

2024 – 2029 Transportation Improvement Program



E Milwaukee St
Reconstruction
Completed in 2023

Janesville Area Metropolitan Planning Organization

Reviewed by Technical Advisory Committee: **October 2nd, 2023**

Adopted by Policy Board: **October 23rd, 2023**

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2024 Janesville Area MPO Transportation Improvement Program (TIP)

[Janesville Area Metropolitan Planning Organization](http://www.janesvillewi.gov)

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Introduction

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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 TIP. 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 IJIA/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 under the “Document Library” and in the City of Janesville Planning Division Office.

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Town of Milton

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Bicycle and Pedestrian Advocate

Transportation Improvement Program Abbreviations

CoJ – City of Janesville WI

CoM – City of Milton WI

FAHS – Federal Aid Highway System

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

JTS – Janesville Transit System

LRTP – Long-Range Transportation Plan

IJA/BIL – Infrastructure Investment and Jobs Act/Bi-Partisan Infrastructure Law (2021)

MPO – Metropolitan Planning Organization

NHS – National Highway System

RC – Rock County WI

STIP – Statewide Transportation Improvement Program

TAC – Technical Advisory Committee

TAM – Transit Asset Management

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 *2024– 2029 TIP*, and made a favorable recommendation for the Policy Board's approval on October 2nd, 2023. The MPO Policy Board approved the *TIP* on October 23rd, 2023. 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 *2022 Transit Development Plan*. By adopting the *2024-2029 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 *Infrastructure Investment and Jobs Act (IIJA)*, signed on November 15th, 2021 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

The *Infrastructure Investment and Jobs Act*, in continuation of *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.

2024 Safety Performance Target

In conformance with FHWA's [Safety Performance Final Rule](#), WisDOT set the statewide safety targets for 2024, as illustrated in **Table 2-1**:

Table 2-1: 2024 Safety Performance Target for Wisconsin		
Measure	2018 – 2022 Baseline Averages¹	2024 Safety Targets¹
Fatalities	600.8	587.2
Rate of Fatalities per 100 million VMT	0.956	0.937
Serious Injuries	3,107.2	3,044.3
Rate of Serious Injury per 100 million VMT	4.956	4.857
Number of Non-Motorized Fatalities and Serious Injuries	371.4	364

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.

2024 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 2024:

¹ Final 2022 FARS data was not available at the time of target setting. The historical difference between state fatality data and FARS data was used to adjust 2022 state fatalities data in calculating the fatalities baselines and targets.

Table 2-2: Wisconsin FFY 2024 Transit Asset Management Targets (TAM)				
Rolling Stock – Acceptable percentage of revenue vehicle fleet that is past its useful life				
Performance Measures	Useful Life (Years)	2024 Target* (%)	JTS Current Performance (%)	Meets Target?
Automobile	4	77	N/A	N/A
Bus	12	44	0/17 = 0	✓
Cutaway	7	47	0/2 = 0	✓
Minivan	4	51	0/1 = 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				
Performance Measure	Useful Life (Years)	2024 Target (%)	JTS Current Performance	Meets Target?
Automobiles	4	33	1/1 = 100	✗
Trucks or other Tired Vehicles	4	29	1/2 = 50%	✗
Facility – Acceptable percentage of facilities that are rated below a “3” on the TERM guide				
Performance Measure	2024 Target (%)		JTS Current Performance (%)	Meets Target?
Administrative/Maintenance Facilities	10		0	✓

*The 2024 TAM target remains the same as the 2023 target.

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 2023, the JTS bus fleet has been completely replaced with Clean Diesel vehicles. Federal assistance through the *CARES Act* made it possible for JTS to make timely capital investments that helped the region meet these targets.

2024 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 2023 and will continue to plan and program efforts to support achieving these targets:

		2019 Baseline	2024 Target*	2023 Performance
<i>Vehicle Revenue Miles (VRM)</i>		439,808	421,755	418,168
Fatalities	<i>Total Fatalities</i>	0	0	0; <i>Target Met</i>
	<i>Rate per total VRM</i>	0	0	0; <i>Target Met</i>
Injuries	<i>Total Injuries</i>	7	5 or less	3; <i>Target Met</i>
	<i>Rate per total VRM</i>	1 per 62,830 VRM	1 per 134,622 VRM	1 per 139,389 VRM; <i>Target Met</i>
Safety Events	<i>Total Safety Events</i>	6	5 or less	5; <i>Target Met</i>
	<i>Rate per total VRM</i>	1 per 73,302 VRM	1 per 113,366 VRM	1 per 83,634 VRM; <i>Target Not Met</i>
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.			

*Note the 2024 VRM is estimated. The Rate per total VRM is based on a rolling 5-year average of fatalities, injuries, and safety events. VRM is calculated by the average of the previous five years and the estimated vehicle revenue miles for the target year.
Source: JTS and the MPO derive the 2019 Baseline data from JTS’s submission 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**:

Pavement & Bridge Condition	Baseline	2023 Target	2025 Target
Interstate Pavement	65.9% in “Good” Condition 0.3% in “Poor” Condition	> 60% in “Good” Condition < 4% in “Poor” Condition	> 60% in “Good” Condition < 4% in “Poor” Condition

Non-Interstate NHS Pavement	36.3% in “Good” Condition 4.2% in “Poor” Condition	> 30% in “Good” Condition < 10% in “Poor” Condition	> 30% in “Good” Condition < 10% in “Poor” Condition
NHS Bridges by Deck Area	51.3% in “Good” Condition 2.6% in “Poor” Condition	> 49% in “Good” Condition < 3%in “Poor” Condition	> 49% in “Good” Condition < 3%in “Poor” Condition

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**.

Table 2-5: Wisconsin Reliability Performance Target (PM3)			
Travel Reliability	Baseline	2023 Target	2025 Target
Interstate Reliability	96.4% of person-miles traveled are reliable	92.5% of person-miles traveled are reliable	93.0% of person-miles traveled are reliable
Non-Interstate NHS Reliability	93.9% of person-miles traveled are reliable	91.0% of person-miles traveled are reliable	89.5% of person-miles traveled are reliable
Freight Reliability (Interstate)	Truck Travel Time Reliability Index = 1.20	Truck Travel Time Reliability Index = 1.30	Truck Travel Time Reliability Index = 1.30

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
3. A roadway's current condition
4. The functional classification
5. Safety issues of roadways
6. Multimodal nature of roadways
7. Land use intensity and change occurring near to projects
8. Climate Change and reducing greenhouse gas emissions
9. Planned Programming within TIP
10. 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 IJJA/BIL
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 TIP²

Administrative modifications are revisions to the TIP that do not warrant public participation, committee review and action, or re-demonstration of fiscal constraint. This includes:

- Changing the implementation schedule for a project within the TIP's four-year program window.
- Changing the character of work or project limits while remaining reasonably consistent with an approved project.

² Source: [Janesville Area MPO Public Participation Plan 2023](#)

- Changing source (federal, state, or local), category, or amount of funding for a project without changing the scope of work or schedule of any other project within the TIP's four-year program window.
- Changing the total cost of a project by less than 10 percent.
- Correction of minor inadvertent typographical errors or omissions.

