

2024

# 2024 Unified Planning Work Program



# JANESVILLE AREA

*Metropolitan Planning Organization (MPO)*

Reviewed by Technical Advisory Committee:

October 2<sup>nd</sup>, 2023

Approved by Policy Board: October 23<sup>rd</sup>, 2023

# 2024 Janesville Area MPO Unified Planning Work Program (UPWP)

[Janesville Area Metropolitan Planning Organization](#)

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**



**Federal Transit  
Administration**

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## RESOLUTION 2023-08

### A Resolution Approving the 2024 Unified Planning Work Program for the Janesville Metropolitan Planning Area

WHEREAS, the Janesville Area Metropolitan Planning Organization (MPO) is the MPO for the Janesville Urbanized Area (UA) and the Janesville Area Metropolitan Planning Area; and

WHEREAS, The Janesville Area MPO Policy Board has the responsibility to direct, coordinate, and administer transportation planning throughout the MPA; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration, 23 CFR and 49 CFR 616, have determined the necessity for a Unified Planning Work Program; and

WHEREAS, the Policy Board has reviewed the clarifications of transportation planning activities outlined in the 2023 Unified Planning Work Program and finds them consistent with the MPO transportation planning process.

NOW, THEREFORE BE IT RESOLVED that the Policy Board of the Janesville Area Metropolitan Planning Organization approves the *2024 Unified Planning Work Program* for the period January 1, 2024-December 31, 2024, and directs MPO staff to submit this document to the Wisconsin Department of Transportation and to the Federal Highway Administration and Federal Transit Administration; and

BE IT FURTHER RESOLVED that the Policy Board of the Janesville Area MPO authorizes MPO staff to execute contracts, agreements, and other documentation necessary to carry out the 2023 Unified Planning Work Program; and

BE IT FURTHER RESOLVED that in accordance with 23 CFR 450.334(a) 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 all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects.
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) 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;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

Approved this 23<sup>th</sup> Day of October, 2023

  
Chair, MPO Policy Board

ATTESTS:

  
Planning Director/ MPO Director

## Self-Certification with the Metropolitan Planning Process

The MPO includes self-certification of the metropolitan planning process in accordance with 23 CFR 450.334(a) within the resolution adopting the UPWP. The Janesville Area MPO certifies that the metropolitan planning process is being carried out in accordance with all applicable requirements, including:

### 23 USC 134 and 49 USC 5303

- Current Documentation and approvals include the following:
  - **Transportation Plan (LRTP); 2020-2050 Long Range Transportation Plan;** adopted May 10, 2021.
  - **Transportation Improvement Program (TIP), 2024-2029 Transportation Improvement Program;** approved on October 23, 2023.
  - **Unified Planning Work Program (UPWP); Janesville Area MPO Unified Planning Work Program;** approved on October 23, 2023.
  - **Public Participation Plan (PPP); Public Participation Plan;** approved on October 23, 2023.
  - **MPO Cooperative Agreement;** WisDOT, Janesville Area MPO, and Janesville Transit System; March 3, 2017; and
  - **Metropolitan Planning Area Boundary;** Approved by the MPO and WisDOT on August 14, 2017.

### 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.

- This requirement does not directly apply to the Janesville Area MPO as the MPA is not located in a non-attainment or maintenance area.

### Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21

- The MPO complies with this requirement through policies identified in the *Public Participation Plan* approved on October 23, 2023, *Environmental Consultation Plan* adopted in November 2007, and the *Janesville Area MPO Title VI Agreement* between the MPO and WisDOT.

### 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

- The MPO complies with this requirement through policies identified in the *Public Participation Plan* approved on October 23, 2023, *Environmental Consultation Plan* adopted in November 2007, and the *Janesville Area MPO Title VI Agreement* between the MPO and WisDOT.

### Section 1101(b) of the IIJA/BIL (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects

- The Janesville Area MPO will follow WisDOT's federal approved Disadvantaged Business Enterprises (DBE) program when soliciting contractors to complete MPO projects using federal MPO planning funds.

### 23 CFR part 230, regarding the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts

- This requirement does not directly apply to the Janesville Area MPO as the MPO is not involved in federal or federal-aid highway construction contracts. The Janesville Area MPO does operate under the City of Janesville’s *Equal Opportunity in Employment and Service Delivery*.

*The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.*

- The Janesville Area MPO complies with this requirement through policies identified in the *Public Participation Plan* approved on October 23, 2023, *Environmental Consultation Plan* adopted in November 2007, and the *Janesville Area MPO Title VI Agreement* between the MPO and WisDOT, and through the City of Janesville’s *Equal Opportunity in Employment and Service Delivery*.

*Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.*

- The Janesville Area MPO complies with this requirement through policies identified in the *Public Participation Plan* adopted on approved on October 23, 2023, *Environmental Consultation Plan* adopted in November 2007, and the *Janesville Area MPO Title VI Agreement* between the MPO and WisDOT, and through the City of Janesville’s *Equal Opportunity in Employment and Service Delivery*.

*Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities*

- The Janesville Area MPO complies with this federal requirement through the policies and actions identified in the *Public Participation Plan* approved on approved on October 23, 2023. Policies and procedures are posted on the MPO website at [www.janesvillewi.gov/MPO](http://www.janesvillewi.gov/MPO) under the “Document Library” and in the City of Janesville Planning Division Office.

## Introduction

The *2024 Janesville Area MPO Unified Planning Work Program (UPWP)* illustrates the work activities that the Janesville Area Metropolitan Planning Organization (MPO) will perform in calendar year 2024. The Janesville Area MPO is the designated MPO for the Janesville, Wisconsin Metropolitan Planning Area (MPA).

Unified Planning Work Programs are developed by local agencies and municipalities through a public participation process, a Technical Advisory Committee (TAC), and ultimately adopted by a Policy Board. The MPO seeks input from local municipalities and agencies, as well as the Wisconsin Department of Transportation (WisDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to inform the *UPWP*.

The *UPWP* illustrates how the MPO will implement the *2020-2050 Long Range Transportation Plan (LRTP)* for the Janesville MPA, which was adopted by the MPO’s Policy Board in May 2021 in accordance with the federal *Infrastructure and Investment Jobs Act (IIJA)/Bi-partisan Infrastructure Law (BIL) of 2021*.

## About the UPWP

The goal of the *2024 UPWP* is to coordinate transportation projects and provide direction for transportation planning in the Janesville Area MPA in 2024. The MPA covers the Cities of Janesville and Milton, and parts of the Townships of Harmony, Milton, Janesville, La Prairie, and Rock. A map of the MPA, urbanized area, and municipal boundaries is located in [Figure 1<sup>1</sup>](#).

The MPO is governed by a Policy Board consisting of the seven Janesville City Council members, the Janesville City Manager, the Mayor of Milton, a member from the Rock County Board of Supervisors, a representative from the WisDOT Southwest Region Office, and the chairs from the five member townships.

MPO planning funds are allocated to the Janesville Area MPO through a cost-sharing formula that is 80.0% federal, 3.9% state, and 16.1% local funds. In 2024, a portion of MPO funds is eligible to receive a 100% federal reimbursement for activities that forward safe and accessible transportation options. The local funds are provided almost exclusively through the City of Janesville General Fund. The Janesville Area MPO also utilizes the services of Janesville city staff, consultants, and interns as appropriate.

There are four elements to the *2024 UPWP*: Program Administration, Long Range Transportation Planning, Short Range Transportation Planning, and the *Transportation Improvement Program (TIP)*.

