

2025 – 2030 Transportation Improvement Program



Center Avenue Bridge Resurfacing

September 2024

Janesville Area Metropolitan Planning Organization

Reviewed by Technical Advisory Committee: **October 21st, 2024**

Adopted by Policy Board: **October 28th, 2024**

2025 Janesville Area MPO Transportation Improvement Program (TIP)

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

18 N. Jackson Street
Janesville, WI 53545

Duane Cherek, MPO Director

cherekd@janesvillewi.gov

(608) 755-3085

Karissa Chapman, MPO Coordinator

chapmank@janesvillewi.gov

(608) 755-3163

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



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



**Federal Transit
Administration**

Introduction

Table of Contents

- Introduction3
- Table of Contents3
- Self-Certification with the Metropolitan Planning Process5
- Janesville Area MPO Policy Board7
- Janesville Area MPO Technical Advisory Committee8
- Transportation Improvement Program Abbreviations9
- Chapter 1: TIP Overview.....10
- Introduction 10
- Federal Legislation & the TIP 10
- Chapter 2: Performance-Based Planning.....12
- 2024 Safety Performance Target 12
- Table 2-1: 2024 Safety Performance Target for Wisconsin 13
- 2024 Transit Asset Management (TAM) Performance Target 13
- Table 2-2: Wisconsin FFY 2024 Transit Asset Management Targets (TAM)..... 14
- 2024 Public Transit Agency Safety Plan Performance Targets 15
- Table 2-3. Janesville Transit System Public Transit Agency Safety Plan Performance Targets 15
- Bridge & Pavement Performance Targets (PM2) 15
- Table 2-4: Wisconsin Bridge & Pavement Performance Targets (PM2) 15
- Reliability Performance Targets (PM3)..... 16
- Table 2-5: Wisconsin Reliability Performance Target (PM3) 16
- Chapter 3: TIP Procedures.....17
- Process for Prioritizing Projects seeking federal funding 17
- Expedited Project Selection Procedures 18
- Amending the TIP 18
- Administrative modifications 18
- Amendments 19
- Public Notice and Comment 19
- TIP Requirements & Timeline 20
- Table 3-1: General Schedule for TIP Preparation, Review, and Approval..... 21
- Chapter 4: Programmed and Illustrative Projects23
- Table 4-1 – Codes and Acronyms for Use in Table 4-3and 4-4..... 23
- Table 4-2 Completed Projects in 2024 and projects added, or with significant funding changes, in the 2025 TIP 24
- Table 4-3 Janesville Area MPO Transportation Improvement Program Programmed Projects 25
- Table 4-4 Janesville Area MPO Transportation Improvement Program Programmed Projects 26
- Public Transit Projects & Funding 28

Janesville Area MPO	2025 TIP
Other Transit Services	28
Rock County Specialized Transit & Janesville Transit System	29
Chapter 5: Environmental Justice in the TIP	30
Roadway Projects and Environmental Justice Communities	30
Transportation Alternatives Projects and Environmental Justice Communities	31
Public Transit and Environmental Justice Communities	31
TIP Projects & Direct and Indirect Impacts on Environmental Justice Communities	31
Public Involvement of Environmental Justice Communities	31
Figure 1: TIP Projects Map and EJ	32
Figure 2: TIP LRTP Bike/Ped Map and EJ	33
Figure 3: JTS Transit Service and EJ	34
Chapter 6: Financial Plan	35
Table 6-1 Summary of Expenditures & Federal Surface Transportation Aid, 2025-2028 (\$1,000)	35
Table 6-2 Summary of Mass Transportation Costs & Federal Aid, 2025-2028 (\$1,000)	36
Table 6-3: Municipal O&M Expenditures on FAHS, 2020	36
Table 6-4: Projected O&M Expenditures on FAHS, 2020 Base Year (\$1,000, 2.93% annual inflation applied for expenditures)	37
Table 6-5: Projected Local Revenues, 2020 Base Year (\$1,000, 2.00% annual inflation applied for expenditures)	37
Table 6-6 Forecasted Federal & State Revenues in the Janesville MPA (\$1,000, Base Year 2022)	38
Table 6-7 Janesville Area MPO Fiscal Constraint	39
Chapter 7: Public Participation in the TIP	41
TIP Development Process	41
Stage One – Requests for Projects	41
Stage Two – Draft TIP Review	41
Stage Three – Final TIP Distribution	42
Public Notice	43
Public Comment	44
Appendix A: Comments from Transportation Providers	45
Appendix B: Private Enterprise Participation Process	46
Overview	46
Description of the Private Section Involvement Process	46
New & Restructured Services	47
Private Sector Capital Investment Strategies	47
Complaint Disposition Process	47
Appendix C: Resolutions adopting and amending the 2025-2030 TIP	48

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), 2025-2030 Transportation Improvement Program;** approved on October 28, 2024.
 - **Unified Planning Work Program (UPWP); Janesville Area MPO Unified Planning Work Program;** approved on October 28, 2024.
 - **Public Participation Plan (PPP); Public Participation Plan;** approved on October 23, 2023.
 - **MPO Cooperative Agreement;** WisDOT, Janesville Area MPO, and Janesville Transit System; March 3, 2017; and
 - **Metropolitan Planning Area Boundary;** Approved by the MPO and WisDOT on August 14, 2017.