When an administrative modification is made by MPO staff, the updated document is reposted to the MPO webpage and notice of the revision is communicated to WisDOT, FTA, FHWA, TAC, and Policy Board.

Amendments are a revision to a TIP that involves a change significant enough to require public review and comment, committee review and action, and re-demonstration of fiscal constraint. Amendments are processed through the Technical Advisory Committee, with a review of the amendment and a recommendation for action to the Policy Board, and the Policy Board, who approves the amendment by resolution. A 15-day public comment period is required prior to Policy Board action. Upon approval by the Policy Board, MPO staff forward the amendment to WisDOT, FHWA, and FTA for review and to receive approval from the Wisconsin Governor ([23 CFR 450.326 \(a\)](#)). Amendments include:

- Transit projects that include the addition or deletion of a programmed project, changes to a programmed project's program year or funding source, or a major change in project scope or cost.
- Adding or deleting a project.
- Advancing a project for implementation within the first four years of the TIP from the out years of the TIP or from the illustrative list.
- Moving a project out of the first four years of the TIP.
- Changing the character of work or the project limits of a project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Changing project funding that impacts funding for other projects, forcing any project out of the first four years of the TIP.
- Changing the total cost of a project by 10 percent or more or \$1,000,000.

Public Notice and Comment

The annual TIP update and TIP amendments initiate a public input process whereby Janesville Area MPO staff:

- Publish the annual TIP update document, TIP amendment, and/or TIP project list on the Janesville Area MPO website, and publish a notice in the local paper of record to begin a 15-day public comment period.

- Email a notice of TIP amendments to all committee members and interested parties as maintained in a public notice distribution list.
- Publish a notice in the local paper of record two weeks in advance of the Technical Advisory Committee and Policy Board meetings where action on the annual TIP, and amendments to the TIP take place.
- Email agenda and materials to public notice distribution list two weeks in advance of TAC and PB meetings.

The public comment period ends the day before the Janesville Area MPO TAC meeting. The TAC considers comments received during the comment period and any comments offered at the TAC meeting before acting on a recommendation to the Policy Board. The Policy Board at its meeting considers the TAC recommendation to the Policy Board before making a final approval. Significant comments received by staff during the review period are documented and included in an appendix. An additional 15-day public comment period will be provided in cases where the final LRTP differs significantly from the version that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

TIP Requirements & Timeline

The development and format of a *TIP* must adhere to the following requirements, per WisDOT³ guidelines.

- A four-year priority list of projects significant to the MPA
- A financial plan demonstrating fiscal constraint by showing financial data comparing expected costs with expected federal funding
- Include all highway, transit, bicycle, and pedestrian projects to be funded with federal dollars
- Public notice and public comment opportunities must be provided for all interested parties prior to TIP approval
- Approval from the Governor of Wisconsin, or the Governor's designee at WisDOT
- Map all projects in relation to low-income/minority populations for Environmental Justice analyses

³ Source: *Guidelines for Developing MPO Transportation Improvement Programs*, Wisconsin Department of Transportation, 2018

- 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

Scheduling milestones illustrated by WisDOT are displayed in **Table 3-1**:

<i>Table 3-1: General Schedule for TIP Preparation, Review, and Approval</i>	
Activity	Schedule
Project Solicitation	May-June
Draft TIP Creation	June-August
TIP Public Involvement and WisDOT draft review	August-September
MPO Policy Board action on final TIP	September-October
Adopted TIP and approval materials submitted to WisDOT	November 1 st
Federal review and action	November
Incorporation into next year’s draft STIP by WisDOT	December
Approved by reference in the federally approved STIP	January
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 and Illustrative Projects

Table 4-1 – Codes and Acronyms for Use in Table 4-3 and 4-4

FUND TYPE		PROJECT MODES	
5307/5310/5339/85.20	Transit Operations and Capital Improvements	B&P	Bike and Pedestrian improvements
CMAQ	Congestion Mitigation & Air Quality Improvement	BR	Bridge improvements
CHID/S	County Highway Improvement Program	MT	Projects for mass transportation
CRP	Carbon Reduction Program	RD	Roads & highways for motoring traffic
D	Special demonstration funds	RR	Improvements to RR crossings
EN	Federal Enhancement Funds	PROJECT PURPOSES	
GRFG	State of Good Repair Formula Grants	E	System or service expansion
HRT	Human Resources Training	EP	Expansion & preservation.
HSIP	Highway Safety Improvement Program	P	System or service preservation
MSID/S	Municipal Street Improvement Program	S	A study or evaluation.
NHPP	National Highway Performance Program (NHPP)	TSM	Efficiency, effectiveness, or safety
PL	Metro Transportation Planning	COST TYPE	
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	CON	Actual construction work
RAF	Formula Grants for Rural Areas (5311)	O&M	Operate & maintain non-transit facilities
RDD	Research, Development, Demonstration & Deployment Projects	PE	Planning and/or engineering aspects
RHC	Railway-Highway Crossing Program	ROW	Acquisition of land / ROW
RTP	Recreational Trail Program – Also known as Wisconsin DNR Stewardship Grant	OPERATIONS	Public transit operations
SF	Significant Freight Provisions	CAPITAL	Public transit capital equipment or facilities
SPR	State Planning & Research	UTL	Major ancillary utility work
SRTS	Safe Routes to School Funding	OTHER	
STBG-BR	Surface Transportation Block Grant - Bridge	cont	Funding is continued from a previous year
STBG-U	Surface Transportation Block Grant - Urban	ILLUS	Unfunded Illustrative Project
STBG-FLX	Surface Transportation Block Grant - Flex	TARP	Truck Access Route Program
STBG-R	Surface Transportation Block Grant - Rural	TEA	Transportation Economic Assistance
TAP	Surface Transportation Block Grant - Transportation Alternatives		
TODP	Transit-Oriented Development Planning Pilot		

Table 4-2 Completed Projects in 2023 and projects added, or with significant funding changes, in the 2024 TIP

Projects Completed in 2023
East Milwaukee Street Reconstruction – Main Street to Atwood Avenue
Ruger Avenue Rehabilitation – East Court Street to Randall Avenue
CTH E Bridge Replacement and Pavement Replacement – USH 14 to North Washington St
South La Prairie Town Hall Road Railroad Crossing Improvements
Projects Added or Significant Funding Changes Reflected in the 2024 TIP
USH 51 Pavement Resurfacing and Bridge Replacement – Segment from W State Street to WSOR Bridge will be reconstructed separately from the rest of this project due to a need make improvements over the WSOR line.
WisDOT SW Region Pavement Markings
CTH N Pavement Replacement
CTH D Resurfacing
CTH O Reconstruction and Resurfacing
CTH H Reconstruction