## Organization & Structure

The Janesville Area MPO is authorized under a 2017 *Cooperative Agreement for Continuing Transportation Planning for the Janesville Metropolitan Planning Area* (referenced later in this document) *between Janesville Area MPO, the State of Wisconsin Department of Transportation (WisDOT), the City of Janesville (Transit Operator), and by Section 134, Title 23, United States Code (23 USC 134)*.

The planning process is implemented through a committee structure. A Technical Advisory Committee (TAC) forwards recommendations to the Policy Board for consideration. Ad hoc subcommittees may be formed for specific projects or studies. Subcommittees report to the TAC. The roles of the TAC and MPO Policy Board are described below:

- **Technical Advisory Committee** – The TAC reviews, studies, and makes recommendations related to technical issues affecting study priorities and the transportation planning and programming process. The TAC is comprised of individuals representing the following agencies, organizations, and municipalities:
  - Janesville City Manager’s Office
  - Janesville Public Works Department
  - Janesville Engineering Division
  - Janesville Planning Division
  - Janesville Transit System
  - Milton City Administration
  - Milton Public Works

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<sup>1</sup> Page 6



- Rock County Planning, Economic, and Community Development Department
  - Rock County Public Works – Highway Division
  - Rock County Board of Supervisors
  - Stateline Area Transportation Study (SLATS) MPO
  - WisDOT
  - FHWA (Non-Voting)
  - FTA (Non-voting)
  - Rock Trail Coalition (Non-Voting)
  - Wisconsin & Southern Railroad (Non-voting)
  - Town of Harmony
  - Town of Rock
  - Town of Janesville
  - Town of La Prairie
  - Town of Milton
- **MPO Policy Board** – The Policy Board is responsible for establishing overall policy decisions related to transportation funding priorities and monitoring the direction of studies of transportation conditions in the MPA. The Policy Board meets annually to approve the *UPWP* and *Transportation Improvement Program (TIP)*, then as needed in order to approve amendments to the *TIP* and consider other business items. Members of the Policy Board are listed earlier in this document prior to the Table of Contents.

## **Non-Discrimination**

The Janesville Area MPO is committed to the equal distribution of transportation programs and services. A *Non-Discrimination Agreement between the MPO and WisDOT* was signed in 2021. The agreement assures that no person shall on the grounds of race, color, national origin, and sex, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity conducted by the MPO. The MPO Coordinator is the Title VI Coordinator responsible for initiating and monitoring Title VI activities and preparing required reports. The *Title VI Program and Non-Discrimination Agreement* may be viewed on the City of Janesville’s website: [www.janesvillewi.gov/MPO](http://www.janesvillewi.gov/MPO) Click Document Library.

### Public Participation

- The MPO published its *Public Participation Plan (PPP)* in 2017. The *2023 PPP* will be approved concurrently with this *UPWP* and so the requirements from the updated plan will be used in future *UPWPs*.

### Cooperative Agreement

- The *Cooperative Agreement between the State of Wisconsin, Janesville Transit System, and the Janesville Area MPO* was signed in 2017.

### Title VI Program

- The Janesville Area MPO Title VI Program was last updated in 2022 and has been acknowledged by FHWA, FTA, and WisDOT.

## Work Program Changes & Amendments

If unanticipated changes in funding or work activities occur during the calendar year, the MPO may need to amend the *UPWP*. The magnitude of the change determines the need for an amendment. An amendment to the *UPWP* is required if changes meet any of the following criteria:

- **Funding** – It becomes necessary to 1) add additional funds to perform existing or additional *UPWP* activities; 2) reduce funds or delete *UPWP* activities; and/or 3) transfer funds from one *UPWP* element to another element, in an amount equal to or greater than ten percent of the total *UPWP* programmed budget (i.e., \$23,412 or more).
- **Work Activities** – When there will be a significant change in work activities (e.g., change from having staff perform *UPWP* activities to hiring a consultant to perform *UPWP* activities, or a significant change in scope of work activities within a specific work element).
- **FHWA Approval Letter Contingencies** – Any additional contingencies included in the FHWA *UPWP* approval letter.

### Work Program Amendment Process

Similar to the annual *UPWP*, a draft copy of the *UPWP* Amendment should be sent to the following individuals for comment:

- MPO Planning Liaison (WisDOT)
- Travel Forecasting Liaison (WisDOT)
- Regional MPO Liaison (WisDOT)
- MPO/RPC Statewide Coordinator (WisDOT)
- Division Planning Representative (FHWA)
- Regional Representative (FTA)

After the MPO addresses review comments within the amendment, the MPO will obtain Policy Board approval through resolution and forward the amendment and resolution to WisDOT, FTA, and FHWA requesting final approval. *UPWP* amendments shall be forwarded to and approved by FHWA prior to incurring expenses subject to approval of the amendment.

The MPO will follow the *PPP* for public notice procedures prior to the Policy Board meeting. Notices in the local newspaper, website, and libraries will be distributed at least one week prior to the meeting.

# JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

## Voting Members of POLICY BOARD 2024

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Janesville City Council

**Kevin Lahner**

Janesville City Manager

**Paul Benson, Vice Chair**

Janesville City Council

**Dave Marshick**

Janesville City Council

**Allan Arndt**

La Prairie Town Chair

**Bryan Meyer**

Milton Town Chair

**Aaron Burdick**

Janesville City Council

**Heather Miller**

Janesville City Council

**Steve Flottmeyer**

WisDOT Southwest Region Planning Chief

**Richard Neeno**

Janesville City Council

**Mark Gunn**

Rock Town Chair

**Bruce Schneider**

Janesville Town Chair

**Michael Jackson**

Janesville City Council

**Alan Sweeney**

Rock County Board of Supervisors

**Jeff Klenz**

Harmony Town Chair

**Anissa Welch**

Mayor of Milton

# JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO) TECHNICAL ADVISORY COMMITTEE 2024

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Janesville Planning Director

**Nick Elmer**

Rock County Asst Director of Public Works

**Mike Payne, Vice Chair**

Janesville Public Works Director

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Rock County Board of Supervisors

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Janesville Transit System Director

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Janesville City Engineer

**Tom Koprowski**

WisDOT Urban and Regional Planner  
SW Region

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City of Milton Public Works Director

