation Block Grant – Urban

STP – Surface Transportation Program (Flexible)

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

USDOT – United States Department of Transportation

USH – United States (Federal) Highway

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 by 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 *2022– 2027 TIP*, and made a favorable recommendation for the Policy Board's approval on October 4, 2021. The MPO Policy Board then approved the *TIP* on October 25, 2021. The *TIP* was previously amended on May 2, 2022 (TAC) and May 23, 2022 (Policy Board). Projects listed in the *TIP* are in compliance with both the MPO's *2020-2050 Long Range Transportation Plan* and the Janesville Transit System's *2018 Transit Development Plan*. By adopting the *2022-2027 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

The MPO develops the *TIP* in accordance with the *Fixing America's Surface Transportation (FAST) Act*, signed on December 4, 2015 and with Title 23 of the Code of Federal Regulations ([CFR](#)) [Part 450.336](#).

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 (STP-Urban)** – The STP-Urban 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 STP-Urban 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.

- ❖ **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 2020 *CARES Act* assists transit systems with lost operating revenue and capital expenditures during the course of the Covid-19 Pandemic. While the *CARES* funds presented in this *TIP* technically supplement the FTA 5307 and 5339 programs, *CARES* allocations are specifically called out in this document. Only *CARES* funding used for capital expenditures are required to be listed in the *TIP*.

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 performance targets as part of the *2020-2050 LRTP*. Those targets were subject to continuous refinement, cooperation, and guidance.

2022 Safety Performance Target

In conformance with FHWA’s [Safety Performance Final Rule](#), WisDOT set the statewide safety targets for 2022, as illustrated in **Table 2-1**:

Table 2-1: 2022 Safety Performance Target for Wisconsin				
Measure	2016 – 2020 Baseline Averages	2022 Safety Targets	Equivalent Janesville MPA metric	Meets Target?
Fatalities	596.6	584.7	660.0	✗
Serious Injuries	3,056.6	2,995.5	4,108.6	✗
Rate of Fatalities per 100 million VMT	0.938	0.919	1.152	✗
Rate of Serious Injury per 100 million VMT	4.808	4.712	7.170	✗
Number of Non-Motorized Fatalities and Serious Injuries	365.8	358.5	363.0	✗

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 *2020-2050 LRTP*; and
- Consider safety during the STP-Urban project selection process.

All programmed roadway projects in the *TIP* are expected to contribute positively toward meeting Wisconsin safety targets in some fashion. However, projects receiving funding from HSIP are especially designed to contribute to positive safety outcomes. Examples of the nearest term HSIP-funded projects include intersection signal improvements at the intersection of E. Milwaukee Street and Randall Avenue; and at Memorial Avenue and Washington Street. Improvements for railroad crossing improvements on Beloit Avenue, and at Read Road in the Town of La Prairie should also contribute to positive safety outcomes.

2022 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 targets for 2022:

Table 2-2: Wisconsin FFY 2022 Transit Asset Management Targets (TAM)				
Rolling Stock – Acceptable percentage of revenue vehicle fleet that is past its useful life				
Performance Measures	Useful Life (Years)	2022 Target (%)	Current Performance (%)	Meets Target?
Automobile	4	77	N/A	N/A
Bus	12	44	12	✓
Cutaway	7	47	0	✓
Minivan	4	51	0	✓
School Bus	12	0	N/A	N/A
Van	4	27	N/A	N/A
Equipment – Acceptable percentage of non-revenue vehicle fleet that is past its useful life				

Table 2-2: Wisconsin FFY 2022 Transit Asset Management Targets (TAM)				
Performance Measure	Useful Life (Years)	2022 Target (%)	Current Performance	Meets Target?
Automobiles	4	33	100	✗
Trucks or other Tired Vehicles	4	29	50	✗
Facility – Acceptable percentage of facilities that are rated below a “3” on the TERM guide				
Performance Measure	2022 Target (%)	Current Performance (%)	Meets Target?	
Administrative/Maintenance Facilities	10	0	✓	

The Janesville Transit System (JTS) and the MPO will work cooperatively with WisDOT and other partners to support Wisconsin’s statewide targets 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 set in the *2020-2050 Long Range Transportation Plan*, and the *2018 Transit Development Plan*; and
- Consider transit asset management during future planning efforts.

As of 2021, JTS has either replaced, or secured funding, for news buses to comprise 100% of the City’s transit fleet. Federal assistance through the *CARES Act* also made it possible for JTS to make timely capital investments that helped the region meet these targets.

2021 Public Transit Agency Safety Plan Performance Targets

In conformance with FTA’s *Public Transportation Agency Safety Plan (PTASP) Final Rule*, JTS and the Janesville Area MPO established the following targets for 2022 and will continue to plan and program efforts to support achieving these targets:

Table 2-3. Janesville Area Public Transit Agency Safety Plan Performance Targets			
		2019 Baseline	2022 Target
Fatalities	Total Fatalities	0	0
	Rate per total VRM*	0%	0%



Table 2-3. Janesville Area Public Transit Agency Safety Plan Performance Targets

		2019 Baseline	2022 Target
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*	1 per 73,302 VRM	1 per 102,1000 VRM
System Reliability	JTS, as a small system National Transit Database (NTD) reporter, does not maintain the mean/average distance between major mechanical failures by mode.		
*Vehicle Revenue Miles			
Source: JTS and the MPO derive the 2019 Baseline data from JTS's most recent submission (2019) to the FTA's National Transit Database.			

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 2-4**:




Table 2-4: Wisconsin Bridge & Pavement Performance Targets (PM2)

Pavement & Bridge Condition	2019 Target	2021 Target	Janesville MPA Performance	
Interstate Pavement	N/A	45% ≤ in “Good” Condition ≤5% in “Poor” Condition	80% in “Good” Condition 4% in “Poor” Condition	
Non-Interstate NHS Pavement	20% ≤ in “Good” Condition ≤12% in “Poor” Condition	20% ≤ in “Good” Condition ≤12% in “Poor” Condition	Being calculated	Being calculated
NHS Bridges by Deck Area	50% ≤ in “Good” Condition ≤3% in “Poor” Condition	50% ≤ in “Good” Condition ≤3% in “Poor” Condition	72% in “Good” Condition 2% in “Poor” Condition	

The pending completion of the expansion and reconstruction of Interstate Highway 39/90 is expected to positively contribute to meeting the 2023 PM2 Target.

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 2-5**. The reconstruction and expansion of I-39/90 is expected to positively contribute to the PM3 targets by 2023.

Table 2-5: Wisconsin Reliability Performance Target (PM3)					
Travel Reliability	2017 Results	2019 Target	2021 Target	Janesville MPA 2020 Performance	MPA Performance Status
Interstate Reliability	97.9% of person-miles traveled are reliable	94.0% of person-miles traveled are reliable	90.0% of person-miles traveled are reliable	All person-miles traveled are reliable	
Non-Interstate NHS Reliability	93.9% of person-miles traveled are reliable	--	86.0% of person-miles traveled are reliable	92% of person-miles traveled are reliable	
Freight Reliability (Interstate)	Truck Travel Time Reliability Index = 1.16	Truck Travel Time Reliability Index = 1.40	Truck Travel Time Reliability Index = 1.60	Truck Travel Time Reliability Index = 1.18	

Chapter 3: TIP Procedures

Process for Prioritizing Projects seeking federal funding

The Janesville Area MPO is made up of several units of government including the City of Janesville, City of Milton, and Rock County. When more than one project is seeking funding through the same competitive grant program or formula grant program in the same funding year, the MPO must prioritize those projects in order of which project will receive funding first and which projects will also receive funding if sufficient funds are available.

Within the performance-based planning context detailed in Chapter 2, the specific objectives of the project evaluation scoring are to consider the following criteria:

1. Consistency of project with existing area transportation plans (includes LRTP, Comprehensive Plans, TDP, etc.)
2. Preservation of the existing transportation system including
 - a. A roadway's current condition
 - b. The functional classification
3. Safety issues of roadways
4. Multimodal nature of roadways
5. Land use intensity and change occurring near to projects
6. Climate Change and reducing greenhouse gas emissions
7. Planned Programming within TIP
8. Make objective preliminary recommendations to the TAC regarding prioritization

The objectives of the overall TIP prioritization process are to consider the following criteria:

1. Project Evaluation Scoring
2. Meet the goals of the FAST Act
3. The needs of projects already underway
4. The total cost of a project
5. Safety improvements proposed as part of project
6. Bicycle and Pedestrian improvements proposed as part of project
7. Eligibility for alternative funding
8. Other factors, such as connectivity, public input, and community need.

The MPO Technical Advisory Committee reviews all projects subject to prioritization and, using the above stated objectives and detailed scoring criteria that can be found [here](#), forward a recommendation to the MPO Policy Board. The Policy Board then must take action and approve a resolution prioritizing all projects seeking funding under the same funding program and funding year.

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.