Table 4-3 Janesville Area MPO Transportation Improvement Program Programmed Projects									CY 2024				CY 2025				CY 2026				CY 2027				CY 2028-2029				
Quick Reference Number	Sponsoring Agency	TIP Number	State ID Number	Project Description	Purpose	Mode	Fund Type	Cost Type	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Comments	Fed	State	Local	Total
21	City of Janesville	371-18-002	5990-02-41	Ruger Avenue Reconstruction - South Randall Avenue to South Lexington Drive	P	RD	STBG-U	PE			264	264													Construction programmed fro CY2025.				
								ROW																					
								CONST					727		439	1166													
								TOTAL			264	264	727		439	1166													
22	City of Janesville	371-21-002	5990-01-33,-34	West Court Street Safety Conversion - Waveland Road to Pearl Street. Design and convert from 4-lane to TWLTL	TSM	RD	HSIP	PE		Cont															Construction programmed for CY 2025. Project includes water main replacement.				
								ROW																					
								CONST					1611		403	2014													
								TOTAL					1611		403	2014													
23	City of Janesville	371-22-008	5990-01-35,-36	Mt Zion Avenue Pavement Replacement - Milton Avenue to Pontiac Dr. Project includes adding turn lanes, monotubes, and bike facilities to corridor.	P	RD	MSID/S	PE																	Construction programmed for CY 2026.				
								ROW																					
								CONST									1970		1970	3940									
								TOTAL									1970		1970	3940									
24	City of Janesville	371-22-012	5990-03-71	East Memorial Dr and USH 51 Ramp Pavement Replacement - Harding Street to Rock River Bridge	P	RD	STBG-U	PE																	Construction programmed for CY 2027.				
								ROW																					
								CONST													2715		679	3394					
								TOTAL													2715		679	3394					
25	City of Janesville	371-21-003	5990-01-35,-36	West Court Street Intersection Safety Improvements - North Crosby Avenue, North Arch Street, and North Pearl Street. Includes adding turn lanes and monotubes	P	TSM	HSIP	PE																	Construction programm for CY 2025.				
								ROW																					
								CONST					1597		235	1832													
								TOTAL					1597		235	1832													
26	City of Janesville	371-22-014		Fisher Creek Trail - West Court St to Dartmouth Rd. Off-street multi-use trail	P	B&P	TAP	PE																	Construction programm for CY 2025.				
								ROW																					
								CONST					498		125	623													
								TOTAL					498		125	623													
27	City of Janesville	371-22-015		Fisher Creek Trail - Rockport Road to West Court Street. Off-street multi-use trail.	P	B&P	RTP	PE																	Construction programm for CY 2025.				
								ROW																					
								CONST						269	269	538													
								TOTAL						269	269	538													
28	City of Janesville	371-23-003	5990-02-29	City of Janesville Lighting Project - Arbor Ridge Plat and Pine Ridge Plat	P	RD	CRP	PE																	Replacement of 97 high pressure sodium light fixtures with LED fixtures along residential streets within the Arbor Ridge Plat and Pine Ridge Plat.				
								ROW																					
								CONST					Cont																
								TOTAL																					
29	City of Milton	371-22-013	3620-00-11	High Street Pavement Replacement - South John Paul Rd to Janesville St	P	RD	STBG-U	PE							377	377									Design scheduled for 2025 and Construction Scheduled for 2026. Utility improvements included as part of project.				
								ROW													904		804	804					
								CONST														826	1730	1730					
								TOTAL											377	377	904		1630	2534					
30	City of Milton	371-19-006		Surrey Drive Pavement Replacement	P	RD	MSID/S	PE																					
								ROW																					
								CONST						18	167	185													
								TOTAL						18	167	185													
31	City of Milton	371-22-015	3140-00-05	City of Milton Lighting Project - STH 59	P	RD	CRP	PE																	Replacement of 48 high pressure sodium light fixtures with LED fixtures along STH 59.				
								ROW																					
								CONST					Cont																
								TOTAL																					
T01	City of Janesville	371-24-T01		Janesville Transit System Operations	P	MT	5307, 85.20	Operations	1463	835	833	3131													Local share of commuter services provided by regional sponsors.				
								Paratransit			41	41																	
								Sponsors			64	64																	
								Revenue			387	387																	
								TOTAL	1463	876	1284	3623																	
T02	Rock County	371-24-T02		Mobility Management Program operating by the Rock County Aging and Disability Resource Center - Aging Unit	P	MT	5310	Operations	58		15	73													ADRC Programs: Cycling Without Age Program, Wednesday Walks, and other Mobility Management Activities				
								TOTAL	58		15	73																	
T03	RSVP of Rock County	371-24-T03		Operating Assistance for Volunteer Transportation Service.	P	MT	5310	Operations	12		12	24													Continuation of a volunteer driver transportation program for seniors and people with disabilities.				
								TOTAL	12		12	24																	

Table 4-4 Janesville Area MPO Transportation Improvement Program Programmed Projects									CY 2024				CY 2025				CY 2026				CY 2027				CY 2028-2029					
Quick Reference Number	Sponsoring Agency	Project Description	Purpose	Mode	Fund Type	Cost Type	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Comments	Fed	State	Local	Total			
Illus01	State of Wisconsin	Intersection Safety Improvement - STH 51 from East Mallwood Drive to the Rock River. Project includes constructing a roundabout.	TSM	RD	HSIP	PE																	This project is occurring outside of the planning area and is not included in the fiscally constrained portion of the TIP.							
						ROW																								
						CONST																								
						TOTAL																		1603		178	1781			
																											1603		178	1781

Public 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 \$4,851,000 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 fees⁴ and local assistance⁵.

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.

Other Transit 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.

⁴ Operating Revenue

⁵ The City of Janesville's General Fund

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”⁶ 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.

⁶ Section 504 of the 1973 Rehabilitation Act (42 USC 126) prohibits discrimination on the basis of disability in Federally Assisted Programs.

Chapter 5: Environmental Justice in the TIP

Chapter Five 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:

4. 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.
5. 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 1 illustrates projects programmed in the 2024 TIP and the Environmental Justice Priority Areas as defined in Appendix B of the Janesville Area MPO Public Participation Plan.

Roadway Projects and Environmental Justice Communities

Roadway projects affecting Environmental Justice Priority Areas:

- #1, #8 - USH 51 Pavement Replacement (371-18-004)
- #10 Five Points Intersection Design Improvements (371-20-006)
- #11 Center Avenue/McKinley Street Intersection Design & Pedestrian Refuge (371-20-007)

- #13 Center Avenue at Delavan Dr Railroad Crossing Improvements (371-23-001)
- #14 CTH D Pavement Replacement (371-22-004)
- #15 Center Avenue RR Bridge Rehab
- #19, #22 W. Court Street Resurfacing & HSIP Safety Conversion/Signal/Intersection Improvements (371-21-002/003)

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

Transportation Alternatives Projects and Environmental Justice Communities

The existing and planned transportation alternative projects are well dispersed throughout the MPA, as shown in **Figure 2**. The majority of environmental justice target areas contain existing or planned bike facilities, which provide vital connections to everyday destinations.