In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR part 93.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- The Janesville Area MPO complies with this federal requirement through the policies and actions identified in the *Public Participation Plan* approved on 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.

JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO) Voting Members of POLICY BOARD 2025

Paul Williams, Chair
Janesville City Council

Dave Marshick
Janesville City Council

Allan Arndt
La Prairie Town Chair

Bryan Meyer
Milton Town Chair

Aaron Burdick
Janesville City Council

Heather Miller
Janesville City Council

Art Sommerfield (Interim)
WisDOT SWR Planning Supervisor

Richard Neeno
Janesville City Council

Mark Gunn
Rock Town Chair

Bruce Schneider
Janesville Town Chair

Michael Jackson
Janesville City Council

Larry Squire
Janesville City Council

Jeff Klenz
Harmony Town Chair

RJ Sutterlin
Rock County Board of Supervisors

Kevin Lahner
Janesville City Manager

Anissa Welch
Mayor of Milton

JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO) TECHNICAL ADVISORY COMMITTEE 2025

Duane Cherek, Chair

City of Janesville Planning Director

Mike Payne, Vice Chair

City of Janesville Public Works Director

Rebecca Smith

City of Janesville Transit System Director

Brad Reents

City of Janesville City Engineer

Ahnaray Bizjak

City of Janesville Assistant City Engineer

Ryan McCue

City of Janesville Deputy City Manager

Mark Langer

City of Milton Public Works Director

Paul Hensch

City of Milton Administrator

TJ Nee

SLATS (Beloit) MPO Coordinator

Duane Jorgensen

Rock County Highway Commissioner

Andrew Baker

Rock County Planning Director

Nick Elmer

Rock County Asst Director of Public Works

RJ Sutterlin

Rock County Board of Supervisors

Justin Johnson

WisDOT MPO Liaison

Matt Sorenson

WisDOT MPO-RPC Coordinator

Matt Schreiber

WisDOT Urban and Regional Planner

SW Region

Jason Nordberg

FHWA Planning

Ellis Combes

FTA Representative

Jeff Klenz

Town of Harmony

Allan Arndt

Town of La Prairie

Bruce Schneider

Town of Janesville

Mark Gunn

Town of Rock

Bryan Meyer

Town of Milton

Curt Sauser

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 *2025–2030 TIP*, and made a favorable recommendation for the Policy Board's approval on October 21st, 2024. The MPO Policy Board approved the *TIP* on October 28th, 2024. 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 *2025-2030 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 2.93% 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 2024 and projects added, or with significant funding changes, in the 2025 TIP

Projects Completed in 2024
USH 51 Pavement Replacement – Superstructure replacement from Nicolet to W. Court Street.
WisDOT SW Pavement Markings – USH 14 and WIS 11
Center Avenue/McKinley Street Safety Improvements – USH 51 Street Intersection Design and Addition of Pedestrian Refuge
City of Milton Lighting Project
Projects Added or Significant Funding Changes Reflected in the 2025 TIP
Center Avenue UP Railroad Bridge Replacement (south of W. Delavan Drive)
Other Projects approved with 2024-2029 TIP Amendments are referred below and incorporated into the 2025 – 2030 TIP, including:
<ul style="list-style-type: none"> • West Memorial Drive Bridge over Rock River – Bridge Deck Replacement • West Court Street Pavement Replacement – Center Avenue to River Street • Riverwalk Lighting Upgrade Project – East Bank from Centerway to Milwaukee Street (CRP) • JTS Transfer Center Solar Lighting Project (CRP) • Bus Shelter Solar Lighting Project (CRP) • Bikeway Design on John Paul Road (CRP) • School Area Flashing Traffic Signage Upgrade Project (CRP)

Table 4-1 Janesville Area MPO Transportation Improvement Program Programmed Projects