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 <i>TIP</i> .
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 <i>TIP</i>
----------------	---

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**, and listed below:

Table 3-2: Minor Amendment

Schedule	Adding an exempt/preservation project to the first four years of the <i>TIP</i> .
Scope	Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the <i>TIP</i> 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 <i>TIP</i> 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 <i>TIP</i> , including advancing a project for implementation from an illustrative list or from the out-years of the <i>TIP</i> . OR Moving a non-exempt/expansion project out of the first four years of the <i>TIP</i> .
Scope	Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the <i>TIP</i> 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 <i>TIP</i> 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 2021	Janesville Area MPO begins project solicitation
June-August 2021	Janesville Area MPO creates draft <i>TIP</i>
August – September 2021	Janesville Area MPO responsible for <i>TIP</i> Public Involvement; WisDOT reviews draft <i>TIP</i>
September-October 2021	Janesville Area MPO Policy Board action on final <i>TIP</i>
November 1 2021	Janesville Area MPO submits adopted <i>TIP</i> and approved materials to WisDOT
November 2021	FHWA & FTA review and action
December 2021	WisDOT incorporates Janesville Area MPO <i>TIP</i> into the next year's <i>STIP</i>
January 2022	<i>TIP</i> approved by reference in federally approved <i>STIP</i>

Table 3-5: WisDOT TIP Timeline

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 1.74% 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	W Milwaukee Street Reconstruction	City of Janesville	371-17-001
	S Main Street Rehabilitation	City of Janesville	371-18-001
	GOEX Corporation	City of Janesville	371-20-005
	Surry Drive, Forrest Lake Drive, and Ivanhoe Drive Resurfacing	City of Milton	371-19-006
	W Madison Avenue and N Clear Lake Avenue Resurfacing	City of Milton	371-21-005
	I-39/90 Reconstruction (Program Control Tasks)	WisDOT	371-11-11
	Epoxy Pavement Markings (I-39/90 and STH 26)	WisDOT	371-21-006
	Delavan Drive (RR Signal and Gates)	WisDOT	371-19-002
	E. Racine Avenue/S. Randall Avenue Signal Improvements	City of Janesville	371-19-009
	Electronic Farebox System	Janesville Transit System	371-20-T05
	Mobility Management	Rock County Council on Aging	371-21-ED01
	Operating Assistance	RSVP, Inc. of Rock County	371-21-ED02

Table 4-1: Programmed Project Implementation Status

Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
	Cycling without Age/Wednesday Walks Programs	Rock County Council on Aging	371-21-ED03
	Mobility Management and Vehicle Loans	Forward Service Corporation	371-21-ED04
	Operating Assistance	Forward Service Corporation	371-21-ED-05
	Janesville Transit System Operations	Janesville Transit System	371-21-T01
Continuing 2022	Ruger Avenue Rehabilitation (W. Court Street to S. Randall Avenue)	City of Janesville	371-18-002
	Ruger Avenue Rehabilitation (Randall Avenue to Lexington Avenue)	City of Janesville	371-18-003
	E. Milwaukee Street Reconstruction (Main Street to Atwood Avenue)	City of Janesville	371-19-004
	Black Bridge Road Reconstruction (Mayfair Drive to STH 26)	City of Janesville	371-21-001
	W. Court Street Safety Conversion	City of Janesville	371-21-002
	W. Court Street Intersection Improvements	City of Janesville	371-21-003
	CTH E Bridge Replacement	Rock County	371-19-001
	I-39/90 Reconstruction (South Segment)	WisDOT	371-11-12
	I-39/90 Reconstruction (Middle Segment)	WisDOT	371-11-13

Table 4-1: Programmed Project Implementation Status

Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
	USH 51 Pavement Replacement	WisDOT	371-18-004
	STH 59 Mill & Overlay	WisDOT	371-18-006
	STH 26 Pavement Replacement	WisDOT	371-20-002
	Beloit Avenue RR Signal & Gates	WisDOT	371-19-003
	Read Road RR Signal & Gates	WisDOT	371-19-008
	S. La Prairie Town Hall Road RR Signal and Gates	WisDOT	371-20-008
	W. Memorial Drive/N. Washington Street Signal Improvements	City of Janesville	371-19-010
	E. Milwaukee Street/Randall Avenue Signal Improvements	City of Janesville	371-19-011
	Five Points Intersection Improvements	WisDOT	371-20-006
	Center Avenue/McKinley Street Pedestrian Refuge	WisDOT	371-20-007
	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
	USH 14 Resurfacing (Wright Road to CTH MM)	WisDOT	371-21-006
	USH 14 Resurfacing (CTH O to Rock-Walworth County Line)	WisDOT	371-21-007
	STH 59 PS&E	WisDOT	371-21-008

Table 4-1: Programmed Project Implementation Status

Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
	I-39/90 Pavement Markings	WisDOT	371-21-009
Added 2021-22	Clasen Quality Chocolates Factory	City of Milton	371-22-001
	Janesville Transit System Operations	Janesville Transit System	371-22-T01
	Janesville Transit Development Plan	Janesville Transit System	371-22-T02
	Rock County Council on Aging Mobility Managements	Rock County Council on Aging	371-22-ED01
	CTH A Reconstruction	Rock County	371-22-002
	CTH M Mill & Overlay	Rock County	371-22-003
	CTH D Resurfacing	Rock County	371-22-004
	STH 59 Redesign	WisDOT	371-22-005
	USH 51 Pavement Replacement	WisDOT	371-22-006
	STH 11 WSOR Crossing Improvements	WisDOT	371-22-007
	Mt. Zion Avenue	City of Janesville	371-22-008
	CTH E Mill & Overlay	Rock County	371-22-009
	USH51 Pavement Replacement	WisDOT	371-22-010
	USH14/N Hackbarth Rd Intersection	WisDOT	371-22-011
	E. Memorial Dr/USH 51 Ramps	City of Janesville	371-22-012
High St Pavement Replacement	City of Milton	371-22-013	
Fisher Creek Trail – W Court St to Dartmouth Rd	City of Janesville	371-22-014	
Fisher Creek Trail – Rockport Rd to W Court St	City of Janesville	371-22-015	

Map Legend

- 2022 TIP projects
- MPO Boundary
- Water Bodies

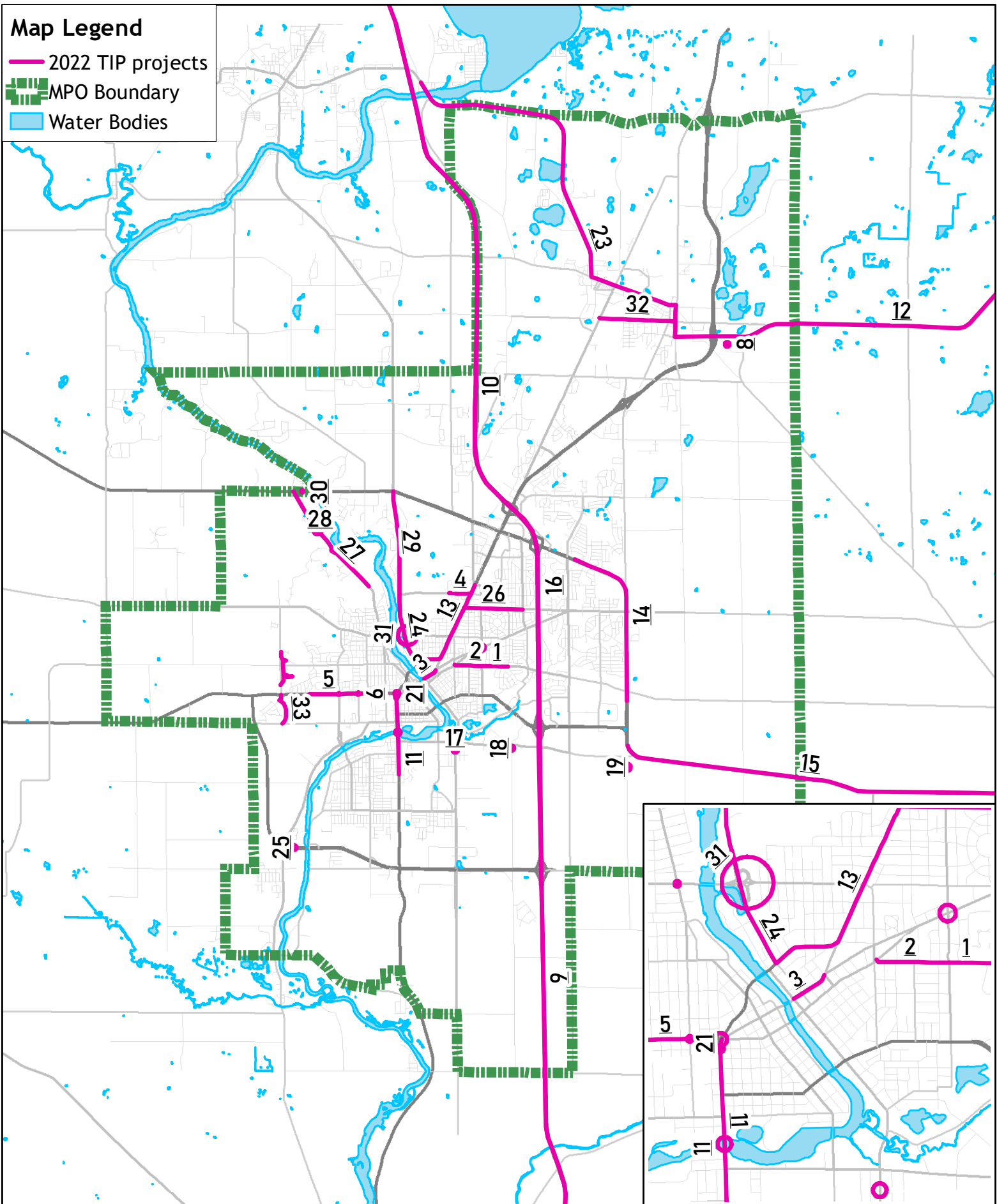


Figure 1: 2022 TIP Projects



0 0.5 1 2 Miles

DISCLAIMER: This data is provided by the City of Janesville for informational purposes only. The City does not warrant or guarantee the accuracy or reliability of this data. The recipient of this data assumes any risk of its use for any purpose.