Public Transit and Environmental Justice Communities

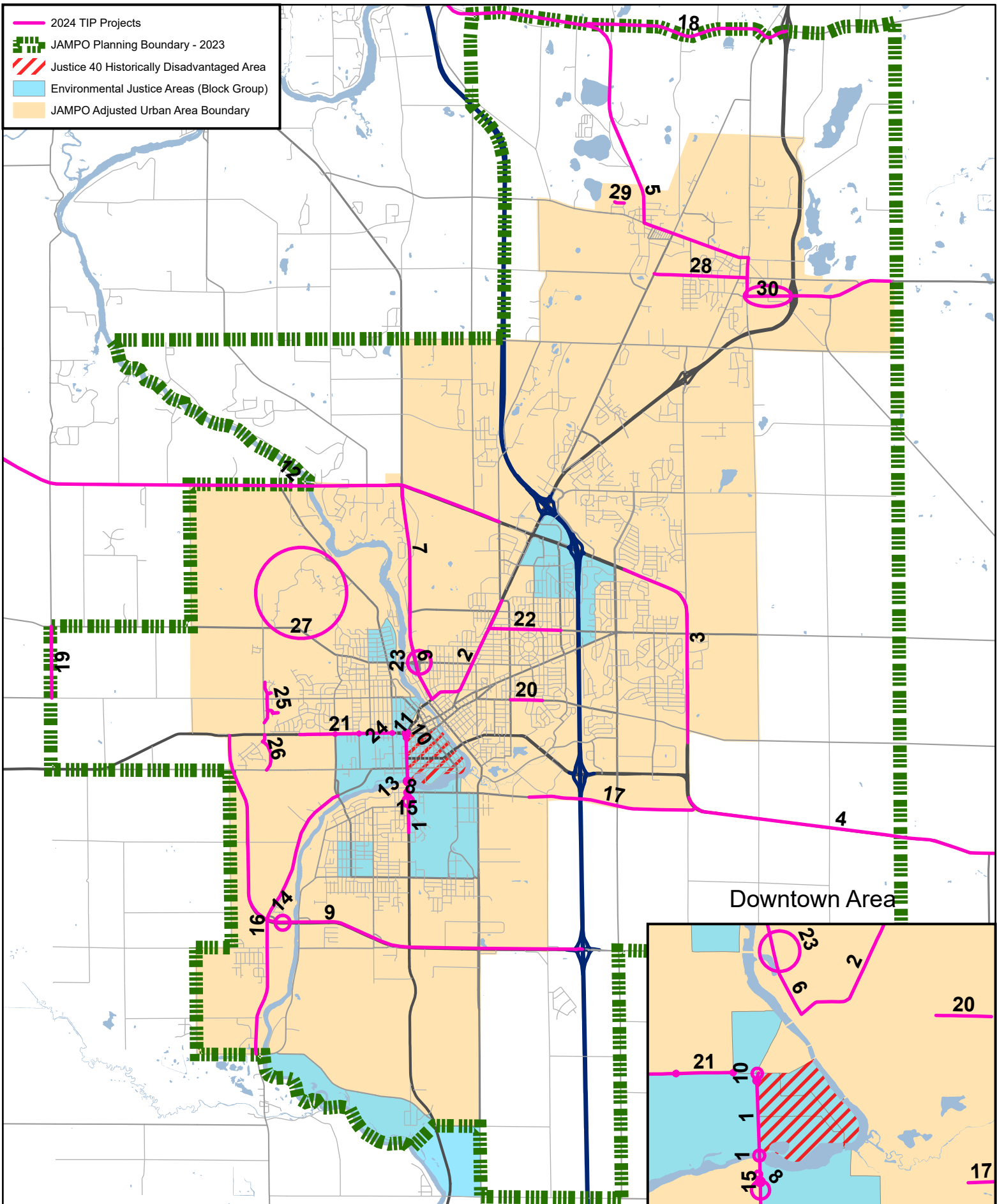
As seen in **Figure 3**, The Janesville Transit System network is designed to provide regular bus service to all EJ Priority Areas within the MPA. The network is designed as a hub and spoke, so all transfers occur at the Downtown Transfer Center, which is located in Janesville's only Justice 40 disadvantaged census tract. This ensures that riders need to make no more than one single transfer in order to reach any area within the MPA.

TIP Projects & Direct and Indirect Impacts on Environmental Justice Communities.

The projects listed in the Janesville Area 2024-2029 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.

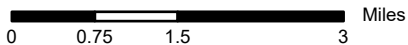
Public Involvement of Environmental Justice Communities.

Steps taken to involve low-income and minority populations in the creation of the TIP can be found in **Chapter Seven** of this document.



**Figure 1 - Janesville Area MPO TIP
2024-2029 Projects**

5/24/2024; D.Salmon, Planning Division
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Bicycle Facilities

-  Existing Paved Trail
-  Existing On-street Trail Connection
-  Existing Hiking Trail
-  Existing Gravel Trail
-  Existing Bike Lane
-  Existing On-Street Rural Bike Corridors
-  Proposed On-Street Bike Facilities
-  Proposed Off-Street Bike Facilities
-  MPO Planning Boundary - 2017
-  Justice 40 Historically Disadvantaged Area
-  Environmental Justice Areas (Block Group)