Quick Reference Number	Sponsoring Agency	TIP Number	State ID Number	Project Description	Purpose	Mode	Fund Type	Cost Type	FFY 2025				FFY 2026				FFY 2027				FFY 2028				Comments	FFY 2029-2030				
									Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		Fed	State	Local	Total	
1	State of Wisconsin	371-20-002	5360-01-02/73	STH 26 Pavement Replacement - Centerway & Milton Avenue from Parker Drive to Randolph Road	P	RD	NHPP	PE ROW CONST TOTAL	cont					cont					cont					Construction Obligated in 2014. Construction programmed for CY 2029. Advanceable to CY 2027	cont					
2	State of Wisconsin	371-21-006	3315-00-04/74	USH 14 Resurfacing - 0.2 Miles east of Wright Road to 0.3 Miles south of CTH MM	P	RD	STBG-FLX	PE ROW CONST TOTAL	cont					cont					2107 2107	356 356			2463 2463							
3	State of Wisconsin	371-21-007	1706-00-06/76	USH 14 Resurfacing - 0.3 Miles east of CTH O to Rock-Walworth County Line	P	RD	STBG-FLX	PE ROW CONST TOTAL	cont					cont							3000 3000	764 764		3764 3764	Construction scheduled in CY 2028. Advanceable to CY2027					
4	State of Wisconsin	371-22-005	3140-00-04, 74	STH 59 Redesign and Pavement Replacemtn - E. Mallwood Drive to CTH N Edgerton to Whitewater. Design, PS&E, and Pavement replacement.	P	RD	STBG-FLX	PE ROW CONST TOTAL	cont					cont							4900 4900	1200 1200		6100 6100	Construction scheduled in CY 2028.					
5	State of Wisconsin	371-22-006	5390-00-06, 76, 77	USH 51 Pavement Replacement - Centerway St to Black Bridge Road	P	RD	NHPP	PE ROW CONST TOTAL	cont					cont										Construction scheduled in CY 2029. Utility work by City of Janesville	5400 5400	1300 1300	2500 2500	2500 9200		
6	State of Wisconsin	371-22-010	5390-01-07/77	USH 51 Pavement Replacement - Black Bridge Rd to USH 14 (Janesville to Stoughton)	P	RD	STBG-FLX	PE ROW CONST TOTAL	cont					cont							3600 3600	896 896		4496 4496						
7	State of Wisconsin	371-23-004	5350-02-75	USH 51 Resurfacing - W State St to WSOR Bridge	P	RD	NHPP	PE ROW CONST TOTAL	794 794	198 198		992 992												Segment to be reconstructed on a different timeline than TIP ID 371-19-004 USH 51/Center Avenue Pavement Replacement to accommodate improvements over WSOR line.						
8	State of Wisconsin	371-20-006	5350-02-02/72	Five Points Intersection Safety Improvements - City of Janesville at intersection of Center Ave, Court St, Milwaukee St, and Centerway Intersection design improvements and pavement replacement	TSM	RD	HSIP	PE ROW CONST TOTAL	868 868	98 98		966 966												Recondition, Widen Shoulder. Connecting Highway, but State sponsored. Construction scheduled in CY 2025						
9	State of Wisconsin	371-22-011	5155-06-02	USH 14 and N Hackbarth Rd Intersection Improvements	TSM	RD	NHPP	PE ROW CONST TOTAL	cont					cont							0 0	0 0		0 0	Construction Expected to be in 2028. Not Yet funded or programmed. WisDOT plans to start design prior to construction funding with State funds					
10	State of Wisconsin	371-23-001	5350-02-52	Delavan Dr at Center Avenue Railroad Crossing Improvements - Crossing, Signals, and PVRPLA	TSM	RD	NHPP	PE ROW CONST TOTAL	323 323	81 81		404 404												UP Crossing 177423R. Railroad work done in conjunction with pavement replacement project 5350-02-70.						
11	State of Wisconsin	371-22-007	1706-0050	WIS 11 Railroad Crossing - Town of Rock - WIS 11 WSOR Rail Crossing Operations/New Crossing Surface/MISC	TSM	RD	State and WSOR	PE ROW CONST TOTAL	cont					cont										Construction obligated for 2023. Local funding source is WSOR.						
12	State of Wisconsin	371-24-001	5350-02-65	Center Avenue at UP RR Structure - Bridge Rehab	TSM	P	NHPP	PE ROW CONST TOTAL	92 92	23 23		115 115												Construction adjusted to 2025 due to RR coordination UP RR Structure B-53-135 Project is tied to 5350-02-75 USH 51 Resurfacing and Bridge Replacement - W State St to WSOR Bridge						
13	State of Wisconsin	371-23-004	5350-02-05, 85	Center Avenue UP RR Bridge B-53-135 Bridge Replacement	TSM	P	NHPP	PE ROW CONST TOTAL	Cont					Cont										Construction scheduled for 2029 Project is tied to 5350-02-65 Center Avenue at UP RR Structure - Bridge Rehab	1800 1800	450 450		2250 2250		
14	State of Wisconsin	371-24-004	5990-05-00/80	West Memorial Drive Bridge over Rock River - Bridge Deck Replacement	TSM	P	STBG-FLX	PE ROW CONST TOTAL	Cont					Cont										Currently scheduled for construction in 2032 with \$5,286,400 (STBG-FLX) and \$1,321,600 (State) funding.	Cont					
15	State of Wisconsin	371-24-005	5155-06-04/74	USH51 and USH14 Intersection Safety Improvements	TSM	P	HSIP	PE ROW CONST TOTAL																Construction is scheduled for 2029. Includes left turn lanes, monotubes, and other miscellaneous improvements	910 910	101 101		1011 1011		
16	Rock County	371-22-004		CTH D Resurfacing - Bellrichard Bridge/Crosby Avenue to STH 11 Bypass	P	RD	Local Only	PE ROW CONST TOTAL														1187 1187	1187 1187	Pulverize & Overlay. State, Local Funds only. Not included in Fiscal Constraint.						
17	Rock County	371-24-001		CTH O Reconstruction and Resurfacing - City of Janesville Limits to USH 14	P	RD	CHID/S	PE ROW CONST TOTAL						504 504	1029 1029	1533 1533								Combination of reconstruction and pulverize & overlay. State and local funds only. Not included in fiscal constraint.						
18	Rock County	371-24-002	3658-00-70	CTH N Resurfacing - STH 59 to USH 26	P	RD	STBG-R	PE ROW CONST TOTAL	1964 1964		536 536	2500 2500												Construction programmed in CY 2025.						
19	Rock County	371-24-003		CTH H Reconstruction & Resurfacing - STH 11 - Mineral Point Road	P	RD	CHID/S	PE ROW CONST TOTAL																Local funds only. Not included in fiscal constraint.						