Legend

- Near-Term LRTP Trails
- Existing Trails
- Local Road
- Collector
- Minor Arterial
- Arterial
- Principal Arterial

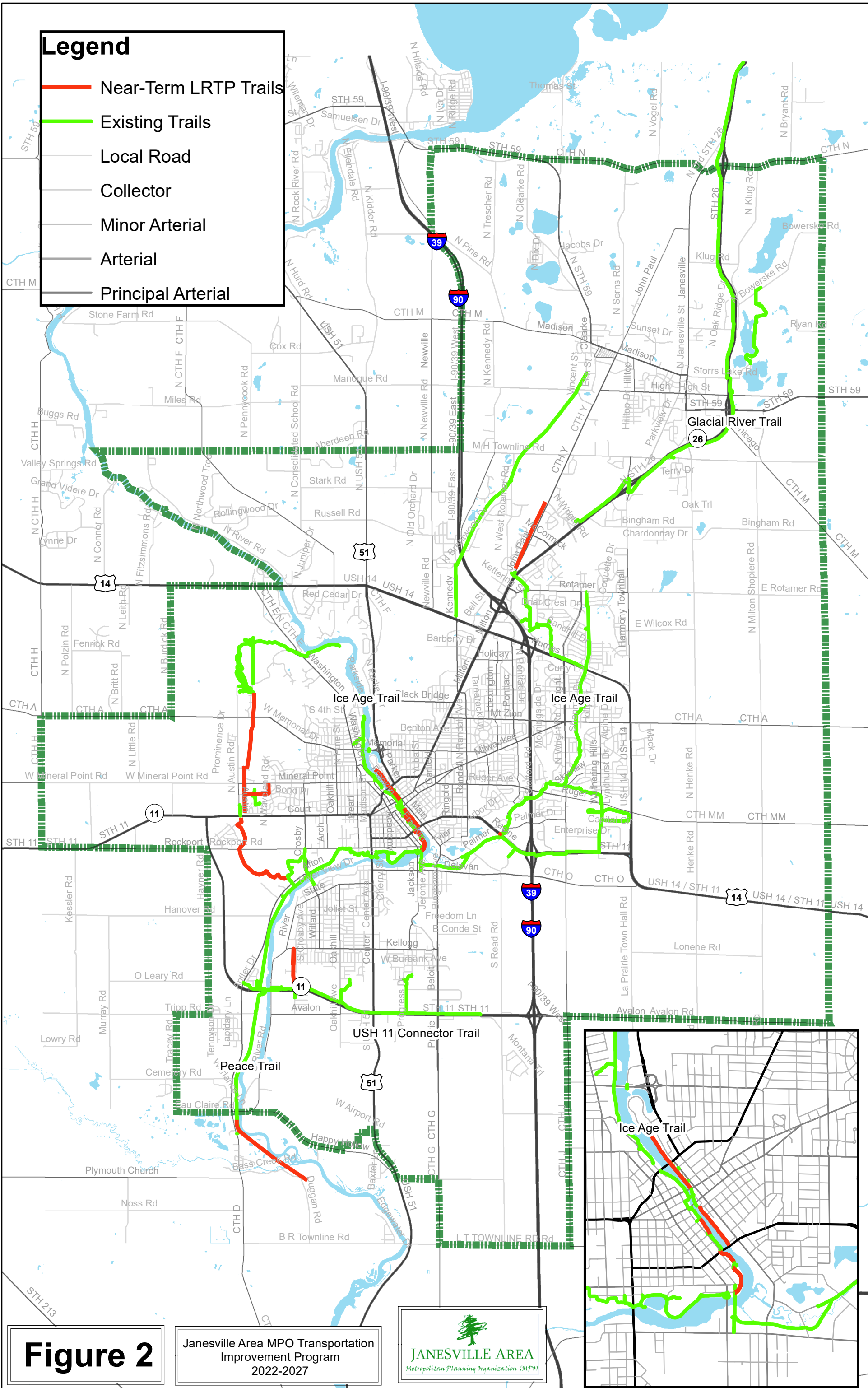


Figure 2

Janesville Area MPO Transportation Improvement Program 2022-2027



City of Janesville Roadway Projects
TIP Project Listing 2022-2027 (\$1,000)

Funding shown in year of expenditure; 1.74% inflation added per year

*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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	Ruger Avenue Rehabilitation S. Randall Avenue to S. Lexington Drive	PE															283	283					Construction anticipated in CY 2026. STP Allocation applied wo/inflation, construction not programmed	
		ROW																						
		UTIL																						
		CONST																	723		465	1188		
Type System Preservation		TOTAL															283	283	723		465	1188		
		<i>Funding Source</i>															CoJ		STP-U		CoJ			
Sponsoring Agency City of Janesville	Ruger Avenue Rehabilitation E. Court Street to Randall Avenue	PE																						
		ROW																						
		UTIL																						
		CONST							335	759	1094													
Type System Preservation		TOTAL						335	759	1094														
		<i>Funding Source</i>							LRIP	CoJ														
Sponsoring Agency City of Janesville	E. Milwaukee Street Reconstruction Main Street to Atwood Avenue	PE																					5990-01-40/-41 Construction Schedule Advanced to 2023 STP-Urban Allocation not adjusted for inflation	
		ROW																						
		UTIL																						
		CONST							2224		1529	3753												
Type System Preservation		TOTAL						2224		1529	3753													
		<i>Funding Source</i>							STP-U	CoJ														
Sponsoring Agency City of Janesville	Black Bridge Road Reconstruction 340 ft. west of Mayfair Drive to Milton Avenue	PE																						
		ROW																						
		UTIL																						
		CONST		466	569	1035																		
Type System Preservation		TOTAL		466	569	1035																		
		<i>Funding Source</i>			MSID	CoJ																		
Sponsoring Agency City of Janesville	W. Court Street Safety Conversion Waveland Road to Pearl Street	PE																					Construction scheduled 2025 5990-01-33,-34 Design/Convert to TWLTL Including Water Main Replacement	
		ROW																						
		UTIL																						
		CONST											1668		417	2085								
Type System Preservation		TOTAL										1668		417	2085									
		<i>Funding Source</i>										HSIP		CoJ										

City of Janesville Roadway Projects
TIP Project Listing 2022-2027 (\$1,000)
Funding shown in year of expenditure; 1.74% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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 Intersections N. Crosby Avenue, N. Arch Street, & N. Pearl Street	PE		Cont'd			Cont'd																Construction scheduled 2025 5990-01-35,-36 Add turn lanes and monotubes			
Project 6 371-21-003		ROW																								
Type System Preservation		UTIL																								
		CONST								1653		243		1896												
		TOTAL								1653		243		1896												
	Funding Source								HSIP		CoJ															
Sponsoring Agency City of Janesville	W. Memorial Drive/N. Washington Street C Janesville, Intersection HSIP Signal Improvements	PE																					5990-01-27/28			
Project 7 371-19-010		ROW																								
Type System Preservation		UTIL																								
		CONST	365		151	516																				
		TOTAL	365		151	516																				
	Funding Source	HSIP		CoJ																						
Sponsoring Agency City of Janesville	Mt. Zion Avenue Milton Avenue to Pontiac Dr	PE																					Construction scheduled 2026 5990-01-35,-36 Add turn lanes and monotubes			
Project 8 371-22-008		ROW																								
Type System Preservation		UTIL																								
		CONST								2003		2003		4007												
		TOTAL								2003		2003		4007												
	Funding Source								MSIS		CoJ															
Sponsoring Agency City of Janesville	E. Memorial Dr/USH 51 Ramps Harding Street to Rock River Bridge	PE																	284			71	355	Tentative Design in 2026 Construction in 2029 [XXXX-XX-XX] Pavement replacement, curb and gutter replacement.		
Project 9 371-22-012		ROW																								
Type System Preservation		UTIL																								
		CONST																								
		TOTAL																		284	0	71	355			
	Funding Source																		STP			CoJ				