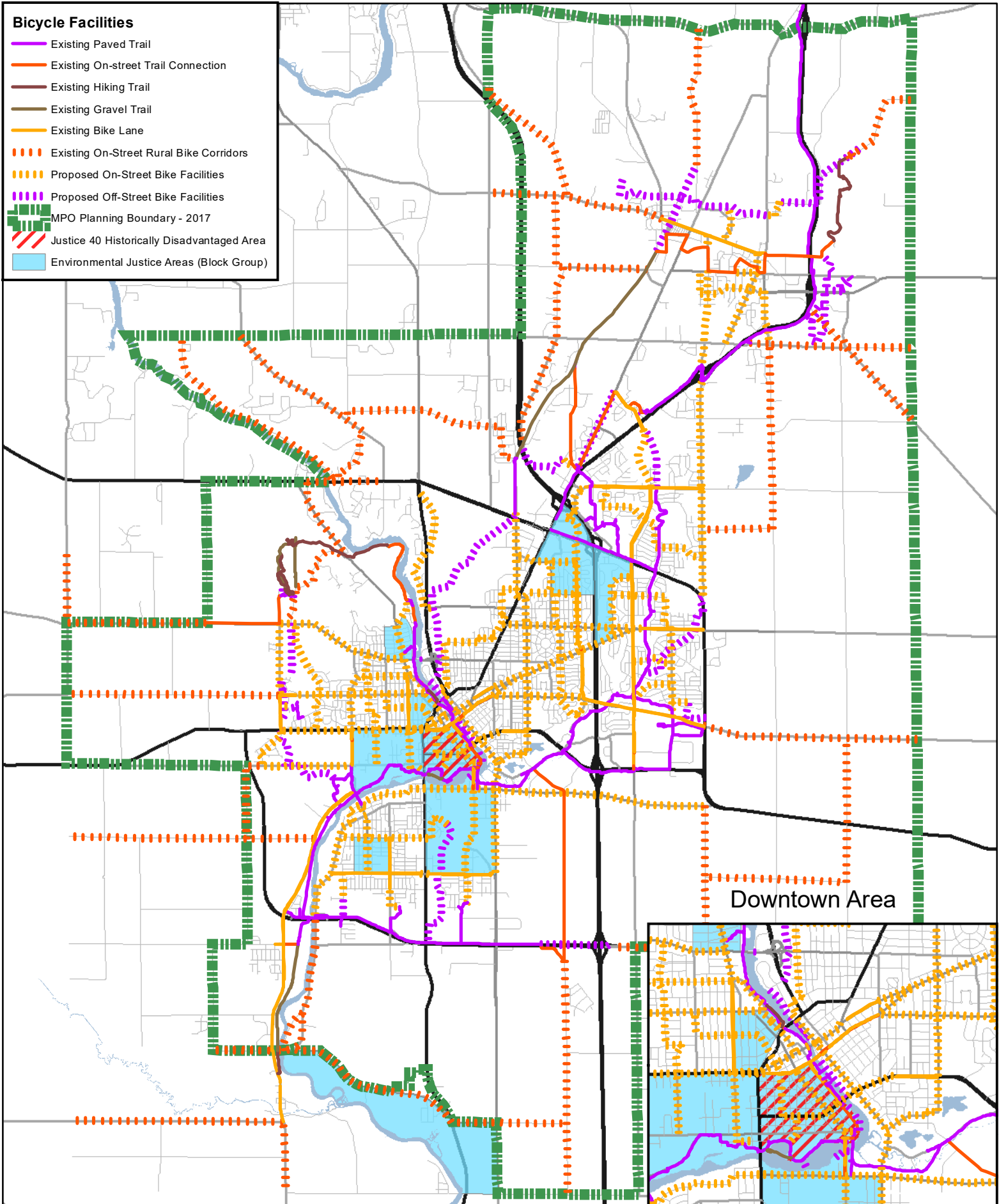


Figure 2 - Janesville Area MPO TIP Existing and Proposed Bike Facilities

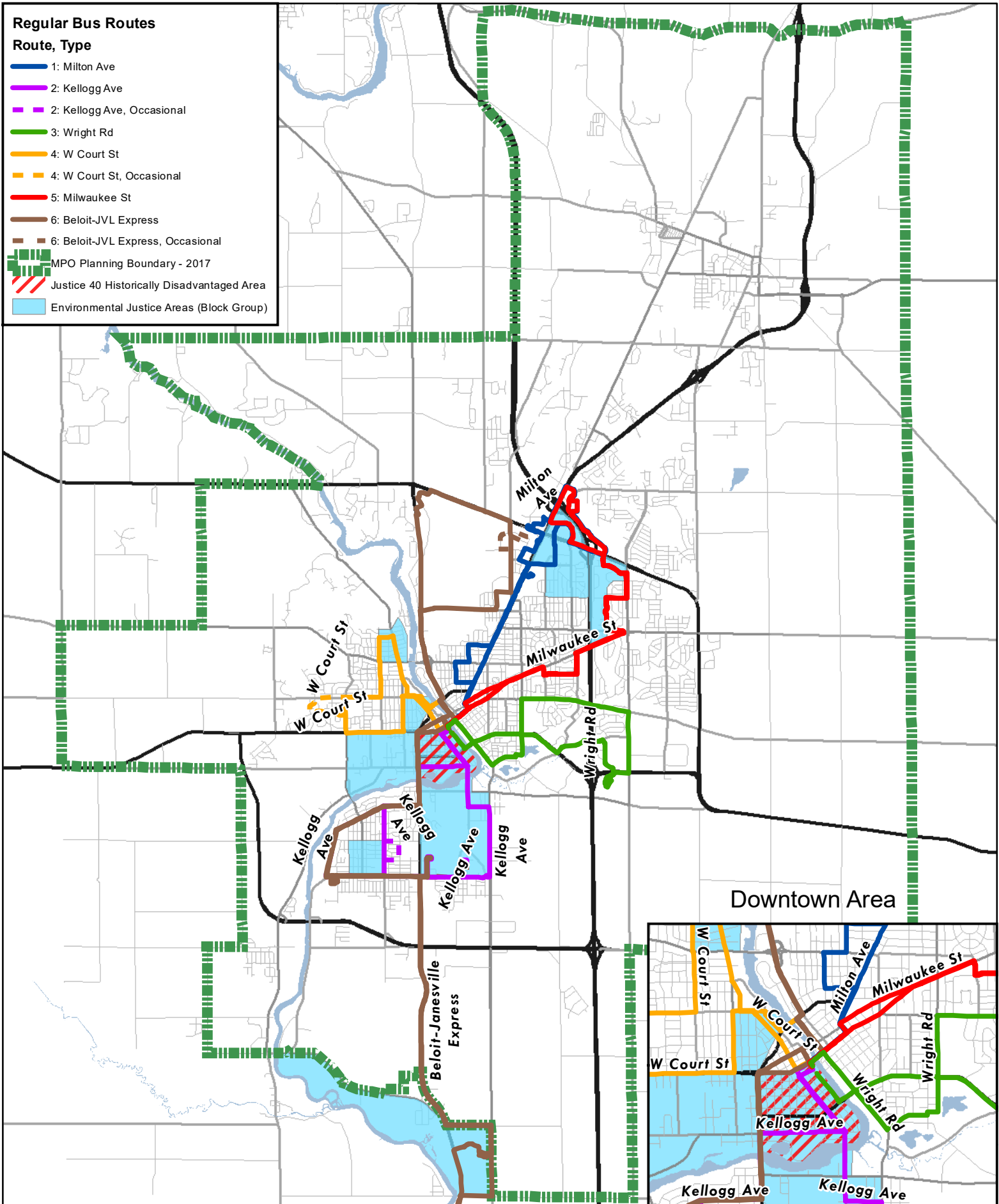
9/20/2023 D. Salmon, Planning Division
S:\Projects\MPO\TIP\2024\Figure 2 - Bike.mxd

0 1 2 4 Miles



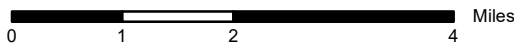
JANESVILLE AREA
Metropolitan Planning
Organization

- Regular Bus Routes**
- Route, Type**
- 1: Milton Ave
 - 2: Kellogg Ave
 - 2: Kellogg Ave, Occasional
 - 3: Wright Rd
 - 4: W Court St
 - 4: W Court St, Occasional
 - 5: Milwaukee St
 - 6: Beloit-JVL Express
 - 6: Beloit-JVL Express, Occasional
- MPO Planning Boundary - 2017
- Justice 40 Historically Disadvantaged Area
- Environmental Justice Areas (Block Group)



**Figure 3 - Janesville Area MPO TIP
Transit Service**

9/20/2023; D.Salmon, Planning Division
S:\Projects\MPO\TIP\2024\Figure 3 - JTS Service.mxd



Chapter 6: 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.

The 2023-2028 *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 2023 *TIP*.