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Town of Harmony

**Duane Gau**

Interim City of Milton Administrator

**Allan Arndt**

Town of La Prairie

**TJ Nee**

SLATS (Beloit) MPO Coordinator

**Bruce Schneider**

Town of Janesville

**Duane Jorgensen**

Rock County Highway Commissioner

**Mark Gunn**

Town of Rock

**Andrew Baker**

Rock County Planning Director

**Bryan Meyer**

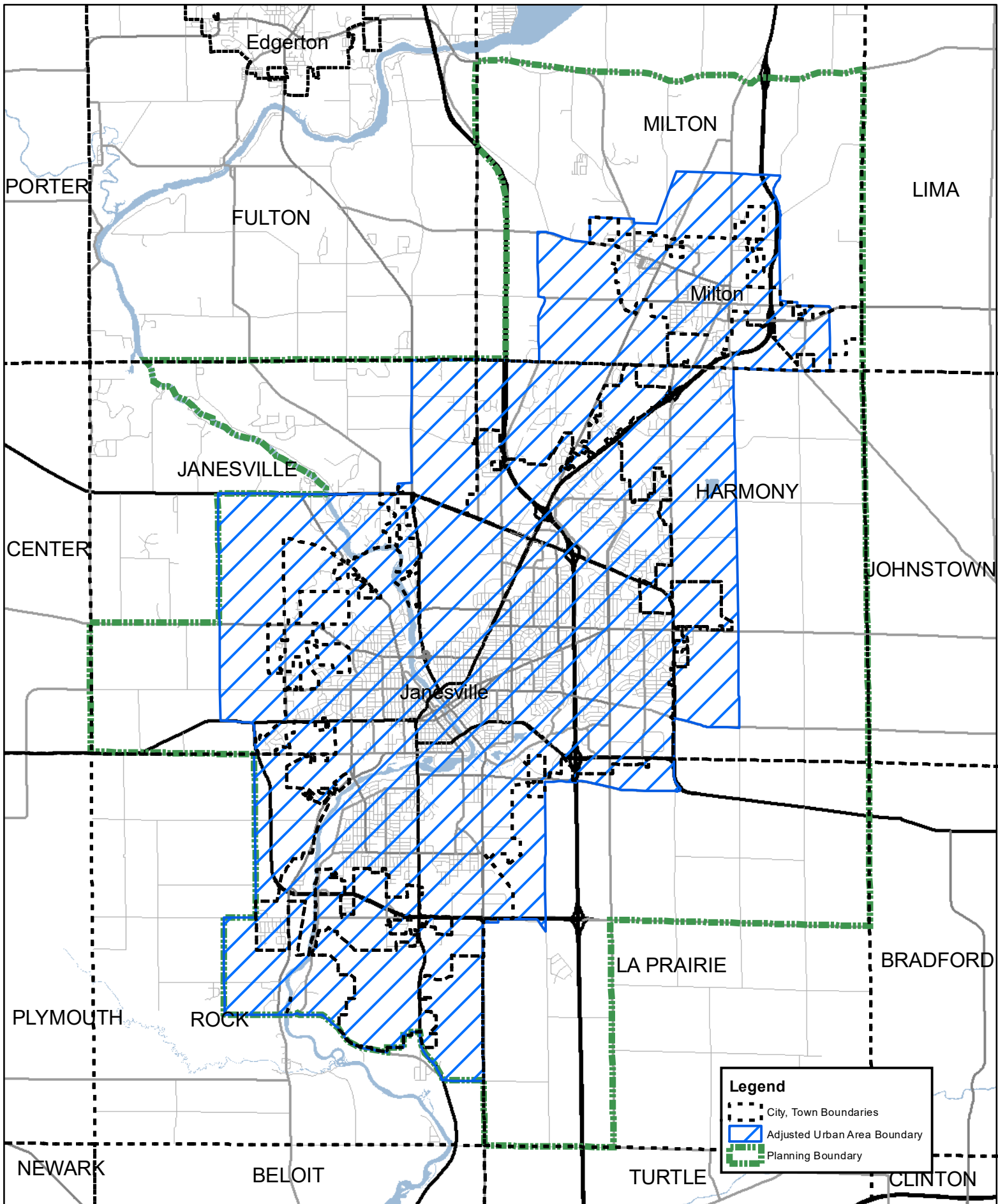
Town of Milton

## MPO Staff




The City of Janesville Public Works Department coordinates the functions of the Janesville Area MPO.

**Table 1** details staff responsibilities and workloads anticipated for 2024.

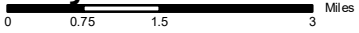
<b>Table 1: 2024 MPO Projected Staff Hours &amp; Responsibilities</b>				
<b>MPO Staff</b>	<b>Title</b>	<b>Planning Tasks</b>	<b>% of FTE</b>	<b>Budgeted Hours</b>
David Salmon	MPO Coordinator	Short- & Long-Range planning, Administration, Intergovernmental Coordination, TIP	98%	2038
Duane Cherek	Planning Director (MPO Director)	Short- & Long-Range Planning, Administration, Intergovernmental Coordination, TIP	11%	229
Seasonal Intern	MPO Intern	Short- & Long-Range planning	100	480
Ahna Bizjak	Assistant City Engineer	Short- & Long-Range Planning, Intergovernmental Coordination, TIP	~1%	15
Brad Reents	City Engineer	Short- & Long-Range Planning, Intergovernmental Coordination, TIP	~1%	15
Mike Payne	Public Works Director	Short- & Long-Range Planning, Administration, Intergovernmental Coordination, TIP	~1%	15
Karissa Chapman	Engineer (Traffic)	Short Range Planning	~1%	15
Tom Ballweg	Engineer (Traffic)	Short Range Planning	~1%	15
Seasonal Intern	Engineering Intern	Short Range Planning	100%	480
Rebecca Smith	Transit Director	Short- & Long-Range planning, Administration, Intergovernmental Coordination, TIP	~1%	15
Jennifer McIlhone	Assistant Transit Director	Long Range Planning, Transit Service Planning, TIP	~1%	15
Tera Barnett	Secretary	Administrative Support	~1%	15
Zach Pennycook	GIS Specialist	GIS (long-range)	~1%	15



**Legend**

-  City, Town Boundaries
-  Adjusted Urban Area Boundary
-  Planning Boundary

**Janesville MPO Planning Boundary and Adjusted Urban Area Boundary**



**JANESVILLE AREA MPO**  
*Wisconsin's Park Place*

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.

## Planning Priorities, Metropolitan Planning Factors & Planning Emphasis Areas

The Infrastructure and Investment Jobs Act or Bi-partisan Infrastructure Law forwards ten metropolitan planning factors including:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase the safety aspects of the transportation system for its users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

UPWP Category	UPWP Elements	Metropolitan Planning Factors										
		1	2	3	4	5	6	7	8	9	10	
100	Coordination	X	X	X	X	X	X	X	X	X	X	X
	Online Presence	X	X	X	X	X	X	X				X
	Work Program	X	X	X	X	X	X	X	X			
	Travel & Training	X	X	X	X	X						
200	Long-Range Planning	X	X	X	X	X	X	X	X	X	X	X
	GIS	X					X		X	X		X
	Equity	X		X	X	X	X	X	X	X		
300	Bicycle and Pedestrian Planning	X		X		X	X	X	X	X	X	X
	Traffic, Intersection, Parking, Corridor Studies, State Projects & Technical Assistance	X	X	X	X	X	X	X	X	X	X	X
	Transit Planning	X	X	X	X	X	X	X		X		X

Table 2: Janesville Area MPO Activities in Relation to IIJA/BIL Planning Factors											
	Carbon Reduction	X		X		X	X	X		X	X
400	TIP	X		X	X	X	X	X	X		

**Planning Emphasis Areas**

In March 2015, FHWA and FTA jointly issued Planning Emphasis Areas (PEAs) and provided updated PEAs as part of the IIJA/BIL. The PEAs are planning topical areas that should be emphasized as MPOs develop Unified Planning Work Programs. Tasks that meet the PEAs are indicated appropriately in the *UPWP*. The PEAs included in this UPWP include:

**Transition to Performance Based Planning and Programming** – The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

**Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning** – This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance-based planning.

**Access to essential services** – As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measure and analytical methods to measure the transportation system’s connectivity to essential services and the use of this information to identify gaps in the transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

**Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Work to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below



2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

### **Equity and Justice<sup>40</sup> in Transportation Planning**

Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Consider use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

### **Complete Streets**

Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities at an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility

located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

### **Safe and Accessible Transportation Options**

A waiver of the non-federal match requirement for Metropolitan Planning funds has been approved as part of the BIL for planning activities that address Complete Streets planning activities.