City of Milton Roadway Projects
TIP Project Listing 2022-2027 (\$1,000)
Funding shown in year of expenditure; 1.74% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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	Clasen Quality Chocolates Facility	PE																					Inflation not applied to TEA projects
		ROW																					
Project 10 371-22-001	Extension of WSOR rail spur to manufacturnig facility	UTIL																					
		CONST		250	254	504																	
Type System Preservation		TOTAL		250	254	504																	
		Funding Source		TEA	CoM																		
Sponsoring Agency City of Milton	High Street Pavement Replacement	PE														399	399						Design scheduled for 2025 and Construction scheduled for 2026
		ROW																					
Project 11 371-22-013	S John Paul Rd to Janesville St	UTIL																		862	862		
		CONST																975		890	1865		
Type System Preservation		TOTAL														399	399	975		1752	2727		
		Funding Source															CoM		STP		CoM		

Rock County Roadway Projects
TIP Project Listing 2022-2027 (\$1,000)
Funding shown in year of expenditure; 1.74% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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	CTH A Reconstruction USH 14 to County Highway M	PE																					Construction from 2021-2022 MLS not adjusted for inflation
Project 9 371-22-002		ROW																					
Type System Preservation		UTIL																					
		CONST		1000	6082	7082																	
		TOTAL		1000	6082	7082																	
	Funding Source		MLS	RC																			
Sponsoring Agency WisDOT	CTH M Mill & Overlay Indianford to Milton	PE																					
Project 10 371-21-003		ROW																					
Type System Preservation		UTIL																					
		CONST		323	1701	2024																	
		TOTAL		323	1701	2024																	
	Funding Source		CHIP	RC																			
Sponsoring Agency Rock County	CTH D Resurfacing CoJ to Bass Creek	PE																					
Project 11 371-22-004		ROW																					
Type System Preservation		UTIL																					
		CONST									421	1672	2094										
		TOTAL									421	1672	2094										
	Funding Source									CHIP	RC												
Sponsoring Agency Rock County	CTH E Bridge Replacement Bridge over Marsh Creek	PE																					Construction Scheduled for CY2023 Bridge B-53-0010 5334-00-00/70
Project 10 371-19-001		ROW																					
Type System Preservation		UTIL																					
		CONST					730		183	913													
		TOTAL					730	0	183	913													
	Funding Source							STBG-BR	RC														
Sponsoring Agency Rock County	CTH E Pavement Replacement USH 14 to N Washington St	PE																					Construction Scheduled for CY2023 5990-02-17/18
Project 11 371-22-009		ROW																					
Type System Preservation		UTIL																					
		CONST					1429		357	1786													
		TOTAL					1429		357	1786													
	Funding Source							STP-U	RC														

WisDOT Roadway Projects
TIP Project Listing 2022-2027 (\$1,000)
Funding shown in year of expenditure; 1.74% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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 South Segment (IL state line to CTH O)	PE																					1003-10- 01/21/22/23/24/25/27/29/40/4 1/42/43/70/71/72/73/74/75/76 /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
Project 12 371-11-12		ROW																					
Type Capital Expenditure		UTIL																					
		CONST	Contd'																				
		TOTAL <i>Funding Source</i>																					
Sponsoring Agency WisDOT	I-39/90 Reconstruction Middle Sement (CTH O to Rock County Line)	PE																				1005-10- 01/21/22/24/25/26/40/42/43/4 4/70/71/72/73/75/76/77/78/80 /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	
Project 13 371-11-13		ROW																					
Type Capital Expenditure		UTIL																					
		CONST	Contd'																				
		TOTAL <i>Funding Source</i>																					
Sponsoring Agency WisDOT	USH 51 Pavement Replacement Nicolet Road to W. Court Street, Superstructure Replacement (B-53- 153)	PE																				5350-02-00/70/71 Design obligated 2018 Advanced to CY 2023 Project ID 5350-02-71 is 1196 water main replacement	
Project 14 371-18-004		ROW																					
Type System Preservation		UTIL																					
		CONST								9272	2318	1282	12871										
		TOTAL <i>Funding Source</i>								9272	2318	1282	12871										
Sponsoring Agency WisDOT	STH 59 Mill & Overlay Vickerman Road to E. County Line (7.07 miles)	PE																				3140-00-02/72 Advanced to CY 2021/2022	
Project 15 371-18-006		ROW																					
Type System Preservation		UTIL																					
		CONST	Contd'																				
		TOTAL <i>Funding Source</i>																					
Sponsoring Agency WisDOT	STH 26 Pavement Replacement Centerway & Milton Avenue (Parker Drive to Randolph Road, 1.83 miles)	PE	Contd'				Contd'				Contd'				Contd'				Contd'			5360-01-02/73 Construction obligated in 2014 Construction programmed for CY 2029 Advanceable to CY 2027	
Project 16 371-20-002		ROW																					
Type System Preservation		UTIL																					
		CONST																					
		TOTAL <i>Funding Source</i>																					

WisDOT Roadway Projects
 TIP Project Listing 2022-2027 (\$1,000)
 Funding shown in year of expenditure; 1.74% inflation added per year
 *Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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	Cont'd				Cont'd				Cont'd				Cont'd				Cont'd			3315-00-04/74 Construction scheduled in 2028 \$1.2M Federal dollars and \$300K State Dollars Advanceable Date in 2027	
Project 21 371-21-006		ROW																					
Type System Preservation		UTIL																					
		CONST																					
		TOTAL																					
		Funding Source																					
Sponsoring Agency WisDOT	USH 14 Resurfacing 0.3 Miles east of CTH O to Rock-Walworth County Line	PE	Cont'd				Cont'd				Cont'd				Cont'd				Cont'd			1706-00-06/76 Construction scheduled in 2028 \$3M Federal Dollars and \$764K State Dollars Advanceable Date in 2027	
Project 22 371-21-007		ROW																					
Type System Preservation		UTIL																					
		CONST																					
		TOTAL																					
		Funding Source																					
Sponsoring Agency WisDOT	I-39/90 Pavement Markings Illinois State Line to Madison	PE																				1001-10-82 Authorized in 2021 with construction in 2022	
Project 23 371-21-009		ROW																					
Type System Preservation		UTIL																					
		CONST	Cont'd																				
		TOTAL																					
		Funding Source																					
Sponsoring Agency WisDOT	STH 59 Redesign E. Mallwood Drive to CTH N Edgerton to Whitewater	PE	880	220		1100					Cont'd				Cont'd							3140-00-04, 74 Construction scheduled in 2028 for \$4.9 million Federal funds (FLX) and \$1.2 million State funds	
Project 24 371-22-005		ROW																					
Type System Preservation		UTIL																					
		CONST																					
		TOTAL	880	220	0	1100																	
		Funding Source	FLX	State																			
Sponsoring Agency WisDOT	USH 51 Pavement Replacement Centerway St to Black Bridge Road	PE	750		250	1000					Cont'				Cont'					Cont'		5390-00-06, 76, 77 Construction scheduled in 2029-for \$5.4 million Federal funds (NHPP) and \$1.3 million State funds, and \$2.5 million City of Janesville funds for utility work in 2029.	
Project 25 371-22-006		ROW																					
Type System Preservation		UTIL																					
		CONST																					
		TOTAL	750		250	1000																	
		Funding Source	NHPP		COJ																		
Sponsoring Agency WisDOT	USH 51 Pavement Replacement Black Bridge Rd to USH 14 Janesville to Stoughton	PE	304	76		380					Cont'd				Cont'd					Cont'd		5390-01-07/77 Construction scheduled in 2029 for \$3.6 million Federal funds (FLX) and \$896,000 million State funds	
Project 26 371-22-010		ROW																					
Type System Preservation		UTIL																					
		CONST																					
		TOTAL	304	76		380																	
		Funding Source	FLX	State																			

WisDOT Railroad Projects
TIP Project Listing 2022-2027 (\$1,000)
Funding shown in year of expenditure; 1.74% inflation added per year
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Sponsoring Agency WisDOT	Beloit Avenue City of Janesville, Safety OCR Signal & Gates 392402M	PE																					1009-85-12 Design 2019 Construction 2022
Project 21 371-19-003		ROW																					
Type System Preservation		UTIL																					
		CONST	149	79		228																	
		TOTAL	149	79		228																	
	Funding Source	HSIP	Wis																				
Sponsoring Agency WisDOT	Read Road Town of La Prairie, WSOR Crossing Signal & Gates 392397T	PE																				1009-85-16 Design 2019 Construction 2022	
Project 22 371-19-008		ROW																					
Type System Preservation		UTIL																					
		CONST	147	80		227																	
		TOTAL	147	80		227																	
	Funding Source	HSIP	Wis																				
Sponsoring Agency WisDOT	S. La Prairie Town Hall Road UP Crossing 738797p RR Ops/Safety/OCR/Si gnal & Gates Town of La Prairie	PE																				1009-85-26 ZS50 - Rail Hwy Protect Dev. FAST is federal appropriation code. Construction scheduled 2023.	
Project 23 371-20-008		ROW																					
Type System Preservation		UTIL																					
		CONST	contd'			contd'			contd'														
		TOTAL																					
	Funding Source																						
Sponsoring Agency WisDOT	Wis 11 Town of Rock - Wis 11 WSOR Rail Crossing 917706J RR Operations/New Crossing Surface/Misc.	PE																				1706-0050 Local funding source is WSOR Construction scheduled 6/2023. Inflation not applied	
Project 27 371-22-007		ROW																					
Type System Preservation		UTIL																					
		CONST							94	17	111												
		TOTAL							94	17	111												
	Funding Source								WSOR														