Table 4-1 Janesville Area MPO Transportation Improvement Program Programmed Projects

Quick Reference Number	Sponsoring Agency	TIP Number	State ID Number	Project Description	Purpose	Mode	Fund Type	Cost Type	FFY 2025				FFY 2026				FFY 2027				FFY 2028				Comments	FFY 2029-2030							
									Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		Fed	State	Local	Total				
20	Rock County	371-25-001		CTH H Reconstruction & Resurfacing - Mineral Point Road to USH 14	P	RD	CHID/S	PE																	State and local funds only. Not included in fiscal constraint.								
								ROW																									
								CONST																									
								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																	Construction programmed for FFY2026.								
								ROW																									
								CONST																									
								TOTAL																									
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																Construction programmed for CY 2025. Project includes water main replacement.									
								ROW																									
								CONST																									
								TOTAL																									
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																									
								TOTAL																									
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																									
								TOTAL																									
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 program for CY 2025.										
								ROW																									
								CONST																									
								TOTAL																									
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 program for CY 2025.										
								ROW																									
								CONST																									
								TOTAL																									
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 program for CY 2025.										
								ROW																									
								CONST																									
								TOTAL																									
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																									
								TOTAL																									
29	City of Janesville	371-24-006		West Court Street Pavement Replacement - Center Avenue to River Street	P	RD	STBG-U	PE															Construction programmed for FFY2029.										
								ROW																									
								CONST																									
								TOTAL																									
30	City of Janesville	371-24-007		Riverwalk Lighting Upgrade Project - East Bank from Centerway to Milwaukee St	P	RD	CRP	PE															Replacement of 27 high-pressure sodium light fixtures with LED fixtures along Downtown Janesville Riverwalk.										
								ROW																									
								CONST																									
								TOTAL																									
31	City of Janesville	371-24-008		JTS Transfer Center Solar Lighting Upgrade Project	P	RD	CRP	PE															Replacement of 4 high-pressure sodium light fixtures and 4 LED light fixtures with Solar-powered LED light fixtures at the Janesville Transit System Transfer Center										
								ROW																									
								CONST																									
								TOTAL																									
32	City of Janesville	371-24-009		Bus Shelter Solar Lighting Project	P	RD	CRP	PE															Adding solar-powered lighting to Bus Shelters across Janesville that do not currently have any lighting.										
								ROW																									
								CONST																									
								TOTAL																									
33	City of Janesville	371-24-010		Bikeway Design on John Paul Rd	P	RD	CRP	PE															Design of multi-use trail or bikeways on John Paul Rd between the Ice Age Trail and McCormick Rd										
								ROW																									
								CONST																									
								TOTAL																									
34	City of Janesville	371-24-011		School Area Flashing Traffic Signage Upgrade Project	P	RD	CRP	PE															Replacement of 30 traffic signs that currently have A/C powered flashers with solar-powered flashers and new signage.										
								ROW																									
								CONST																									
								TOTAL																									
35	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															Design scheduled for 2025 and Construction Scheduled for 2026. Utility improvements included as part of project.										
								ROW																									
								CONST																									
								TOTAL																									
36	City of Milton	371-19-006		Surrey Drive, Woodland Drive, Forest Lake Drive, and Ivanhoe Drive Pavement Replacement	P	RD	MSID/S	PE															2025 Street Replacement Projects with \$17,876.53 in LRIP funds for Surrey Dr and \$19,585.56 in LRIP funds for Forest Lake Drive										
								ROW																									
								CONST																									
								TOTAL																									
T01	City of Janesville	371-24-T01		Janesville Transit System Operations	P	MT	5307, 85.20	Operations	1800	650	800	3250											Local share of commuter services provided by regional sponsors.										
								Paratransit																									
								Sponsors																									
								Revenue																									
TOTAL	1800	694	1336	3830																													
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																					

Janesville Area MPO

Table 4-4 Janesville Area MPO Transportation Improvement Program Illustrative Projects

CY 2025

CY 2026

CY 2027

CY 2028

CY 2029-2030

Quick Reference Number	Sponsoring Agency	Project Description	Purpose	Mode	Fund Type	Cost Type	CY 2025				CY 2026				CY 2027				CY 2028				Comments	CY 2029-2030								
							Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		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 so not included in the fiscally constrained portion of the TIP.									
						ROW																										
						CONST																										
						TOTAL																										
Illus02	City of Janesville	Riverwalk Lighting Upgrade Project - West Bank from Centerway to Milwaukee St	P	RD	CRP	PE								27		7		34					Not programmed or included in fiscal constraint. Replacement of 9 high-pressure sodium light fixtures with LED fixtures along Downtown Janesville Riverwalk.									
						ROW																										
						CONST																										
						TOTAL																										

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:

- #8 Five Points Intersection Design Improvements (371-20-006)
- #10 Center Avenue at Delavan Dr Railroad Crossing Improvements (371-23-001)
- #16 CTH D Pavement Replacement (371-22-004)
- #12 Center Avenue RR Bridge Rehab (31-24-001)

- #22, #25 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.