Planning Activities that are eligible for this waiver include:

- (1) Adoption of Complete Streets standards or policies.
- (2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
- (3) Development of transportation plans to...
  - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
  - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
  - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
  - d. Increase public transportation ridership; and
  - e. Improve the safety of bicyclists and pedestrians.
- (4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- (5) Development of transportation plans and policies that support transit-oriented development.

### **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. One way to increase meaningful public involvement in transportation planning is by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

## Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics MPOs should incorporate data sharing and data analysis into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

## Summary of Major 2023 Accomplishments

- Adopted the *2024-2029 TIP* and the *2024 UPWP*.
- Processed numerous amendments to the *2023-2028 TIP*.
- Continued implementation of the *Janesville Area 2020-2050 Long-Range Transportation Plan*.
- Attended WisDOT directors' meetings.
- Updated MPO Public Participation Procedures to reflect new Planning Emphasis Areas as updated through the BIL.
- Adoption of *2023 Transit Development Plan*.
- Completed *2023 Downtown Parking Study* including a Survey of the public and downtown business owners for the City of Janesville.
- Completed development of a Safe Routes to School informational document including preliminary analysis of opportunities for improvement at select Janesville Area schools.
- Completed an update of Rock County Coordinated Public Transit - Human Services Transportation Plan.
- Completed study of Memorial Drive Safety Conversion.
- Continued implementation of bicycle and pedestrian monitoring program.
- Supported planning efforts for micro mobility programs operating in the Janesville Area.
- Supported efforts to encourage commuter mode shift through active transportation promotion.
- Participated in the Health Equity Alliance of Rock County facilitated by Rock County Public Health Department.
- Supported efforts through Rock County Public Health Department to start walking school bus programs.
- Attended State of Wisconsin EV Policy Bootcamp.
- Supported City of Janesville Comprehensive Plan update.
- Supported update to City of Janesville Sewer Service Area Plan (208).
- Supported traffic studies in the Janesville Area MPA.
- Began updates to the Janesville Area MPO Adjusted Urban Area Boundary and Planning Boundary.

- Collected and analyzed performance data for indicators with updated data.
- Participated in Rock County Transportation Coordinating Committee Meetings.
- Participated in Rock County Traffic Safety Committee Meetings.
- Evaluated transportation facilities for ADA compliance within the public right-of-way in the City of Janesville (ongoing).
- Provided technical and administrative support to JTS, Rock County, and the City of Milton regarding funding opportunities provided by the Bipartisan Infrastructure Law.
- Held public information meetings in relation to TIP and Work Program.
- Facilitated stakeholder engagement(s) regarding multi-use trail planning.

**Ongoing Activities from 2023 UPWP:**

- Began bicycle facility planning for John Paul Rd Bike Corridor and Fisher Creek Trail/Rockport Park Corridor.
- Developed Carbon Reduction Strategies for MPA.
- JTS Ridership Marketing Plan.
- Municipal Lo/No Emission Fleet Transition Study.

## Summary of Budget Revenues

**Budget Summary**

<b>Table 3: 2024 Janesville Area MPO Budget Summary</b>					
<b>WORK PROGRAM ELEMENTS</b>	<b>BUDGET</b>		<b>FUNDING SOURCE</b>		
	Total Dollars	Percent of Budget	FHWA (80%)	WisDOT (3.6%)	Local (16.4%)
100 Program Administration	\$70,254	30%	\$56,203.20	\$2,546.00	\$11,504.80
200 Long Range Transportation Planning	\$28,881	12%	\$23,104.80	\$1,046.95	\$4,729.55
300 Short Range Transportation Planning	\$130,169	56%	\$104,134.96	\$4,767.56	\$8,874.07
400 Transportation Improvement Program	\$4,813	2%	\$3,850.40	\$174.42	\$788.18
<b>Total</b>	<b>\$234,117</b>	<b>100%</b>	<b>\$187,293.36</b>	<b>\$8,534.64</b>	<b>\$25,896.59</b>
<b>SATO Amount (100% Federal)</b>		<b>\$ 49,568.41</b>			

**Table 4: 2024 Janesville Area MPO SATO Eligible Activities and Costs**

UPWP Element and Activity		Rollover (2023)	Non-Staff Expenses	Staff Hours	Wages	Total 2024 Costs	Total Costs
300	Transit Planning – Marketing Plan to Increase Ridership	\$20,000	\$30,000 Consultant	200	\$7,994	\$37,994	\$57,994
300	Road Safety Plan Update		\$32,000 Consultant	200	\$7,994	\$39,994	\$39,994
200	Begin update of Long-Range Plan: Bicycle and Pedestrian and Transit Sections		\$25,000 Remix Planning Software	212	\$8,467	\$33,467	\$33,467
300	Complete plans for John Paul Rd Bike Corridor and Rockport Park Corridor; Conduct Public Engagement			80	\$3,198	\$3,198	\$3,198
300	Participate in Rock County Safety Committee			40	\$1,599	\$1,599	\$1,599
300	Assist with planning for sustainable operations of the Beloit-Janesville Express Transit Route			120	\$7,994	\$7,994	\$7,994
300	Assist with implementation of Rock County Coordinated Public Transit Human Service Plan			60	\$2,398	\$2,398	\$2,398
300	Provide technical and planning support to the Rock County Passenger Rail Committee			80	\$3,198	\$3,198	\$3,198
100	Attend Complete Streets Training and Workshops			40	\$1,599	\$1,599	\$1,599
<b>Total</b>		\$20,000.00	\$62,000.00	1,032	\$44,441.00	\$131,441.00	<b>\$151,441.00</b>

**Table 5: 2024 Janesville Area MPO SATO Overview**

Janesville MPO SATO Funding Amounts	FTA SATO \$ 46,037.99	FHWA 2.5% SATO \$ 3,531.41	Total SATO \$ 49,568.41
SATO Eligible Activities Planned	Consultant Services \$ 46,000	Staff Wages \$ 44,441	Total Costs \$ 134,441
	<b>% of SATO Allotment Used</b>		<b>100%</b>

## Funding Sources

The Janesville Area MPO is administered by the City of Janesville Public Works Department. 100% of the local share for the MPO is paid for by the City of Janesville General Fund.

## Janesville Area MPO Cost Allocation Plan

This Plan describes how costs incurred by the City of Janesville are charged to the MPO. The MPO is housed within the Public Works Department of the City of Janesville. The MPO is located on the third floor of Janesville City Hall, and City employees carry out the planning activities of the MPO. MPO Costs include salary and benefits of city employees, telephone, printing, supplies, software, postage, and building costs. The City of Janesville seeks reimbursement for MPO related costs on a quarterly basis.

### Direct Costs

#### Personnel

Personnel charges are directly applied to the MPO based on actual hours worked at each employee's fully burdened (salary & benefits) pay rate. Hours charged to the MPO are tracked using itemized timesheets. The projected hours budgeted in Table 1 are subject to change as they are based on an estimate of potential staff time and actual hours accrued may vary. The total budget dedicated to wages will not change by more than 10% without an amendment to this work program.

MPO 2024 detailed staff wages are *estimated* as follows:

- **Wages (71.8%)**            **\$86,261.45**
- **Wisconsin Retirement System (4.3%)**            **\$5,166.08**
- **Federal Insurance Contributions Act (5.5%)** **\$6,607.77**
- **Health Insurance (18.2%)**            **\$21,865.72**
- **Life Insurance (0.2%)** **\$240.28**
- **Total: \$120,141.30**

#### Postage

All postal charges are attributed to the designated accounts at the time of mailing. This is accomplished using paper tags attached to each mailing that assign the costs to the appropriate department.