Intersection Improvement Projects
 TIP Project Listing 2022-2027 (\$1,000)
 Funding shown in year of expenditure; 1.74% inflation added per year
 *Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027				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. Milwaukee Street/Randall Avenue City of Janesville, Intersection HSIP Signal Improvements	PE																					5990-01-29/30 Construction obligated in 2022 Construction 2021
Project 31 371-19-011		ROW																					
		UTIL																					
		CONST	280		32	311																	
Type System Preservation		TOTAL	280		32	311																	
	Funding Source	HSIP		CoJ																			
Sponsoring Agency WisDOT	Five Points Intersection City of Janesville, Intersection Design Improvements (Center/Court/Milwaukee/Centerway)	PE																				5350-02-02/72 HSIP Project Recondition/Widen/Shoulder Connecting Highway, but State Sponsored Construction 2024	
Project 32 371-20-006		ROW																					
		UTIL																					
		CONST	883	98		981																	
Type System Preservation		TOTAL	883	98		981																	
	Funding Source	HSIP	Wis																				
Sponsoring Agency WisDOT	Center Avenue/McKinley Street City of Janesville, USH 51 Street Intersection Pedestrian Refuge	PE																				5350-02-03/73 HSIP Project Intersection Design & Pedestrian Refuge Construction 2024	
Project 33 371-20-007		ROW																					
		UTIL																					
		CONST	122	13		135																	
Type System Preservation		TOTAL	122	13		135																	
	Funding Source	HSIP	Wis																				
Sponsoring Agency WisDOT	USH 14/N Hackbarth Rd Intersection Evansville to Janesville	PE	274	69		343	Cont			Cont				Cont				Cont				5155-06-02 HSIP Project Construction Expected to be in 2028. Not Yet funded or programmed WisDOT plans to start design prior to construction funding with State funds	
Project 34 371-22-011		ROW																					
		UTIL																					
		CONST																					
Type System Preservation		TOTAL	274	69		343																	
	Funding Source	NHPP	WisDOT																				

City of Janesville Bicycle and Pedestrian Projects
TIP Project Listing 2022-2027 (\$1,000)
Funding shown in year of expenditure
*Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				Jan-Dec 2026-2027*				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	Fisher Creek Trail W Court St to Dartmouth Rd	PE			7	7	0	Cont	0														Design anticipated in 2023 and construction anticipated in CY 2025. No inflation shown
		ROW																					
Project 35 371-22-014		UTIL																					
		CONST												498		125	623						
Type Bicycle Improvements		TOTAL			7	7	0		0	0					498		125	623					
		<i>Funding Source</i>			COJ		TAP							TAP		CoJ							
Sponsoring Agency City of Janesville	Fisher Creek Trail Rockport Rd to W Court St	PE						30	30	60												Design anticipated in 2023 and construction anticipated in CY 2025. No inflation shown	
		ROW																					
Project 36 371-22-015		UTIL																					
		CONST													250	250	500						
Type Bicycle Improvements		TOTAL							30	30	60					250	250	500					
		<i>Funding Source</i>						WIDNR	CoJ						WIDNR	CoJ							

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 14 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 percent 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 STBG-U funds, Section 5339 funds have a 20 percent 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

Janesville Transit System Projects
 TIP Project Listing 2022-2027 (\$1,000)
 Funding shown in year of expenditure; 1.74% inflation added per year
 *Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				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	1157	823	717	2697	1177	838	729	2744	1197	852	742	2791	1218	867	755	2840	Local share of commuter services provided by regional sponsors; 2023-2025 are projected figures with 1.74% inflation factor (Frebo x Revenue 2.0%)	
		Paratransit		40		40		41		41		41		41		42		42		Fed. Misc. includes CARES Act (6,6,000) and ARP (66,200) supplement
		Sponsors			66	66		67	67		68	68		70	70		381	381		
		Revenue			359	359		366	366		373	373								
		Misc.	682			682														
TIP ID 371-22-T02		TOTAL	1839	863	1141	3844	1177	878	1162	3217	1197	894	1183	3274	1218	909	1205	3332		
		<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	Construction	1166			1166													Construction 100% funded through CARES Act allocation. No inflation applied.	
		TOTAL	1166			1166														
		<i>Funding Source</i>	CARES																	
Sponsoring Agency Janesville Transit System	Replace Passenger Shelters	Construction	128			128													100% Funded through CARES Act allocation. No inflation applied.	
		TOTAL	128			128														
		<i>Funding Source</i>	CARES																	
Sponsoring Agency Janesville Transit System	Replacement Support Vehicle	Purchase	40			40													Purchase 100% funded through CARES Act allocation. No inflation applied.	
		TOTAL	40			40														
		<i>Funding Source</i>	CARES																	
Sponsoring Agency Janesville Transit System	Install Solar Lighting	Installation	100			100													100% Funded through CARES Act allocation. No inflation applied.	
		TOTAL	100			100														
		<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, HPIIB, 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

Table 5-1: Federal Funding Codes for Future Projects

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](#), 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. In 2021, the Janesville Area MPO applied its STP-Urban allocation through the 2023-2027 Program cycle to the 2026 reconstruction of Ruger Road on the City of Janesville’s east side.

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 Ruger Avenue from Lexington Avenue to Interstate Highway 39/90 Underpass
- Reconstruction of the W. Court Street Corridor from Pearl Street to the Five Points Intersection.
- Reconstruction of the E. 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 a portion of the still-conceptual “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. Completion of the “Glacial River Trail Connector” would create a contiguous and uninterrupted bicycle network running from Janesville to both the Madison and Milwaukee urbanized areas.

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*, JTS was able to fund multiple capital projects in the next four years. The *LRTP* and the upcoming update of the *TDP* will identify JTS’s future capital and operational needs.

Table 5-2: Illustrative Projects

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

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

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	
City of Janesville	<u>Fisher Creek Trail</u> West Court to Dartmouth Dr	PE					59		15	74									Candidate for TAP Application Dollar figures from 2018 TAP application
		ROW																	
		UTIL																	
		CONST									382		95	477					
		TOTAL					59		15	74	382		95	477					
							TA		CoJ		TA		CoJ						
City of Janesville	<u>Glacial River Trail</u> STH 26 Pedestrian Overpass to McCormick Dr	PE					112		28	140								Candidate for TAP Application Dollar figures from 2018 TAP application	
		ROW																	
		UTIL																	
		CONST									720		180	899					
		TOTAL					112		28	140	720		180	899					
							TA		CoJ		TA		CoJ						

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”³ 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.

³ *Section 504 of the 1973 Rehabilitation Act (42 USC 126)* prohibits discrimination on the basis of disability in Federally Assisted Programs.

FTA 5310 Projects
 TIP Project Listing 2022-2027 (\$1,000)
 Funding shown in year of expenditure; 1.74% inflation added per year
 *Out-years not programmed in Fiscal Constraint

Jurisdiction/Sponsor	Project Description	Cost Type	Jan-Dec 2022				Jan-Dec 2023				Jan-Dec 2024				Jan-Dec 2025				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																		1-on- 1& Group Travel Training for RCCOA Cycling without Age program.
		TOTAL	88		22	110													
		Funding Source	Sec. 5310		RCCOA														
TIP ID 371-22-ED01																			
Sponsoring Agency Rock County Council on Aging	Mobility Management																		1Medium Bus for Rock County Transit
		TOTAL	61		15	76													
		Funding Source	Sec. 5310		RCCOA														
TIP ID 371-22-ED02																			
Sponsoring Agency Rock County Council on Aging	Operating Assistance																		Continuation of a volunteer driver transportation program for seniors and people with disabilities
		TOTAL	11		11	23													
		Funding Source	Sec. 5310		RSVP														
TIP ID 371-22-ED03																			

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, FHWA identifies 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; and
- 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 2015-2019 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 the percentage of the population living beneath the poverty level is at least one standard deviation higher than the Urbanized Area (UZA) average. The ACS determined that 10.9% of the total UZA population lived beneath the poverty level.

For the purpose of this analysis, the MPO considers a census block group to contain an above average minority population if more than 8% of the population belongs to a racial or ethnic minority. The ACS estimated that 7.7% of the total UZA population identified as a race or ethnicity other than “White Alone.”