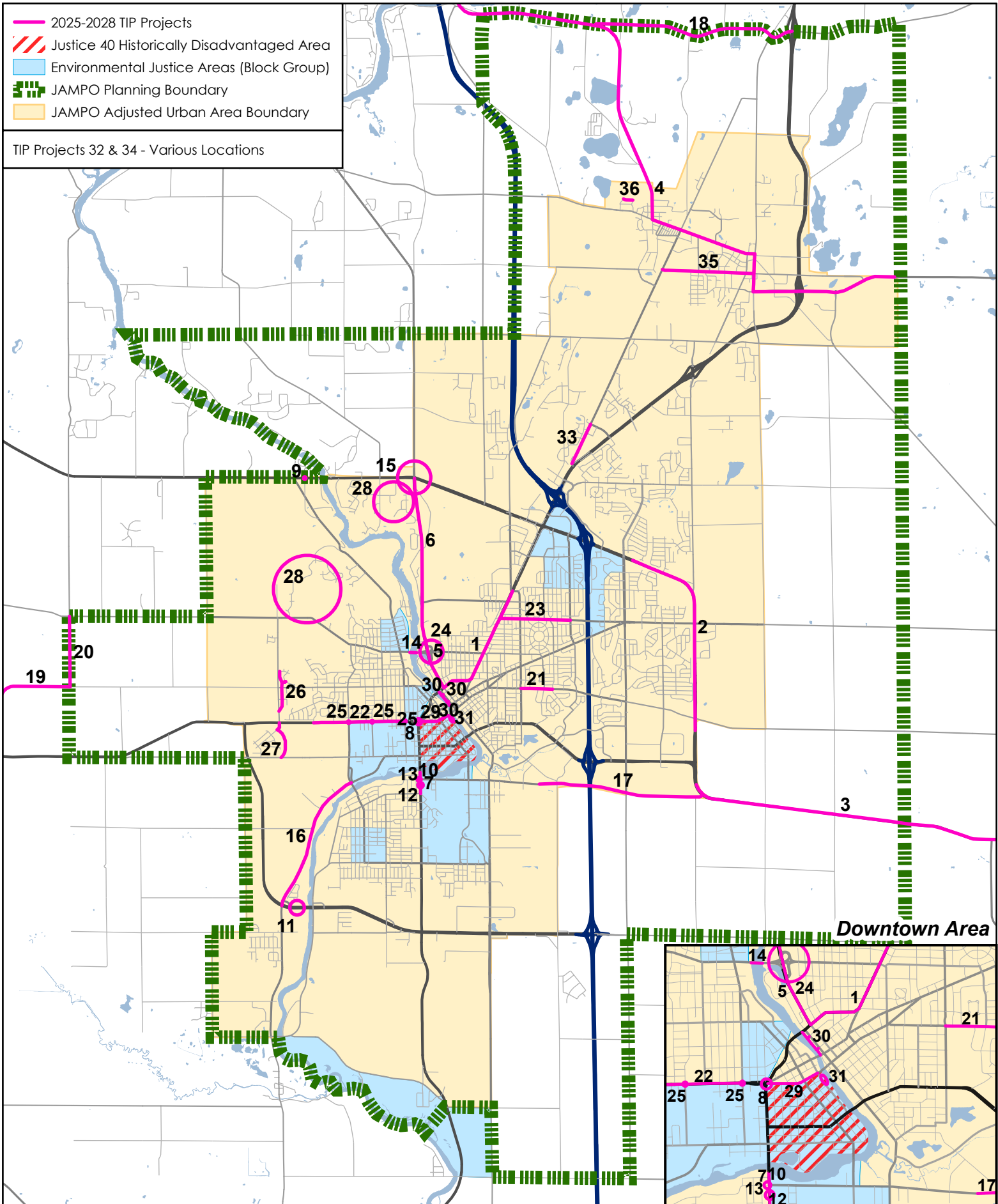
The projects listed in the Janesville Area *2025-2030 TIP*, together with other public and privately funded transportation improvements and services provided in the Janesville urbanized area, do not impose disproportionately high and adverse impacts on minority and/or low-income populations. Furthermore, 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.