#### Other Supply Costs

Small supply costs such as pens, paper, folders, etc. are not charged to the MPO. The City of Janesville provides these supplies. Larger supply items, such as bike/ped monitoring, traffic monitoring, tablets, and computers, may be charged to the MPO only if the use of the item is directly related to the MPO. One example would be the MPO Coordinator's computer. If the use of the supply item is to be used for

non-MPO related functions, the cost of the item would be allocated to the MPO on a percentage basis it contributes to MPO planning functions.

## **Indirect Costs**

### **Telephone**

Telephone expenses are directly allocated based on the number of lines. The MPO has two lines, therefore the MPO is charged for the actual costs of the two lines. There is also an allocation of Yellow Pages costs based on two lines out of a total of 163 lines.

### **Copier**

Colored copier costs are allocated to each department based on a past use study that estimated the per copy fee structure. The study indicated 11.53% of colored copies were attributable to the MPO.

### **Software**

All software charges are directly connected to a UPWP work activity illustrated in this document. If the use of the software is to be used for non-MPO related functions, the cost of the item would be allocated to the MPO on a percentage basis as it contributes to MPO planning functions.

## **Carry-over of unspent funds**

An amendment to the 2023 UPWP work program redistributed staff hours, non-direct and direct non-staff expenses, and reduced planned consultant activities. This left \$36,000 that is planned to be rolled over into 2024 and will be used in part to cover consultant expenses for a marketing plan for the Janesville Transit System (~\$20,000) and studying transition municipal fleets to Lo/No Emissions vehicles (~16,000).

These funds have not been included in the 2024 UPWP summary data except as a reference Table 4: 2024 Janesville Area MPO SATO Eligible Activities and Costs and Table 9: 300 Short-range planning.

# Key elements of the 2024 UPWP

## Janesville Area MPO Meeting Schedule

<b>Table 6: Tentative MPO Meeting Dates</b>			
<b>January</b>	<b>April</b>	<b>July</b>	<b>October</b>
WisDOT MPO/RPC Directors Meeting  MPO Technical Advisory Committee Meeting	WisDOT MPO/RPC Directors Meeting	WisDOT MPO/RPC Directors Meeting	WisDOT/MPO/RPC Conference  MPO Technical Advisory Committee Meeting  MPO Policy Board Meeting
<b>February</b>	<b>May</b>	<b>August</b>	<b>November</b>
MPO Policy Board Meeting	MPO Technical Advisory Committee Meeting		
<b>March</b>	<b>June</b>	<b>September</b>	<b>December</b>
	MPO Policy Board Meeting	Fall Work Program Meeting	

TAC meetings are scheduled as needed, while Policy Board meetings will always fall on a Monday evening at 5pm prior to a Janesville City Council Meeting. The format will continue to be held as hybrid format with voting members able to attend in-person or virtually via Microsoft Teams.

All meetings hosted by the MPO are tentatively scheduled. To confirm the meeting date, time, and location, agendas and information packets will be sent out to all members of the TAC and Policy Board at least one week prior to the meeting.



## Key Planned Activities

### Administration and TIP

- Implementation of *2020-2050 LRTP* policies and projects.
- Implementation of *2023 Transit Development Plan*.
- Continue to track and evaluate performance measures for those indicators that will be updated in 2023.
- Set and adopt 2023 Public Transportation Agency Safety Target.
- Attending professional development training about Complete Streets topics.
- Attend applicable conferences and webinars, including the annual MPO/RPC conference, National APA conference and Wisconsin APA conference.
- Participate in quarterly MPO/FHWA/WisDOT Director meetings to discuss planning, policy, financial, and technical issues and concerns.
- Prepare *2025-2030 TIP*.
- Prepare *2025 UPWP* and Budget.

### Long Range Planning

- Begin to update bicycle and pedestrian, and transit sections of MPO Long-Range Transportation Plan
- Continue to gather and update information needed to maintain land use information and GIS systems.
- Work with WisDOT on development of statewide transportation plans including *Connect 2050*, *Wisconsin Rail Plan 2050*, and other planning efforts such as Transportation Demand Management.

### Short Range Planning

- Create a ridership marketing plan for Janesville Transit System (Contract Services).
- Work with Janesville and Beloit Transit System to identify sustainable solutions for the ongoing operation of Beloit-Janesville Express.
- Participated in Rock County Transportation Coordinating Committee meetings.
- Assist with implementation of the *Rock County Coordinated Transportation Plan*.
- Maintain relationship with Rock County Public Health Department, attend Health Equity Alliance of Rock County, and explore additional relationships to improve participation in planning process by underserved communities.
- Update Janesville Road Safety Plan (Contract Services).
- Continue self-evaluation of transportation facilities in the City of Janesville for ADA Compliance, including off-road facilities.
- Study ways to improve safety for all road users including vulnerable road users.
- Participate in quarterly meetings of the Rock County Traffic Safety Commission, which reviews crashes and considers safety improvements.

- Complete plans for John Paul Rd Bike Corridor and Rockport Park Corridor and conduct public engagement about options.
- Coordinate planning efforts for improvements to priority bicycle corridors and trail/road crossings.
- Implement digital bicycle and pedestrian monitoring program.
- Conduct a Municipal Lo/No Emissions Fleet Transition Study (Contract Services).
- Begin creation of an Electric Vehicle Charging Plan for the MPO planning area.
- Work with WisDOT to implement Connections 2030, Wisconsin’s comprehensive long-range multimodal transportation plan.
- Work with WisDOT to implement the *State Freight Plan* and *State Highway Plan*.
- Assist WisDOT with grant applications, if needed.
- Provide technical assistance to members of the MPO.
- Assist participating communities in identifying and seeking funding for eligible projects.

## Work Elements

### Program Element 100: Program Administration

#### Objective

Administrative activities include support to the Technical Advisory Committee and Policy Board, interagency coordination, professional training, UPWP and quarterly financial report development, technical support/local assistance, and general administration related to all projects (except TIP administration).

**Table 7: 100 Program Support and Administration**

Planning Activity	Details		SATO Activities	Planning Emphasis Areas	Budget	Staff Hours	Assigned Staff	Schedule
Coordination	1	Prepare, agendas and minutes for TAC & Policy Board			\$11,112	310	MPO Coordinator, MPO Director, Public Works Director, City Engineer	January - December
	2	Meeting preparation and coordination						
	3	Distribute public notice/public information		X				
	4	Attend MPO Director meetings		X				
	5	Assist WisDOT with grant applications						
	6	Provide information and outreach		X				
	7	Attend adjoining municipalities' meetings		X				
Online Presence	8	Maintain MPO online presence including presentation of performance measures, TIP, LRTP, UPWP, web-based public participation tools, and forwarding important information through local government social media channels		X	\$3,979	111	MPO Coordinator	January - December
Work Program	8	Prepare financial reports, request reimbursements			\$4,768	133		January – December

**Table 7: 100 Program Support and Administration**

	9	Prepare draft Work Program					MPO Coordinator, MPO Director	August – November
	10	Amend Work Program as needed						January – December
	11	Update annual MPO Self-Certification per FHWA guidance						January - December
	12	Attend meeting with WisDOT to review Work Program						September - October
<b>Travel &amp; Training</b>	13	Attend Fall MPO Conference, WI APA Conference, and other conferences, workshops, and trainings		<b>X</b>	\$6,632	185	MPO Coordinator, Assistant City Engineer, Traffic Engineer	January - December
	14	Professional memberships, registration fees, and certifications						
	15	Attending Complete Streets training and workshops.	<b>X</b>	<b>X</b>				
<b>Program Expense</b>	16	MPO program expenses including conference fees, training fees, membership dues, computers, telephones, GIS software, Remix Planning Software, aerial images, postage, printing, etc. This is a direct non-labor cost.	<b>X</b>	<b>X</b>	\$43,780	Expense Only	MPO Coordinator	January - December
	<b>Total</b>				<b>\$70,254</b>	<b>739</b>		

**Program Element 200: Long-Range Transportation Planning**

Objective

The Long-Range Transportation Planning element covers preparation and distribution of data and reports related to the *Janesville Area Long Range Transportation Plan*, critical area planning, local staff support for highway & interstate corridor studies, further development of the GIS system, and other long-range planning efforts including projects relating to Carbon Reduction and priority planning areas such as the riverfront, downtown, transit, and environmental justice.