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:

- **East Milwaukee Street Reconstruction – Project 3 (371-19-004)**
- **Black Bridge Road Reconstruction – Project 4 (371-21-001)**
- **W. Court Street Resurfacing & HSIP Safety Conversion/Signal Improvements – Projects 5 & 6 (371-21-002/003)**
- **W. Memorial Drive/N. Washington Street Intersection Improvements – Project 7 (371-19-010)**
- **Interstate Reconstruction: South Segment – Project 12 (371-11-12)**
- **Interstate Reconstruction: Middle Segment – Project 13 (371-11-13)**
- **USH 51 Pavement Replacement – Project 14 (371-18-004)**
- **STH 26 Pavement Replacement – Project 16 (371-20-002)**
- **I-39/90 Pavement Markings – Project 19 (371-21-008)**
- **Beloit Avenue RR Signal & Gates – Project 21 (371-19-003)**
- **Five Points Intersection Design Improvements – Project 25 (371-20-006)**
- **Center Avenue/McKinley Street Intersection Design & Pedestrian Refuge - Project 26 (371-20-007)**
- **Downtown Transfer Center Refurbishment – 371-20-T03**
- **Replacement of Passenger Shelters – 371-20-T06**

The concluding 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 previously 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. Moreover, transit investments

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 2022-2027 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.

Map Legend

— 2022 TIP projects

▬ MPO Boundary

■ Water Bodies

Low Income Population

□ Not Concentrated (<5%)

▨ Low Concentration (5%-10%)

▩ Moderate Concentration (10.1%-25%)

▧ High Concentration (>25%)

Minority Population

□ Not Concentrated (<5%)

■ Low Concentration (5%-10%)

■ Moderate Concentration (10.1%-25%)

■ High Concentration (>25%)

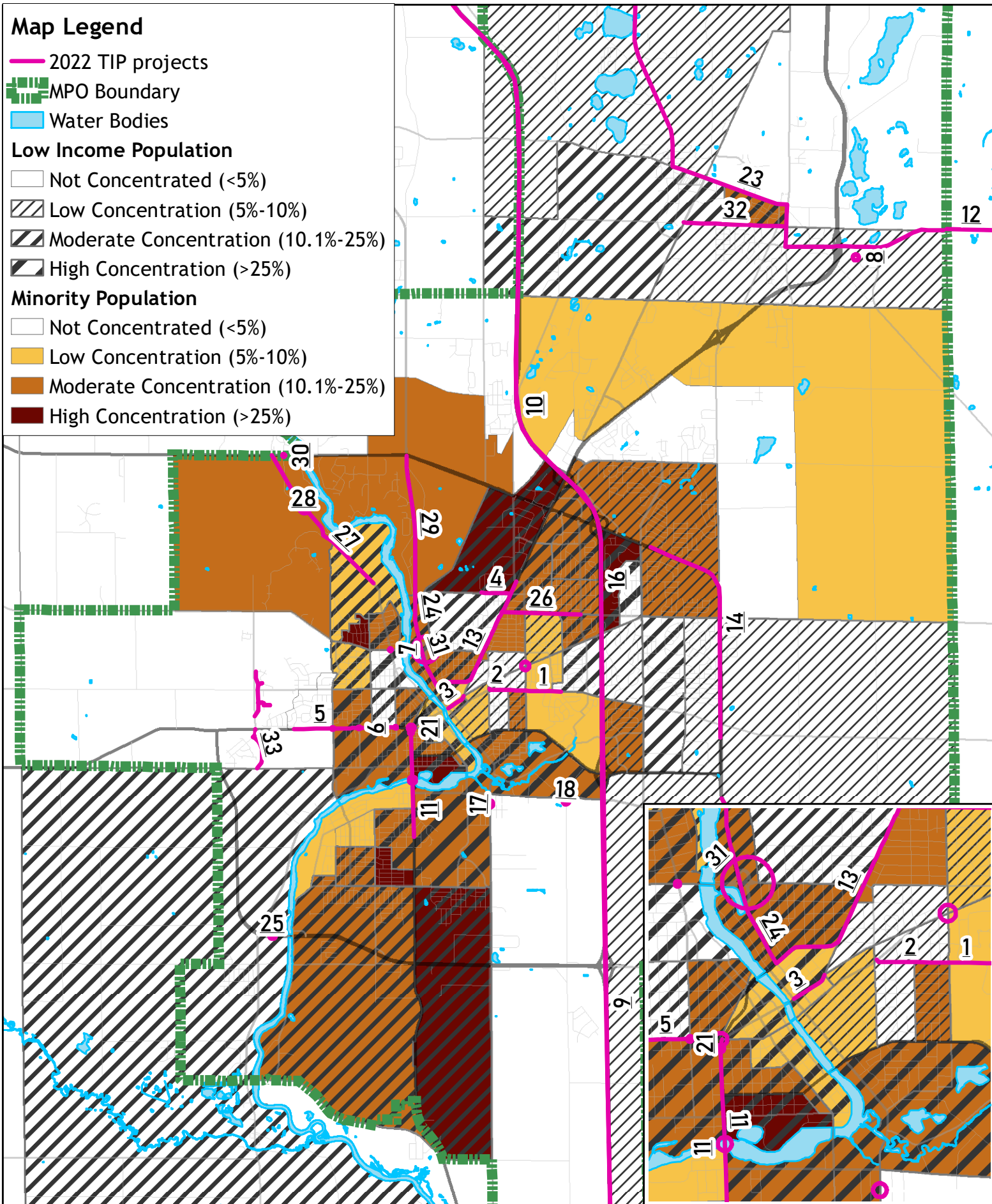


Figure 3: 2022 TIP Projects (Census Block Groups) Environmental Justice Populations

DISCLAIMER: This data is provided by the City of Janesville for informational purposes only. The City does not warrant or guarantee the accuracy or reliability of this data. The recipient of this data assumes any risk of its use for any purpose.

Legend

- Near-Term LRTP Trails
- Existing Trails
- Not Concentrated (LI)
- Concentrated (LI)
- Very Concentrated (LI)
- Extremely Concentrated (LI)
- Not Concentrated (Min)
- Concentrated (Min)
- Very Concentrated (Min)
- Extremely Concentrated (Min)
- Local Road
- Collector
- Minor Arterial
- Arterial
- Principal Arterial

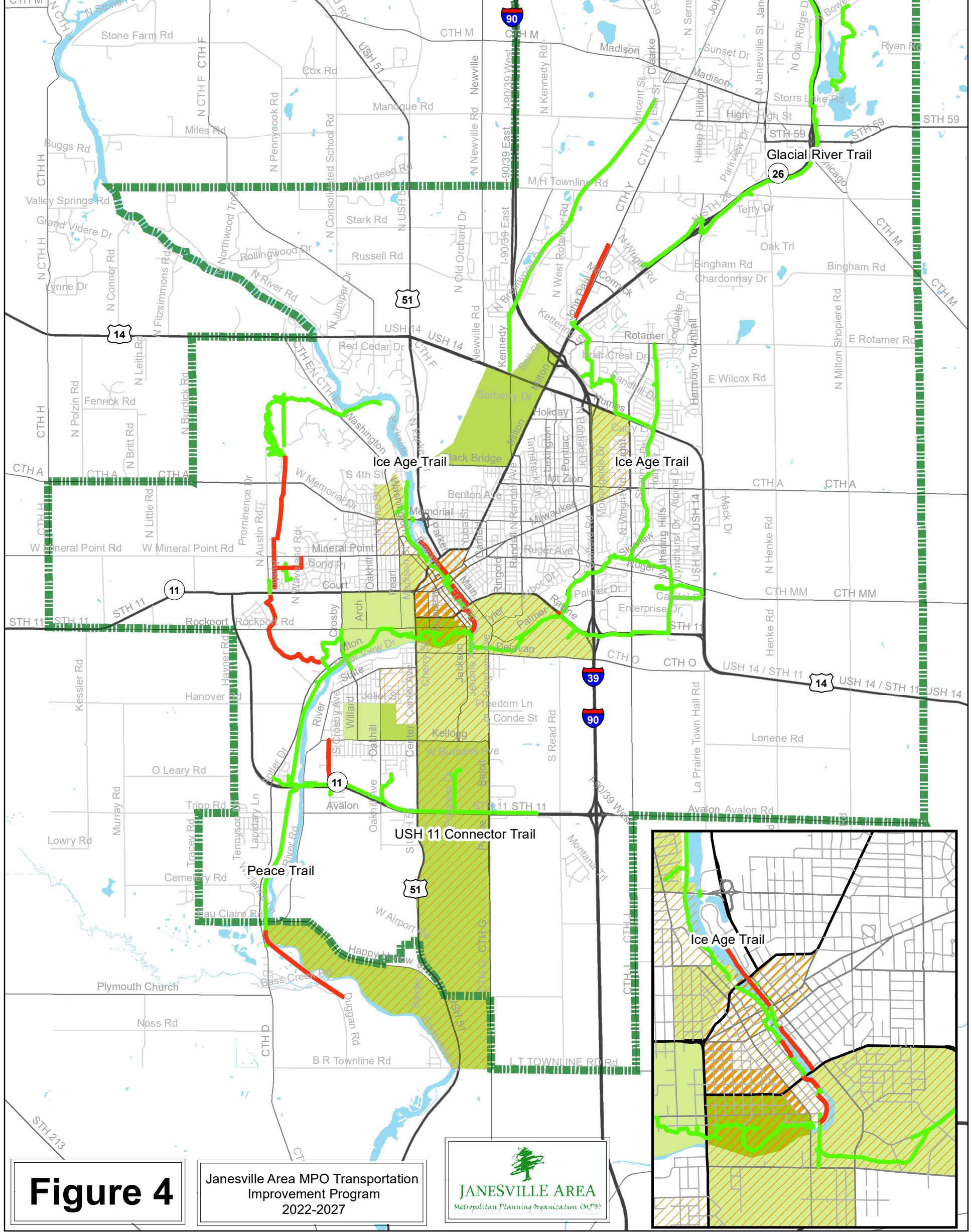


Figure 4

Janesville Area MPO Transportation Improvement Program 2022-2027



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 1.74% to determine “year of expenditure dollars” per WisDOT guidance.