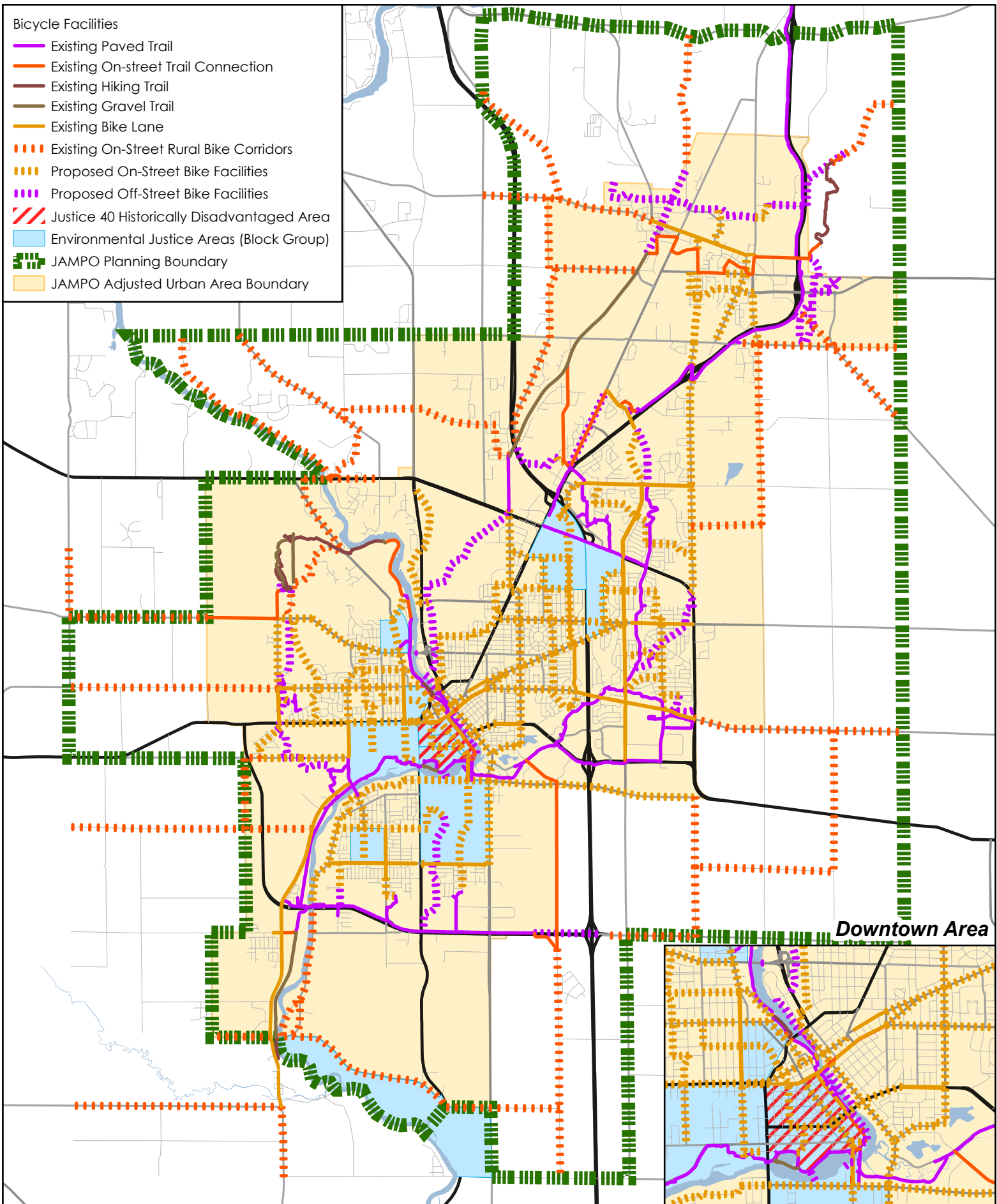
Steps taken to involve low-income and minority populations in the creation of the *TIP* can be found in [Chapter Seven](#) of this document.

Figure 1: TIP Projects Map and EJ

[Insert Figure 1: TIP Programmed Projects Map]



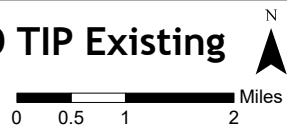
**Figure 1 - Janesville Area MPO TIP
2025-2030 Projects**