Table 6-1 Summary of Expenditures & Federal Surface Transportation Aid, 2024-2027 (\$1,000)

Federal Funding Program	2024		2025		2026		2027	
	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost
NHPP	9,636	14,569	1,117	1,396	-	-	-	-
STBG-U	-	-	727	1,166	904	2,534	2,715	3,394
STBG-R	1,964	2,600	-	-	-	-	-	-
STBG-FLX	2,715	3,369	-	-	-	-	-	-
STBG-BR	-	-	-	-	-	-	-	-
HSIP	120	133	4,076	4,812	-	-	-	-
TAP	-	-	498	623	-	-	-	-
CRP	-	-	-	-	-	-	-	-
Total	14,435	20,671	6,418	7,997	904	2,534	2,715	3,394

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 6-2** outlines the general funding sources available to JTS, the Rock County Aging and Disability Resource Center – Aging Unit, Aptiv Inc., and RSVP of Rock County, Inc. in the *2023 TIP*:

Table 6-2 Summary of Mass Transportation Costs & Federal Aid, 2024-2027 (\$1,000)

Federal Funding Program	2024		2025~		2026~		2027~	
	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost
Sec. 5307	1,463	3,623	1,492	3,695	1,522	3,769	1,553	3,845
Sec. 5310	70	97	100	143	102	146	104	149
Total	1,533	3,720	1,592	3,838	1,624	3,915	1,657	3,993

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 6-3 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 6-3: Municipal O&M Expenditures on FAHS, 2020

Municipality	FAHS Miles*	Total Miles	Percentage FAHS Routes	Total Roadway O&M	O&M on FAHS
C Janesville	76.77	336.06	22.8%	12,814	2,927
C Milton	8.43	32.96	25.6%	1,538	393
Rock County	40.07	211.02	19.0%	6,611	1,255
T Harmony	9.21	49.31	18.7%	851	159
T Janesville	3.11	51.23	6.1%	280	17

Table 6-3: Municipal O&M Expenditures on FAHS, 2020

T La Prairie	5.96	43.39	13.7%	398	55
T Milton	11.84	51.88	22.8%	750	171
T Rock	8.41	50.93	16.5%	578	95
Total	163.8	826.78	19.8%	23,819	4,719

Table 6-4 demonstrates projected O&M costs for years 2020-2027.

Table 6-4: Projected O&M Expenditures on FAHS, 2020 Base Year (\$1,000, 2.48% annual inflation applied for expenditures)

Municipality	2020	2021	2022	2023	2024	2025	2026	2027
C Janesville	2,927	3,000	3,074	3,150	3,229	3,309	3,391	3,475
C Milton	393	403	413	423	434	445	456	467
Rock County	1,255	1,287	1,318	1,351	1,385	1,419	1,454	1,490
T Harmony	159	163	167	171	175	180	184	189
T Janesville	17	17	18	18	19	19	20	20
T La Prairie	55	56	57	59	60	62	63	65
T Milton	171	175	180	184	189	193	198	203
T Rock	95	98	100	103	105	108	110	113
Total	4,719	4,836	4,956	5,079	5,205	5,334	5,466	5,602

Table 6-5 demonstrates the availability of adequate revenue sources to maintain and operate the FAHS in the Janesville Area MPA.

Table 6-5: Projected Local Revenues, 2020 Base Year (\$1,000, 2.48% annual inflation applied for expenditures)

Municipality	2020	2021	2022	2023	2024	2025	2026	2027
C Janesville	28,740	29,315	29,901	30,499	31,109	31,731	32,366	33,013
C Milton	3,448	3,517	3,588	3,659	3,733	3,807	3,883	3,961
Rock County	31,051	31,672	32,305	32,951	33,610	34,282	34,968	35,667

Table 6-5: Projected Local Revenues, 2020 Base Year (\$1,000, 2.48% annual inflation applied for expenditures)

T Harmony	285	291	296	302	308	315	321	327
T Janesville	81	83	85	86	88	90	92	94
T La Prairie	84	86	88	89	91	93	95	97
T Milton	400	408	416	424	433	441	450	459
T Rock	283	288	294	300	306	312	318	325
Total	64,372	65,659	66,973	68,312	69,678	71,072	72,493	73,943

Table 6-6 demonstrates adequate revenue expected to carry out programmed projects within the TIP.

Table 6-6 Forecasted Federal & State Revenues in the Janesville MPA (\$1,000, Base Year 2022)

Program Name	Funding Type	2024	2025	2026	2027
General Transportation Aids*	State	6,516	6,646	6,779	6,914
Connecting Highway Aids*	State	429	438	447	456
Municipal Street Improvement Program	State	-	18	1,970	-
County Highway Improvement Program	State	-	315	250	-
FTA 5307 Program*	Federal	1,463	1,492	1,522	1,553
FTA 5310 Program*	Federal	70	100	102	104
WisDOT Transit Operating Assistance	State	876	898	920	943
National Highway Performance Program	Federal	9,5636	1,117	-	-
STBG-Urban	Federal	-	727	904	2,715
STBG-Rural	Federal	1,964	-	-	-
STBG-Flex	Federal	2,715	-	-	-

Table 6-6 Forecasted Federal & State Revenues in the Janesville MPA (\$1,000, Base Year 2022)

STBG-Bridges	Federal	-	-	-	-
Highway Safety Improvement Program	Federal	120	4,076	-	-
Transportation Alternatives Program	Federal	-	498	-	-
Recreational Trail Program	State	-	269	-	-
Carbon Reduction Program	Federal	183	183	183	183
Total		23,972	16,777	13,077	12,867

* 2.0% Annual inflation applied to estimated revenues

Table 6-7 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 6-7 Janesville Area MPO Fiscal Constraint

Agency	Funding Source Funding Program	Programmed Expenditures					Estimated Available Funding				
		2024	2025	2026	2027	Total	2024	2025	2026	2027	Total
FHWA	National Highway Performance Program	9,636	1,117	-	-	10,753	9,636	1,117	-	-	10,753
	STBG-Urban	-	727	904	2,715	4,346	-	727	904	2,715	4,346
	STBG-Rural	1,964	-	-	-	1,964	1,964	-	-	-	1,964
	STBG-Flex	2,715	-	-	-	2,715	2,715	-	-	-	2,715
	STBG-Bridges	-	-	-	-	-	-	-	-	-	-
	Highway Safety	120	4,076	-	-	4,196	120	4,076	-	-	4,196

Table 6-7 Janesville Area MPO Fiscal Constraint

	Improvement Program										
	Transportation Alternatives Program	-	498	-	-	498	-	498	-	-	498
	Recreational Trail Program					-	-	-	-	-	-
	Carbon Reduction Program	-	-	-	-	-	-	-	-	-	-
	FHWA Total	14,435	6,418	904	2,715	24,472	14,435	6,418	904	2,715	24,472
	Funding Source	Programmed Expenditures					Estimated Available Funding				
Agency	Funding Program	2024	2025	2026	2027	Total	2024	2025	2026	2027	Total
	Section 5307 - Operating or Capital Assistance (Urban)*	3,623	3,695	3,769	3,845	14,933	3,623	3,695	3,769	3,845	14,933
FTA	Section 5310 - Capital Assistance Program for Elderly & Disabled Riders*	97	99	101	103	400	97	99	101	103	400
	FTA Total	3,720	3,794	3,870	3,948	15,332	3,720	3,794	3,870	3,948	15,332

* 2.48% Annual inflation applied to estimated revenues

Chapter 7: 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 (2023)*.

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 and anyone on the Public Notice Distribution List.

- 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 www.janesvillewi.gov/MPO. 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 aid in describing exhibits or providing information in alternative formats upon request by visually impaired persons or those with other disabilities.