The 2022-2027 *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 2022 *TIP*.

Table 8-1. Summary of Expenditures & Federal Surface Transportation Aid, 2022-2025 (\$1,000)

	2022		2023		2024		2025	
	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars
NHPP	\$1,343	\$1,154	-	-	\$12,871	\$9,272	-	-
STP-U	-	-	\$5,575	\$3,629	-	-	-	-
STBG-U	-	-	\$913	\$730	-	-	-	-
HSIP	\$2,398	\$1,945	-	-	\$3,981	\$3,321	-	-
TAP	\$7		\$0				\$623	\$498
TOTAL	\$3,748	\$3,099	\$6,488	\$4,359	\$16,852	\$12,593	\$623	\$498

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 2022 TIP:

Table 8-2. Summary of Mass Transportation Costs & Federal Aid, 2022-2025 (\$1,000)								
	2022		2023		2024		2025	
	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars
Sec. 5307	\$3,844	\$1,839	\$3,217	\$1,177	\$3,274	\$1,197	\$3,332	\$1,218
Sec. 5310	\$209	\$160	-	-	-	-	-	-
CARES (Capital)	\$1,434	\$1,434	-	-	-	-	-	-
Total	\$5,487	\$3,433	\$3,217	\$1,117	\$3,274	\$1,197	\$3,332	\$1,218

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 (1.74%). **Table 8-4** demonstrates projected O&M costs for years 2019-2025.

Table 8-3: Municipal O&M Expenditures on FAHS, 2019					
Municipality	FAHS Miles*	Total Miles	Percentage FAHS Routes	Total Roadway O&M	O&M on FAHS
C Janesville	76.8	336.1	22.8%	\$12,950	\$2,958
C Milton	8.4	33.0	25.6%	\$2,009	\$514

Table 8-3: Municipal O&M Expenditures on FAHS, 2019

Municipality	FAHS Miles*	Total Miles	Percentage FAHS Routes	Total Roadway O&M	O&M on FAHS
Rock County	40.1	211.0	19.0%	\$5,183	\$984
T Harmony	9.2	49.3	18.7%	\$340	\$64
T Janesville	3.1	51.2	6.1%	\$491	\$30
T La Prairie	6.0	43.4	13.7%	\$346	\$48
T Milton	11.8	51.9	22.8%	\$130	\$30
T Rock	8.4	50.9	16.5%	\$487	\$80
Total	163.8	826.8	19.8%	\$21,936	\$4,346

Source: WISLR 2021 and Wisconsin Department of Revenue, 2021

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

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

Municipality	2019	2020	2021	2022	2023	2024	2025
C Janesville	\$2,958	\$3,010	\$3,062	\$3,115	\$3,170	\$3,225	\$3,281
C Milton	\$514	\$523	\$532	\$541	\$550	\$560	\$570
Rock County	\$984	\$1,001	\$1,019	\$1,036	\$1,054	\$1,073	\$1,092
T Harmony	\$64	\$65	\$66	\$67	\$68	\$69	\$70
T Janesville	\$30	\$30	\$31	\$31	\$32	\$32	\$33
T La Prairie	\$48	\$48	\$49	\$50	\$51	\$52	\$53
T Milton	\$30	\$30	\$31	\$31	\$32	\$32	\$33

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

Municipality	2019	2020	2021	2022	2023	2024	2025
T Rock	\$80	\$82	\$83	\$85	\$86	\$88	\$89
Total	\$4,346	\$4,422	\$4,498	\$4,577	\$4,656	\$4,737	\$4,820

Source: Wisconsin Department of Revenue, 2021

1.74% 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	2019	2020	2021	2022	2023	2024	2025
C Janesville	\$27,325	\$27,871	\$28,429	\$28,997	\$29,577	\$30,169	\$30,772
C Milton	\$2,582	\$2,633	\$2,686	\$2,740	\$2,795	\$2,851	\$2,908
Rock County	\$33,066	\$33,728	\$34,402	\$35,090	\$35,792	\$36,508	\$37,238
T Harmony	\$145	\$148	\$151	\$154	\$157	\$160	\$163
T Janesville	\$77	\$79	\$80	\$82	\$84	\$85	\$87
T La Prairie	\$107	\$109	\$112	\$114	\$116	\$118	\$121
T Milton	\$270	\$276	\$281	\$287	\$292	\$298	\$304
T Rock	\$185	\$189	\$193	\$197	\$201	\$205	\$209
Total	\$63,758	\$65,033	\$66,333	\$67,660	\$69,013	\$70,394	\$71,801

Source: Wisconsin Department of Revenue, 2021

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	2022	2023	2024	2025
General Transportation Aids to Municipalities*	\$ 6,263	\$ 6,388	\$ 6,516	\$ 6,646
Connecting Highway Aids to Municipalities*	\$ 413	\$ 421	\$ 429	\$ 438
LRIP	-	\$ 801	\$ 2,003	-
FTA 5307 Program	\$ 1,157	\$ 1,177	\$ 1,197	\$ 1,218
FTA 5310 Program	\$ 160	-	-	-
WisDOT Transit Operating Assistance	\$ 863	\$ 878	\$ 894	\$ 909
Federal Safety Programs (State & Federal)	\$ 2,216	-	\$ 3,321	-
STP-Urban	-	\$ 3,629	-	-
STP-Bridges	-	\$ 730	-	-
Major Projects (State & Federal)	-	-	\$ 11,590	-
Transit Revenues	\$ 359	\$ 366	\$ 373	\$ 381
CARES Act**	\$ 2,050	-	-	-
TEA	\$ 250	-	-	-
ARP Supplement	\$ 66	-	-	-
CHIP	\$ 323	-	\$ 421	-
Multimodal Local Supplement (MLS)	\$ 1,000	-	-	-
Transportation Alternatives Program (TAP)	-	-	-	\$498
WisDNR Stewardship Grant Program and/or Recreational Trail Program (RTP)	-	\$30	-	\$250
Total	\$ 15,048	\$ 14,390	\$ 28,968	\$ 10,340

Source: Wisconsin Department of Revenue, 2015-2019 municipal budget reports

*2.0% 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 2022-2027 TIP (\$1,000)											
Fiscally Constrained 2022-2025											
Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2022	2023	2024	2025	TOTAL	2022	2023	2024	2025	TOTAL
FHWA	National Highway Performance Program (NHPP)	\$ 1,154	\$ -	\$ 12,871	\$ -	\$ 14,025	\$ 1,154	\$ -	\$ 12,871	\$ -	\$ 14,025
	Surface Transportation Program - Urban (STP-Urban)	\$ -	\$ 5,575	\$ -	\$ -	\$ 5,575	\$ -	\$ 5,575	\$ -	\$ -	\$ 5,575
	Surface Transportation Bridges - Urban (STBG-Urban)	\$ -	\$ 913	\$ -	\$ -	\$ 913	\$ -	\$ 913	\$ -	\$ -	\$ 913
	Highway Safety Improvement Program (HSIP)	\$ 2,398	\$ -	\$ 3,981	\$ -	\$ 6,379	\$ 2,398	\$ -	\$ 3,981	\$ -	\$ 6,379
	Transportation Alternatives Program (TAP)				\$ 498	\$ 498				\$ 498	\$ 498
	Total		\$ 3,552	\$ 6,488	\$ 16,852	\$ 498	\$ 27,390	\$ 3,552	\$ 6,488	\$ 16,852	\$ 498
FTA	Section 5307 - Operating or Capital Assistance (Urban)	\$ 2,697	\$ 2,744	\$ 2,791	\$ 2,840	\$ 11,071	\$ 2,697	\$ 2,744	\$ 2,791	\$ 2,840	\$ 11,071
	Section 5310 - Capital Assistance Program for Elderly & Disabled Riders	\$ 209	\$ -	\$ -	\$ -	\$ 209	\$ 209	\$ -	\$ -	\$ -	\$ 209
	CARES Act Supplement (2020) - Capital Expenditures Only	\$ 1,434	\$ -	\$ -	\$ -	\$ 1,434	\$ 1,434	\$ -	\$ -	\$ -	\$ 1,434
	Total	\$ 4,339	\$ 2,744	\$ 2,791	\$ 2,840	\$ 12,714	\$ 4,339	\$ 2,744	\$ 2,791	\$ 2,840	\$ 12,714

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 the Janesville Area MPO's *2020-2050 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 (2017)*.