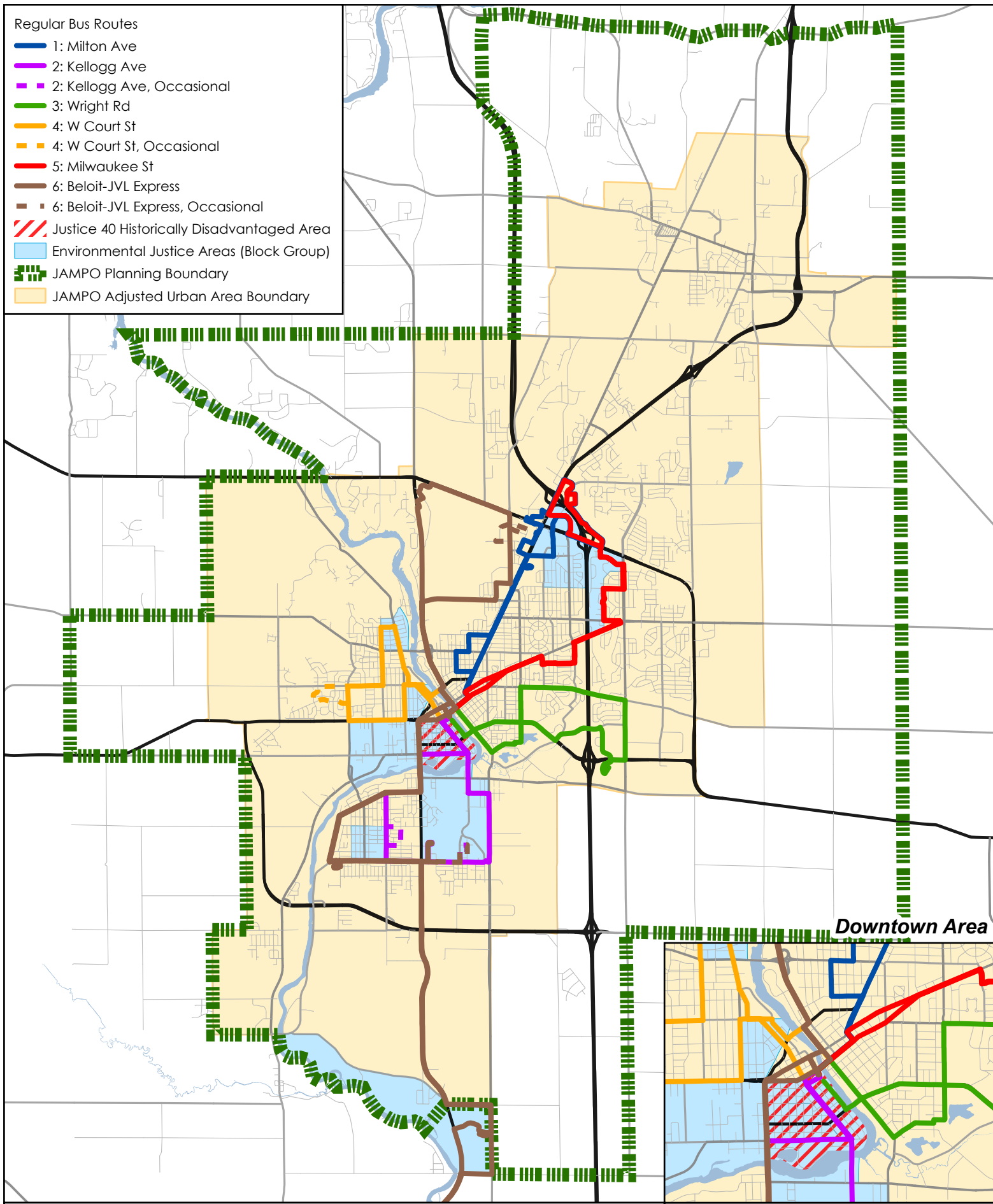


- Bicycle Facilities**
- Existing Paved Trail
 - Existing On-street Trail Connection
 - Existing Hiking Trail
 - Existing Gravel Trail
 - Existing Bike Lane
 - Existing On-Street Rural Bike Corridors
 - Proposed On-Street Bike Facilities
 - Proposed Off-Street Bike Facilities
 - Justice 40 Historically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

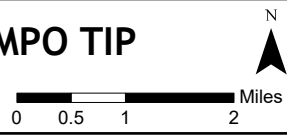
Downtown Area

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





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



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 2025-2030 *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 2025 *TIP*.

Table 6-1 Summary of Expenditures & Federal Surface Transportation Aid, 2025-2028 (\$1,000)

Federal Funding Program	2025		2026		2027		2028	
	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost
NHPP	1,209	1,5111	-	-	-	-	-	-
STBG-U	316	780	1,563	2,454	3,619	5,928	-	-
STBG-R	1,964	2,500	-	-	-	-	-	-
STBG-FLX	-	-	-	-	2,107	2,463	11,500	14,360
STBG-BR	-	-	-	-	-	-	-	-
HSIP	4,076	4,812	-	-	-	-	-	-
TAP	498	623	-	-	-	-	-	-
CRP	429	536	239	300	106	133	-	-
Total	8,492	10,762	1,802	2,754	5,832	8,524	11,500	14,360

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, 2025-2028 (\$1,000)

Federal Funding Program	2025		2026~		2027~		2028~	
	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost
Sec. 5307	1,800	3,830	1,836	3,907	1,873	3,985	1,910	4,064
Sec. 5310	70	97	71	99	73	101	74	103
Total	1,870	3,927	1,907	4,006	1,946	4,086	1,984	4,167

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, 2.93% annual inflation applied for expenditures)

Municipality	2020	2021	2022	2023	2024	2025	2026	2027	2028
C Janesville	2,927	3,013	3,101	3,192	3,286	3,382	3,481	3,583	3,688
C Milton	393	405	417	429	441	454	468	481	496
Rock County	1,255	1,292	1,330	1,369	1,409	1,450	1,493	1,537	1,582
T Harmony	159	164	168	173	178	184	189	195	200
T Janesville	17	17	18	19	19	20	20	21	21
T La Prairie	55	56	58	60	61	63	65	67	69
T Milton	171	176	181	187	192	198	203	209	216
T Rock	95	98	101	104	107	110	113	117	120
Total	4,719	4,857	5,000	5,146	5,297	5,452	5,612	5,776	5,946

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, 2.00% annual inflation applied for expenditures)