Public Notice

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Technical Advisory Committee on October 2nd, at 11:00am in Room 416 of Janesville City Hall and virtually on Microsoft Teams. Items on the agenda include:

- Review recommendation of a new member of Technical Advisory Committee
- Review amendments to the Janesville Area MPO 2023-2028 Transportation Improvement Program
- Review amendments to the MPO Public Participation Plan
- Review amendments to the 2023 Unified Planning Work Program
- Review 2024 Unified Planning Work Program
- Review 2024-2029 Transportation Improvement Program
- Review Updates to Urbanized Area Boundary and Planning Area Boundary

Documents being presented to the Technical Advisory Committee will be available for review one week prior to the meeting date in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, and on the City of Janesville webpage at <https://www.janesvillewi.gov/government/public-meeting-materials-videos>. Public Comment can be provided at www.janesvillewi.gov/mpo.

The meeting will include a virtual option for attendees. For information on how to access the meeting virtually please contact David Salmon, MPO Coordinator, at 608 755-3095, FAX 608 755-3196 or email salmond@janesvillewi.gov.

Publish once: September 11th, 2023

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Policy Board on October 23rd, at 5:00pm in Room 416 of Janesville City Hall and virtually on Microsoft Teams. Items on the agenda include:

- Approve a new member of Technical Advisory Committee
- Approve amendments to the Janesville Area MPO 2023-2028 Transportation Improvement Program
- Approve amendments to the MPO Public Participation Plan
- Approve amendments to the 2023 Unified Planning Work Program
- Approve 2024 Unified Planning Work Program

- Approve 2024-2029 Transportation Improvement Program
- Approve updates to Urbanized Area Boundary and Planning Area Boundary

Documents being presented to the Policy Board will be available for review 20 days prior to the meeting date in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, and on the City of Janesville webpage at <https://www.janesvillewi.gov/government/public-meeting-materials-videos>. Public Comment can be provided at www.janesvillewi.gov/mpo.

The meeting will include a virtual option for attendees. For information on how to access the meeting virtually please contact David Salmon, MPO Coordinator, at 755-3095, FAX 755-3196 or email salmond@janesvillewi.gov.

Publish once: October 2nd, 2023

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (JAMPO) will be conducting a meeting of the JAMPO Technical Advisory Committee on February 5th at 1:30pm and the JAMPO Policy Board on February 12th, at 5:00pm. Both meetings will be held in a hybrid format in Room 416 of Janesville City Hall and virtually on Microsoft Teams. Items on the agenda include:

- Review and take action on amendments to the Janesville Area MPO 2024-2029 Transportation Improvement Program
- Review and take action on updates to the JAMPO Urbanized Area Boundary and Planning Area Boundary

Public comments will be accept until Monday February 5th at 10am. Comments can be provided at the following link [Janesville Area MPO Comment Form \(arcgis.com\)](https://www.janesvillewi.gov/government/public-meeting-materials-videos)

Documents being presented to the Policy Board will be available for review 14 days prior to the meeting date in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, and on the City of Janesville webpage at <https://www.janesvillewi.gov/government/public-meeting-materials-videos>.

The meeting will include a virtual option for attendees. For information on how to access the meeting virtually please contact David Salmon, MPO Coordinator, at 755-3095, FAX 755-3196 or email salmond@janesvillewi.gov.

Publish once: January 22nd, 2024

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (JAMPO) will be conducting a meeting of the JAMPO Technical Advisory Committee on May 6th at 10:00am and the JAMPO Policy Board on May 13th, at 5:00pm. Both meetings will be held in a hybrid format in Conference Rooms on the Fourth Floor of Janesville City Hall and virtually on Microsoft Teams. Items on the agenda include:

1. Review and act on amendments to the JAMPO 2024-2029 Transportation Improvement Program
2. Review and act on the prioritization of roadway improvement projects seeking STP-U Funds

Public comments will be accepted until Monday May 6th at 10am. Comments can be provided at the following link [Janesville Area MPO Comment Form \(arcgis.com\)](https://www.janesvillewi.gov/government/public-meeting-materials-videos)

Documents being presented to the Policy Board will be available for review 14 days prior to the meeting date in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, and on the City of Janesville webpage at <https://www.janesvillewi.gov/government/public-meeting-materials-videos>.

The meeting will include a virtual option for attendees. For information on how to access the meeting virtually please see the posted agenda at <https://www.janesvillewi.gov/government/public-meeting-materials-videos>.

David Salmon, MPO Coordinator, at 755-3095, FAX 755-3196 or email salmond@janesvillewi.gov

Publish once: Monday April 22nd, 2024

Public Comment

The MPO has received two public comments on the *2024-2029 TIP*.

From Heather Miller, Resident and Policy Board Member. Date 8/5/2023 received via MPO Public Comment Form on Survey123

“The plan lacks a workable plan for bicycle transportation from the south side of Janesville to downtown. To simply suggest people ride a mile or more out of their way to use Crosby Ave. or Beloit Ave. as a trek to downtown or to the shopping corridor on Milton Ave. is ridiculous. Center Ave./Hwy. 51 is a main arterial street that is an entryway into the city from the south as well as the main, most direct route, from south to north sides of the city. How many battery-operated wheelchairs can travel a mile out of their way to a destination? The goal is to include bike travel in both the Comprehensive Plan and in all transportation plans. The plans lack this from the south and it’s clear that every person that addresses this has chosen to kick the can down the road for some other department. This is a big fail at the expense of residents and many of which are of lower income status. It’s telling of the MPO priorities as well as the City that implementation of bicycle or non-motorized traffic is not important for our south side.”

From Cathy Erdman, Resident and SNOW Janesville representative. 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

From Cathy Erdman, Resident and SNOW Janesville representative. Date 1/31/2024 received via MPO Public Comment Form on Survey123.

David,

I am writing today to comment for the second time on the 2024-2029 TIP. I am still 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 that was approved in October of 2023. 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 just a few examples:

- 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)
- The presence of planned, but INCOMPLETE bike trails (pg. 32 of the 2024-2029 TIP) in areas denoted as economically disadvantaged (environmental justice areas) is notable. It is curious that not one of these areas seems to have active advocacy initiatives or funding sources in the works (in comparison to areas in wealthier areas of the city). There seems to be no plans to move these areas forward beyond indicating that plans to build trails and connectors exist.

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 in these areas 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 Public Participation Plans do not include sufficient efforts 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 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 house-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).

What do we need to do to have these issues addressed appropriately in planning for 2025 and beyond? During what time frames should citizens be contacting you with feedback to facilitate further action?

Please confirm that this commentary has been received and shared at the meeting on February 5, 2024.

Thank you,

Cathy Erdman

Appendix A: Comments from Transportation Providers

When drafting the *2024-2029 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 the *2024 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: 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 *2024-2029 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 C: Resolutions adopting and amending the 2024-2029 TIP

RESOLUTION 2023-09

A Resolution Approving the 2024-2029 Transportation Improvement Program (TIP) 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 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2024-2029 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2023-2028 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, 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:

§ 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (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

WHEREAS, the Janesville Area MPO Policy Board has reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
2. The States have assured that all Federal funds paired with projects in this TIP are available or reasonably expected to be available for those projects; and
3. Projects for which funding is not available are conspicuously identified as illustrative projects.