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 Metropolitan 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, 2021**. 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 Sept 23, 2021. Public notice of the *TIP* review and approval by the Policy Board was published in the Janesville Gazette on October 18, 2021.

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 *2022-2027 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

During the drafting and review process for the *2022-2027 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
- *Park City Taxi*
1605 E Memorial Drive
Janesville, WI 53545
- *You Buy We Fly, LLC*
822 Broad Street
Beloit, WI 53511
- *Lavigne Bus Company*
N3019 US Highway 12
Fort Atkinson, WI 53538
- *Aryv*
4425 Woodgate Drive
Janesville, WI 53546
- *DAV Van Program*
1253 Scheuring Road Suite A
De Pere, WI 53415

The following public and private not-for-profit transportation providers were also contacted during the process of drafting and reviewing the *2022 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
- *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
- *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 U.S.C. 6101), prohibiting discrimination on the basis of age in programs, or activities receiving Federal financial assistance;
8. Section 324 of Title 23, U.S.C. 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 *2022-2027 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 *2022-2027 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 30 and September 6, 2021

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Policy Board on May 23rd, 2022 at 5:30 pm in Room 416 of Janesville City Hall. Items on the agenda include:

- Amendments to the 2022-2027 Transportation Improvement Program,
- Consideration of revised criteria for prioritizing road projects that receive funding through the Surface Transportation Program
- Prioritization of STP-Urban grant applications to the Wisconsin Department of Transportation related to the Bipartisan Infrastructure Law supplement funding

The documents being presented to the Policy Board are available for public review in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, at the Hedberg and Milton libraries, and on the City of Janesville webpage at <https://www.ci.janesville.wi.us/about-janesville/city-calendar>. A minimum 20-day public comment period is required prior to the MPO Policy Board voting on amendments to the *TIP*. Comments may be submitted by dropping off hand-written comments at the Public Works Department at Janesville City Hall or sending them via email to the MPO coordinator.

For information on the meeting or to receive an agenda, please contact David Salmon, MPO Coordinator, at (608) 755-3095, FAX 755-3196 or email salmond@ci.janesville.wi.us. The meeting will be held on May 2nd, 2022 at 10:00am in Room 416 of Janesville City Hall, 18 N. Jackson Street, Janesville, WI.

Publish once: May 3rd, 2022

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Policy Board on October 24th, 2022 at 5:00pm in Room 416 of Janesville City Hall, 18 N Jackson Street, Janesville, WI. Items on the agenda include:

- Electing a new MPO Policy Board Chair and Vice-Chair for a two-year term (2023-2024)
- Review and adopt amendments to the 2022-2027 Transportation Improvement Program (TIP)
- Review amendments to the Public Participation Plan
- Review and adopt amendments to the 2022 Unified Planning Work Program (UPWP)
- Review and adopt 2023-2028 Transportation Improvement Program (TIP)
- Review and adopt 2023 Unified Planning Work Program (UPWP)

The documents being presented to the Policy Board are available for public review in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, at the Hedberg and Milton libraries, and on the City of Janesville webpage at <https://www.ci.janesville.wi.us/about-janesville/city-calendar>.

For information on the meeting or to receive an agenda, please contact David Salmon, MPO Coordinator, at 755-3095, FAX 755-3196 or email salmond@ci.janesville.wi.us.

Publish once: October 10th, 2022

RESOLUTION 2021-06

A Resolution Adopting the 2022-2027 Transportation Improvement Program for the Janesville Metropolitan Planning Area (MPA)

WHEREAS, the Janesville Area Metropolitan Planning Organization Policy Board is recognized by the Governor of Wisconsin, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as the urban transportation planning policy body 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 both elected to opt into 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 2021 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 *2022-2027 Transportation Improvement Program (TIP)* for the Janesville adjusted urbanized area as being consistent with the *Janesville Area 2020-2050 Long-Range Transportation Plan*; and the Janesville Transit System's *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'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

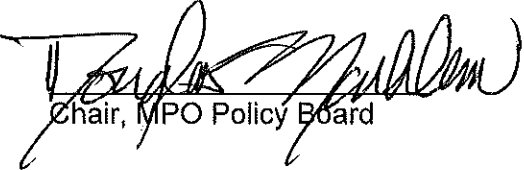
BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization agrees to plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2021 HSIP targets; and

BE IT FURTHER RESOLVED, that the Janesville Area 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 *2022-2027 Transportation Improvement Program*.

ADOPTED: 10/25/21

APPROVED:


Chair, MPO Policy Board

ATTEST:


Duane Cherek, Planning Director/ MPO Director

RESOLUTION 2022-01

A Resolution Endorsing Amendments to the 2022-2027 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 2022-2027 Transportation Improvement Program (TIP) for the Janesville urbanized area as adopted on May 23rd, 2022, as being consistent with the 2020-2050 Janesville Area Long Range Transportation Plan:

- *Funding of design work for eventual pavement replacement of STH 59 between E. Mallwood Dr in Edgerton to CTH N in Whitewater;*
- *Funding of design work for eventual pavement replacement of USH 51/N Parker Dr between E Centerway St and Black Bridge Rd in the City of Janesville;*
- *Funding of construction work for pavement replacement in 2023 of CTH E from USH 14 to N. Washington St in the City and Town of Janesville;*
- *Funding of design work for eventual pavement replacement of Mt. Zion Ave from Milton Ave to Pontiac Dr in the City of Janesville;*
- *Funding of construction work for improving a WSOR rail crossing at USH 11 in the Town of Rock;*
- *Restoring a construction project erroneously removed from the 2022-2027 TIP. Reconstruction of a bridge on CTH E is scheduled for 2023;*
- *Setting 2022 Public Transportation Agency Safety Plan targets;*
- *Purchase of a medium bus for Rock County Transit's fleet using FTA Section 5310 funds;*
- *Operating Assistance for Retired & Senior Volunteer Program to provide shuttle services to seniors and less abled individuals using FTA Section 5310 funds;*
- *Adjustments made to Maps, Fiscal Constraint Table, and narrative portion of TIP document to reflect the addition of the aforementioned projects.*

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 2022-2027 Transportation Improvement Program.

RESOLUTION 2022-01
PAGE 2

ADOPTED: MAY 23, 2022

APPROVED:


Doug Marklein, Chair, MPO
Policy Board

ATTEST:


Duane Cherek, Planning Director/ MPO Director

RESOLUTION 2022-02

A Resolution Prioritizing Grant Applications to the Wisconsin Department of Transportation's Surface Transportation Program - Urban (STP-Urban) BIL Supplemental Funding Solicitation

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; and

WHEREAS, the City of Janesville, City of Milton, and Rock County submitted six applications to the Wisconsin Department of Transportation's (WisDOT) for consideration of funding through Surface Transportation Program - Urban (STP-Urban) BIL Supplemental Funding Solicitation; and

WHEREAS, WisDOT requires MPOs to rank projects by priority (1=highest; 5=lowest), and to forward priority rankings to WisDOT for consideration by June 3rd, 2022.

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following project rankings of STP-Urban grant applications submitted by local governments in the Janesville Area MPO:

FFY2022 Funding

1. *Rock County – CTH E from USH 14 to N. Washington St*

FFY2023-FFY2026 Funding

1. *City of Janesville - Ruger Ave from Lexington Dr to I-39/90*
2. *City of Janesville - E Memorial Dr and USH 51 Ramps*
3. *City of Milton – High Street from Janesville St to John Paul Rd*
4. *City of Milton – W. Madison Ave from City Limits to Clear Lake Rd*
5. *City of Milton – Hilltop Dr from High St to E Madison Ave*

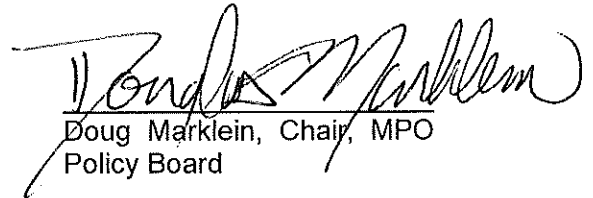
BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance 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 this aforementioned prioritization of STP-Urban grant applications, to be forwarded to the Wisconsin Department of Transportation.

RESOLUTION 2022-02
PAGE 2

ADOPTED: MAY 23, 2022

APPROVED:


Doug Marklein, Chair, MPO
Policy Board

ATTEST:


Duane Cherek, Planning Director/ MPO Director



JANESVILLE AREA

Metropolitan Planning Organization (MPO)

2022 – 2027 Transportation Improvement Program (TIP)
Janesville, WI
September 2022
Janesville Area Metropolitan Planning Organization (MPO)