**Table 8: 200 Long Range Planning**

Planning Activity	Details		SATO Activities	Planning Emphasis Areas	Budget	Staff Hours	Assigned Staff	Schedule
<b>Long-Range Planning</b>	1	Implement Long-Range Transportation Plan			\$18,484	516	MPO Coordinator, MPO Director, Assistant City Engineer, Traffic Engineer, Transit Director, Assistant Transit Director	January - December
	2	Update and maintain local land use database, including up to date employment numbers and areas experiencing new growth. Land use planning and forecasting.		X				
	3	Provide the members of the MPO with technical assistance as needed. (map creation, data collection, data maintenance, document summarization, etc.)		X				
	4	Coordinate with WisDOT on IJJA/BIL performance measurements and establishment of State and MPO Performance Targets.		X				
	5	Collect data for performance measures, evaluate performance issues in the transportation system, and maintain TIP		X				
	6	Work with WisDOT on development of statewide transportation policies including the Active Transportation Plan 2050		X				
	7	Begin to update Bicycle and Pedestrian and Transit Sections of the Long-Range Transportation Plan	X	X				
<b>GIS</b>	8	Work with WisDOT on development and approval of Urban Area Boundary adjustments and Metropolitan Planning Area boundaries			\$4,332	121	MPO Coordinator, GIS Specialist	January - December

**Table 8: 200 Long Range Planning**

	9	Develop & maintain data layers pertinent to the MPO (urbanized areas, equity areas, community destinations land use data)		X				
	10	Create base maps to be used in current and future MPO projects		X				
	11	Update data and maps as needed (centerline files, city boundaries, town parcels, transit routes, sidewalk, trail, etc.)		X				
<b>Equity</b>	13	Maintain Janesville Area MPO Environmental Justice Areas and update as new ACS data is available		X	\$6,065	169	MPO Coordinator	January - December
	14	Improve upon methods for assessing the quantitative impact of transportation projects and public transportation services on disadvantaged communities.		X				
	15	Maintain DBE and Title VI Program as required by FHWA, FTA.		X				
	16	Maintain relationships with Rock County Public Health, attend Health Equity Alliance of Rock County Meetings and participate in subcommittees, and continue to explore additional relationships to improve participation in planning process by underserved communities		X				
	17	Update list of MPO stakeholders to be included in meeting notices, public notices, and to target for engagement during planning processes including affordable housing organizations.		X				
<b>Total</b>					<b>\$28,881</b>	<b>806</b>		

## Program Element 300: Short-Range Transportation Planning

### Objective

The Short-Range Transportation Planning element entails implementation of the *Long-Range Transportation Plan* and supplementary planning activities, including activities such as data collection, traffic counts, bike/ped monitoring, public surveys, research, graphic design for MPO reports and meetings, transportation report preparation, transit marketing consultation, and traffic studies.

**Table 9: 300 Short-Range Transportation Planning**

Planning Activity	Details		SATO Activities	Planning Emphasis Areas	Budget	Staff Hours	Assigned Staff	Schedule
<b>Bike and Pedestrian Planning</b>	1	Host a quarterly stakeholder meeting and support ongoing public engagement		X	\$19,856	554	MPO Coordinator, Assistant City Engineer, Traffic Engineer	January - December
	2	Support community efforts to plan and coordinate walking school buses, bike week events, walktober, and other events	X	X				
	3	Coordinate planning efforts for improvements to priority bicycle corridors and trail/road crossings	X	X				
	4	Complete plans for John Paul Rd Bike Corridor and Rockport Park Corridor and conduct public engagement about options	X	X				
	5	Implement digital bike, ped data collection system		X				
	6	Study ways to improve safety for all road users including vulnerable road users.	X	X				
	7	Road Safety Plan Update (Continuing into 2025)	X	X	\$32,000	contract services		July '24 - June '25
<b>Traffic, Intersection, Parking, Corridor Studies,</b>	8	Conduct/coordinate/review studies related to requests for traffic control devices, and land development			\$11,131	311	MPO Coordinator, Assistant City Engineer,	January - December
	9	Participate in Rock County Safety Committee	X	X				
	10	Provide assistance to WisDOT regarding state projects		X				

**Table 9: 300 Short-Range Transportation Planning**

<b>State Projects &amp; Technical Assistance</b>	11	Prepare funding information and grant applications, if needed.					Traffic Engineer	
	12	Provide plan assistance in low-income and minority areas.		X				
	13	Prepare and/or assist with miscellaneous studies and other activities.						
<b>Transit Planning</b>	14	Assist with grant preparation			\$19,856	554	MPO Coordinator, Transit Director, Assistant Transit Director	January - December
	15	Assist with planning for sustainable operations of the Beloit-Janesville Express	X	X				
	16	Explore ways to encourage transportation mode shift to public transportation and micro-mobility	X	X				
	17	Continue to pursue grant funding for electric buses		X				
	18	Assist with developing public info materials such as maps for route detours		X				
	19	Implement recommendations from 2023 Transit Development Plan	X	X				
	20	Participate in Rock County Transportation Coordination Committee (TCC)*	X	X				
	21	Assist with implementation of Rock County Coordinated Public Transit Human Service Plan	X	X				
	22	Provide technical and planning support to the Rock County Passenger Rail Committee	X	X				
	23	Study ways to increase ridership through marketing and outreach	X	X				
	24	JTS Ridership Marketing Plan (Using \$20,000 of 2023 carry-over funds)	X	X	\$30,000	contract services	Oct. '23 – Dec. '24	



**Table 9: 300 Short-Range Transportation Planning**

<b>Carbon Reduction</b>	25	Study carbon reduction potential of municipal fleet transition to EV, develop implementation plan for EV transition, and begin development of an EV infrastructure charging plan for MPA.		X	\$9,326	260	MPO Coordinator	January - December
	26	Municipal Lo/No Emissions Fleet Transition Study (Using \$16,000 of 2023 carry-over funds)		X	\$8,000	contract services		
<b>Total</b>					<b>\$130,169</b>	<b>1,679</b>		

## Program Element 400: Transportation Improvement Program

### Objective

The *Transportation Improvement Program (TIP)* is a six-year list of highway, transit, bicycle, and pedestrian projects in the Janesville MPA. All transportation projects receiving federal funding within the MPA must be included within the *TIP*. Projects are solicited from MPO member jurisdictions and incorporated into the document.