NOW, THEREFORE, BE IT RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves the *2024-2029 Transportation Improvement Program (TIP)* and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration, and the Wisconsin Department of Transportation.

Approved this 23th Day of October, 2023



Chair, MPO Policy Board

ATTESTS:



Planning Director/ MPO Director

JAMPO RESOLUTION 2024-02

ADOPTING TRANSIT ASSET MANAGEMENT 2024 PERFORMANCE MEASURE TARGETS AND PUBLIC TRANSIT AGENCY SAFETY PLAN 2024 PERFORMANCE MEASURES and AMENDING THE 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION

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

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

WHEREAS, the U.S. Department of Transportation, Federal Transit Administration (FTA) established performance measures for public transit assets including Facilities, Rolling Stock and Equipment under the National Transit Asset Management System Final Rule, (49 U.S.C. 625) requiring all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate or manage capital assets used in the provision of public transportation to create a Transit Asset Management (TAM) Plan that includes such performance measures; and

WHEREAS, the Federal Transit Administration (FTA) requires that recipients of federal Urbanized Area Formula (5307) funds develop and certify a Public Transit Agency Safety Plan (PTASP) meeting FTA requirements under the PTASP rule, 49 CFR Part 673. Under Part 673; and **WHEREAS**, Janesville Transit System (JTS) receive 5307 funds to operate public transit within the JAMPO UA; and

WHEREAS, JTS has prepared and adopted a PTASP and has set required Annual Safety Performance Targets for CY2024 as part of the PTASP and subsequently transmitted Targets to JAMPO January 17, 2024; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration, 23 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2024-2029 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2023-2028 Transportation Improvement Program and finds it consistent with the projects in the Long-Range Transportation Plan; and

WHEREAS, the Janesville Area MPO Policy Board formally approved the Janesville Area MPO TIP on October 23, 2023; and

WHEREAS, the MPO was notified of one WisDOT sponsored projects requested to be amended into the TIP; and

WHEREAS, the changes proposed to the TIP (referred to as October 2023 TIP Amendment) are:

- a. Amend TIP document to include TIP ID – 371-24-001 Center Avenue at UP RR Structure – Bridge Rehab.

WHEREAS, 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:

§ 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (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

WHEREAS, the Janesville Area MPO Policy Board has reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
2. The States have assured that all Federal funds paired with projects in this TIP are available or reasonably expected to be available for those projects; and
3. Projects for which funding is not available are conspicuously identified as illustrative projects.

NOW, THEREFORE, BE IT RESOLVED, that the Janesville Area Metropolitan Planning Organization agrees to plan and program projects that contribute toward accomplishing of WisDOT's 2024 TAM targets for the following performance measures (2023 performance shown for reference):

Wisconsin FFY 2024 Transit Asset Management Targets (TAM)				
Rolling Stock – Acceptable percentage of revenue vehicle fleet that is past its useful life				
Performance Measures	Useful Life (Years)	2024 Target* (%)	JTS Current Performance (%)	Meets Target?
Automobile	4	77	N/A	N/A
Bus	12	44	0/17 = 0	✓
Cutaway	7	47	0/2 = 0	✓
Minivan	4	51	0/1 = 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				
Performance Measure	Useful Life (Years)	2024 Target (%)	JTS Current Performance	Meets Target?
Automobiles	4	33	1/1 = 100	✗
Trucks or other Tired Vehicles	4	29	1/2 = 50%	✗
Facility – Acceptable percentage of facilities that are rated below a “3” on the TERM guide				
Performance Measure	2024 Target (%)	JTS Current Performance (%)	Meets Target?	
Administrative/Maintenance Facilities	10	0	✓	

Janesville Transit System Public Transit Agency Safety Plan Performance Targets

		2019 Baseline	2024 Target*	2023 JTS Performance
<i>Vehicle Revenue Miles (VRM)</i>		439,808	421,755	418,168
Fatalities	<i>Total Fatalities</i>	0	0	0; <i>Target Met</i>
	<i>Rate per total VRM</i>	0	0	0; <i>Target Met</i>
Injuries	<i>Total Injuries</i>	7	5 or less	3; <i>Target Met</i>
	<i>Rate per total VRM</i>	1 per 62,830 VRM	1 per 134,622 VRM	1 per 139,389 VRM; <i>Target Met</i>
Safety Events	<i>Total Safety Events</i>	6	5 or less	5; <i>Target Met</i>
	<i>Rate per total VRM</i>	1 per 73,302 VRM	1 per 113,366 VRM	1 per 83,6340 VRM; <i>Target Not Met</i>
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.			
<p><i>*Note the 2024 VRM is estimated. The Rate per total VRM is based on a rolling 5-year average of fatalities, injuries, and safety events. VRM is calculated by the average of the previous five years and the estimated vehicle revenue miles for the target year.</i></p> <p><i>Source: JTS and the MPO derive the 2019 Baseline data from JTS's (2019) submission to the FTA's National Transit Database.</i></p>				

BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization agrees to plan and program projects so that they contribute toward the accomplish of JTS's 2024 PTASP targets for the following performance measures (2023 performance shown for reference):

BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves the January 2024 TIP Amendment to the *2024-2029 Transportation Improvement Program (TIP)* and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration, and the Wisconsin Department of Transportation.

Approved this 12th Day of February, 2024


 Chair, MPO Policy Board

ATTESTS:


 Planning Director/ MPO Director

JAMPO RESOLUTION 2024-03

AMENDING THE 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Janesville Area Metropolitan Planning Organization (JAMPO) is the Metropolitan Planning Organization for the Janesville Urbanized Area (UA) and the Janesville Area Metropolitan Planning Area (MPA); 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 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2024-2029 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2024-2029 Transportation Improvement Program and finds it consistent with the projects in the Long-Range Transportation Plan; and

WHEREAS, the Janesville Area MPO Policy Board formally approved the Janesville Area MPO TIP on October 23, 2023; and

WHEREAS, the Janesville Area MPO Policy Board amended the Janesville Area MPO TIP on February 12, 2024; and

WHEREAS, the MPO was notified of a WisDOT sponsored project requesting to be amended into the TIP; and

WHEREAS, the changes proposed to the TIP (referred to as May 2024 TIP Amendment) are:

- a. Amend TIP document to include TIP ID – 371-24-004 West Memorial Drive Bridge Deck Replacement.

WHEREAS, 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:

§ 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (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;

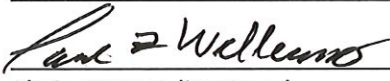
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects.
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program 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

WHEREAS, the Janesville Area MPO Policy Board has reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
2. The States have assured that all Federal funds paired with projects in this TIP are available or reasonably expected to be available for those projects; and
3. Projects for which funding is not available are conspicuously identified as illustrative projects.

BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves the May 2024 TIP Amendment to the *2024-2029 Transportation Improvement Program (TIP)* and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration, and the Wisconsin Department of Transportation.

Approved this 13th Day of May, 2024 ATTESTS:



Chair, MPO Policy Board



Planning Director/ MPO Director



JANESVILLE AREA

Metropolitan Planning Organization (MPO)

2024 – 2029 Transportation Improvement Program (TIP)

Janesville, WI