**Table 10: 400 Transportation Improvement Program**

Planning Activity	Details		SATO Activities	Planning Emphasis Areas	Budget	Staff Hours	Assigned Staff	Schedule
<b>TIP</b>	1	Request projects and project changes from jurisdictions			\$4,806	134	MPO Coordinator, MPO Director	July
	2	Prepare Draft TIP in compliance with IJA/BIL						August
	3	Review Draft TIP with WisDOT, FHWA, TAC Adoption by Policy Board						August - October
	4	Complete public participation requirements as outlined in the <u>Public Participation Procedures</u> *		X				January - December
	5	Prepare Final TIP for Policy Board Approval						October - November
	6	Amend TIP as needed.						As needed
	7	Evaluate and adjust TIP Prioritization Process as needed.						January - December
<b>Total</b>					<b>\$4,410</b>	<b>110</b>		

## Performance Management

The *IIJA/BIL* requires that states and MPOs coordinate in establishing specific performance targets and collaboratively work toward meeting these established targets. To date, WisDOT has set, and the MPO has agreed to targets for safety, transit asset management, reliability, pavement, and bridge conditions. All other performance and indicators below are set in the *2020-2050 Long Range Transportation Plan (LRTP)*. These measures are subject to change based on future targets that may be set by WisDOT and MPO. Underlined items are targets established by FHWA, FTA, and WisDOT, and all other targets/objectives are established in the *LRTP*.

<b>Table 11: Adopted Performance Measures and Performance Indicators, Janesville Area MPO</b>					
<b>IIJA/BIL Goal:</b> <i>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</i>					
<b>Target/Objective</b>	<b>Mode Type</b>	<b>Indicator</b>	<b>Data Source</b>	<b>Data Frequency</b>	<b>Status</b>
Increase in freight tonnage	Freight	Tons of freight shipped	Commodity Flow survey; Rock County Airport	Five years (LRTP)	Nothing to report
Increase in visitors using trail systems	Bicycle & Pedestrian	% of users living outside of City of Janesville	MPO Trail User Surveys and Counts	Three Years (Next: 2025)	16% of users live outside of Janesville
Increase in total trail usage	Bicycle & Pedestrian	Number of Trips per Year	MPO Trail User Surveys and Counts	Three Years (Next: 2025)	113% Increase in trips from 2019 to 2022
Increase in annual ridership	Transit	Number of annual unlinked passenger trips	Janesville Transit System	Annual	Recovered majority of pre-covid ridership
<b>IIJA/BIL Goal:</b> <i>Emphasize the preservation of the existing transportation system</i>					
<b>Target/Objective</b>	<b>Mode Type</b>	<b>Indicator</b>	<b>Data Source</b>	<b>Data Frequency</b>	<b>Status</b>

<b>Table 11: Adopted Performance Measures and Performance Indicators, Janesville Area MPO</b>					
Decrease number of miles of street in poor or failed condition	All	PASER Ratings	WisDOT	Two Years (Next: 2023)	Decrease recorded
Maintain and preserve rail corridors	Freight	Number of miles of active and inactive rail	Janesville Area MPO	Five years (LRTP)	Nothing to report
Maintain the majority of trail mileage in fair or better condition	Bicycle & Pedestrian	Internal Ratings	City of Janesville DPW	TBD	To be determined
Average age of fleet less than ten years	Transit	Average age of bus fleet	Janesville Transit System	Ad hoc	Entirety of fleet replaced in the last three years
Replace structures rated below 50 within five years	Structure sufficiency ratings	WisDOT/FHWA /municipalities	WisDOT	LRTP (Five Years)	One bridge outstanding
<b>IIJA/BIL Goal: <i>Promote efficient system management and operations</i></b>					
<b>Target/Objective</b>	<b>Facility Type</b>	<b>Indicator</b>	<b>Data Source</b>	<b>Data Frequency</b>	<b>Justification</b>
Maintain acceptable levels of service (LOS)	Freight, Streets, and Highways	LOS for designated truck routes and NHS routes	WisDOT travel model	Five Years (LRTP)	LOS maintained
Ensure acceptable levels of traffic congestion	Streets and Highways	LOS D or higher	WisDOT travel model	Five Years (LRTP)	Programmed and Planned projects expected to reduce or eliminate anticipated

Table 11: Adopted Performance Measures and Performance Indicators, Janesville Area MPO					
					"E" and "F" LOS
<b>IIJA/BIL Goal:</b> <i>Increase the safety aspects of the transportation system for its users.</i>					
Target/Objective	Facility Type	Indicator	Data Source	Data Frequency	Status
Decrease rail collisions and derailments	Freight	Railroad-involved collisions and derailments	FRA, Office of Safety Analysis	Five Years (LRTP)	Goal Met
Reduction in injury crashes involving bicyclists & pedestrians	Bicycle & Pedestrian	Number of total crashes (A, B) with bike, ped flag	TOPS Lab WisTransPortal	Annual (5-year average 2022-2018)	Not Met. 13 injury crashes in 2022 above 5-year yearly average of 11.4.
Two percent reduction in fatal crashes involving bicyclists & pedestrians	Bicycle & Pedestrian	Number of total crashes (K) with bike, ped flag	TOPS Lab WisTransPortal	Annual (5-year average 2022-2018)	Goal Met. 1 fatal crash in 2022 below 5-year yearly average of 2.
Five or fewer preventable injuries per year	Transit	Number of preventable injuries per year	Janesville Transit System	Annual	Target Met, 2 in 2022
Zero Fatalities	Transit	Number of Fatalities in a year	Janesville Transit System	Annual	Target met, 0 in 2022
Five or fewer safety events per year	Transit	Number of Safety Events in a Year	Janesville Transit System	Annual	Target met, 3 in 2022
Reduce total crashes	Streets & Highway	Number of total crashes	TOPS Lab WisTransPortal	Annual (5-year)	Target Met, 399 total crashes in

<b>Table 11: Adopted Performance Measures and Performance Indicators, Janesville Area MPO</b>					
				average 2022-2018)	2022 below 5-year yearly average of 446
Reduce crashes resulting in fatality	Streets & Highway	Number of total crashes	TOPS Lab WisTransPortal	Annual (5-year average 2022-2018)	Target Met, 5 fatal crashes in 2022 below 5-year yearly average of 8
Reduce crashes resulting in injury	Streets & Highway	Number of total crashes	TOPS Lab WisTransPortal	Annual (5-year average 2022-2018)	Not Met, 231 injury crashes in 2022 above 5-year yearly average of 223
<b>IIJA/BIL Goal:</b> <i>Increase the security of the transportation system for motorized and non-motorized users.</i>					
Target/Objective	Facility Type	Indicator	Data Source	Data Frequency	Status
Perception of Safety on Trails	Bicycle & Pedestrian	Survey of Users	MPO Trail User counts and surveys	Three years (upcoming: 2025)	93% of users feel trails are ‘Safe or Very Safe’
Secure Park & Ride locations	Streets & Highway	Number of calls for police service	JPD	Variable	No activity of note
<b>IIJA/BIL Goal:</b> <i>Increase the accessibility and mobility options available to people and for freight.</i>					
Target/Objective	Facility Type	Indicator	Data Source	Data Frequency	Status
Five percent reduction in sidewalk gaps every five years	Bicycle & Pedestrian	Miles of planned or	MPO	Every LRTP (Five Years)	Over Five percent increase in

<b>Table 11: Adopted Performance Measures and Performance Indicators, Janesville Area MPO</b>					
		recommended sidewalk			sidewalk mileage
0.86 miles/year of new trail	Bicycle & Pedestrian	Number of miles and trails	MPO	Every LRTP (Five Years)	Over 0.86 miles/year of new trail construction completed
Service within ¼ miles of at least 90 percent of the populated areas within JTS service area	Transit	GIS, Census Black Data	U.S. Census Bureau	Ten Years	Transit stops accommodate 71% of the population of the JTS Service area under the quarter-mile metric
Service 6:15 AM – 6:15 PM M-F; 8:45 AM – 6:15 PM	Transit	Revenue hours of service	Janesville Transit System	Every Five Years (TDP)	Standard Achieved
Headways 60 minutes or less for regular service	Transit	Revenue hours of service	Janesville Transit System	Every Five Years (TDP)	Standard Achieved
0.4 miles/year of new bike lanes	Streets & Highway/Bicycle & Pedestrian	Number of miles in bike lanes	MPO	As constructed	Met goal over the past 5-years
<b>IIJA/BIL Goal:</b> <i>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</i>					
<b>Target/Objective</b>	<b>Facility Type</b>	<b>Indicator</b>	<b>Data Source</b>	<b>Data Frequency</b>	<b>Status</b>
All public transit buses equipped with bike racks in ten years	Transit; Bicycle & Pedestrian	Percentage of buses with bike racks	Janesville Transit System	Variable	All buses equipped with bike racks

**Table 11: Adopted Performance Measures and Performance Indicators, Janesville Area MPO**

Encourage Park-and-Ride locations	Streets & Highways	Number of Park and Ride Locations	WisDOT/MPO	Variable	One Park-and-Ride Location within the MPA
<b>IIJA/BIL Goal:</b> <i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>					
Target/Objective	Facility Type	Indicator	Data Source	Data Frequency	Status
Minimize the adverse impacts of freight impacts of freight projects on Environmental Justice populations	Freight	Railroad crashes; proximately active rail traffic	U.S. Census Bureau	Annual	N/A
Increase biking and walking as mode to work over ten years	Bicycle & Pedestrian	ACS/U.S. Census	U.S. Census/FHWA	Annual	No change in biking or walking as mode to work over ten years
All public transit buses using clean diesel fuel	Transit	Percentage of buses using Clean Diesel Fuel	Janesville Transit System	Annual	All buses are clean diesel fuel as of 2022
Improve Air Quality	Streets & Highways	Air Quality Index	U.S. EPA	Annual	Air quality is not impaired in Rock County
Ensure acceptable levels of traffic congestion	Streets & Highways	LOS "D" or higher	WisDOT Travel Demand Model	Five Years (LRTP)	Programmed and planned roadway projects projected to reduce/eliminate "E" and "F" LOS



# Appendix A: Public Comments Received

From Cathy Erdman, SNOW Janesville. Date 10/2/2023 received via email.

David,

I am writing today to comment on the slate of documents (the public participation plan, the UPWP for 2024 and the TIP for 2024) that will be discussed at the TAC meeting on October 4. I am disappointed to note that, with the exception of the US 51 'reconstruction', none of the projects identified in the most recent LRTP are slated for immediate study, funding, research or implementation in the UPWP or the TIP for 2024-2029. A number of neighborhoods South of Five-Points are clearly outlined as areas that have social justice concerns, yet projects for these areas are not front and center in the TIP/UPWP for 2024- 2029. See below for *samples*:

- Bus Transit to/from Southeast industrial area - LRTP - Social Justice Analysis Portion (p. 13) - "The Southeast industrial area is a growing job center, with new and expanding industries offering a wide range of jobs, including lower skilled and lower wage work. Although the lack of transit service is due to financial constraints of the City, it is an area of employment not easily accessible to transportation-disadvantaged individuals." (Happy to discuss a possible low-cost solution to this with the appropriate city staff).
- Rock River Bridge - LRTP - Social Justice Analysis Portion (p. 18/19), Bicycle Pedestrian Plan (p. 27/28) - "would provide a valuable connection between the City of Janesville's South Side and Downtown Areas."
- Centennial Industrial Park Trail - LRTP - Social Justice Analysis Portion (18/19), Bicycle Pedestrian Plan (p. 27/28)
- Beloit Avenue and Ice Age Trail Crossing – LRTP - Bicycle Pedestrian Plan (p. 31) "Beloit Avenue has four driving lanes of traffic. The Ice Age Trail crosses Beloit Avenue just south of the river, and many participants in the public engagement process noted that this was a dangerous crossing with poor sightlines."
- Multiple locations along Beloit Avenue W. Delavan Drive, and Rockport Road are identified as roads in Fair or Poor condition with flood risk. South Pearl Street, Wilson Avenue and others are similarly identified. LRTP – Streets/Highways (p. 56/59)
- Todd Drive, Bingham Rd. south of Delavan and Park Avenue have "FAILED" PASER ratings – LRTP Streets/Highways (p. 56-59)

I'd like to ask that these projects be considered in the short term, rather than pushed off in deference to projects from more prosperous and better-served areas of the city. Based on the public comment provided in the LRTP Appendix, thorough analysis of the projects in the 2020 Bicycle and Pedestrian Plan will likely find that most of the respondents that participated are from areas that are already served by well-developed bicycle and pedestrian transportation corridors. Advocating for continued development is easy. South side residents and business owners, however, and those citizens located in underserved areas on both sides of the Rock River lack a presence in these community decisions. The existing and proposed Public Participation Plans do not make an effort to find ways to engage these underserved geographic or minority communities in important transit-related decisions. This needs to change.

In addition to the projects listed above that would help connect the geographically isolated South side to Downtown and the rest of the city, I'd also like to draw your attention to two additional projects that could and should be considered for the South Side of Janesville. First, Delavan Drive from Center Avenue to Beloit is in poor condition. The sidewalks are inconsistent at best, the road is in poor shape, and, according to recent communications with city staff, Delavan is supposed to function as an on-street bicycle facility to route bike traffic off of Center Avenue. Given the current conditions of the area, that is a hard sell. Just the slope of the hill from leading up to Center Avenue precludes it from being an appropriate bicycle route. Since the incorporation of bike lanes on Center Avenue was not included in the US 51 reconstruction, alternatives are necessary to ensure that pedestrians can navigate safely and the city can meet its stated Bicycle and Pedestrian Plan goals.

Secondly, the city has multiple pieces of property for sale along Delavan Drive between Delavan Drive and the River that could conceivably be utilized to assist in the creation of the Rock Bridge referenced in the LRTP in both the Social Justice Analysis (p. 17/18) and the Bicycle and Pedestrian Plan (p. 27/28). These are being marketed by city staff as appropriate for residential (presumably single-family) building; they could be used just as effectively as a flooding buffer and off-street bike trail/connectors to a future bridge. But only if the city of Janesville doesn't forfeit their usefulness by selling them. If they have been deemed inappropriate for trail-building, then they shouldn't be sold to the general public for building. This current circumstance has the potential to undermine the "greater Monterey Area River Restoration Project" (P. 28), the Bicycle and Pedestrian plan goals (LRTP), or any further planning done as a part of the recommended creation of a Monterey Park Master Plan (2016 Parks and Open Space Plan - p. 50).

Please consider modifications to the TIP and the UPWP that reflect the needs of the South side and the stated goals of the LRTP.

Please confirm that this commentary has been received and shared at the TAC meeting on October 4, 2023.

Thank you,

Cathy Erdman

## 2024 Unified Planning Work Program