Municipality	2020	2021	2022	2023	2024	2025	2026	2027	2028
C Janesville	28,740	29,315	29,901	30,499	31,109	31,731	32,366	33,013	33,674
C Milton	3,448	3,517	3,588	3,659	3,733	3,807	3,883	3,961	4,040
Rock County	31,051	31,672	32,305	32,951	33,610	34,282	34,968	35,667	36,381

Table 6-5: Projected Local Revenues, 2020 Base Year (\$1,000, 2.00% annual inflation applied for expenditures)

T Harmony	285	291	296	302	308	315	321	327	334
T Janesville	81	83	85	86	88	90	92	94	95
T La Prairie	84	86	88	89	91	93	95	97	99
T Milton	400	408	416	424	433	441	450	459	468
T Rock	283	288	294	300	306	312	318	325	331
Total	64,372	65,659	66,973	68,312	69,678	71,072	72,493	73,943	75,422

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	2025	2026	2027	2028
General Transportation Aids*	State	6,646	6,779	6,914	7,053
Connecting Highway Aids*	State	438	447	456	465
Municipal Street Improvement Program	State	37	1,970	-	-
County Highway Improvement Program	State	-	856	-	-
FTA 5307 Program*	Federal	1,800	1,836	1,873	1,910
FTA 5310 Program*	Federal	70	71	73	74
WisDOT Transit Operating Assistance	State	694	714	735	757
National Highway Performance Program	Federal	1,209	-	-	-
STBG-Urban	Federal	316	1,563	3,619	-
STBG-Rural	Federal	1,964	-	-	-
STBG-Flex	Federal	-	-	2,107	11,500

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

STBG-Bridges	Federal	-	-	-	-
Highway Safety Improvement Program	Federal	4,076	-	-	-
Transportation Alternatives Program	Federal	498	-	-	-
Recreational Trail Program	State	269	-	-	-
Carbon Reduction Program	Federal	429	239	106	-
Wisconsin Electric Vehicle Initiative	Federal	-	-	-	-
Total		18,446	14,475	15,883	21,759

* 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				
		2025	2026	2027	2028	Total	2025	2026	2027	2028	Total
FHWA	National Highway Performance Program	1,209	-	-	-	1,209	1,209	-	-	-	1,209
	STBG-Urban	316	1,563	3,619	-	5,498	316	1,563	3,619	-	5,498
	STBG-Rural	1,964	-	-	-	1,964	1,964	-	-	-	1,964
	STBG-Flex	-	-	2,107	11,500	13,607	-	-	2,107	11,500	13,607
	STBG-Bridges	-	-	-	-	-	-	-	-	-	-

Table 6-7 Janesville Area MPO Fiscal Constraint

	Highway Safety Improvement Program	4,076	-	-	-	4,076	4,076	-	-	-	4,076
	Transportation Alternatives Program	498	-	-	-	498	498	-	-	-	498
	Recreational Trail Program	269	-	-	-	269	269	-	-	-	269
	Carbon Reduction Program	429	239	106	-	774	429	239	106	-	774
	Wisconsin Electric Vehicle Initiative	-	-	-	-	-	-	-	-	-	-
	FHWA Total	8,761	1,802	5,832	11,500	27,895	8,761	1,802	5,832	11,500	27,895
	Funding Source	Programmed Expenditures					Estimated Available Funding				
Agency	Funding Program	2025	2026	2027	2028	Total	2025	2026	2027	2028	Total
	Section 5307 - Operating or Capital Assistance (Urban)*	3,830	3,907	3,985	4,064	15,786	3,830	3,907	3,985	4,064	15,786
FTA	Section 5310 - Capital Assistance Program for Elderly & Disabled Riders*	97	99	101	103	400	97	99	101	103	400
	FTA Total	3,927	4,006	4,086	4,167	16,186	3,927	4,006	4,086	4,167	16,186

* 2.93% 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 (JAMPO) will be conducting a meeting of the JAMPO Technical Advisory Committee on October 21 at 1:30pm and the JAMPO Policy Board on October 28th at 5:00pm. Both meetings will be held in person on the Fourth Floor of Janesville City Hall and virtually on Microsoft Teams. Items on the agenda include:

- Review 2025 Unified Planning Work Program
- Review 2025-2030 Transportation Improvement Program

Public comments will be accepted until Monday October 21st at 12pm. Comments can be provided at the following link [Janesville Area MPO Comment Form \(arcgis.com\)](#), in person at the Public Works Department - 18 North Jackson Street in Janesville - between 7:30 & 4:30 p.m. Monday – Friday, and via email to cherekd@janesvillewi.gov

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 agenda at: <https://www.janesvillewi.gov/government/public-meeting-materials-videos>. (note: agenda will be published two weeks in advance of each meeting)

Duane Cherek, Planning Director, at 608-755-3085, FAX 608-755-3196 or email cherekd@janesvillewi.gov

Publish once: September 30, 2024

Public Comment

Any public comments received on the *2025-2030 TIP* are provided herein. To date, no public comments have been received.

Appendix A: Comments from Transportation Providers

When drafting the *2025-2030 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 *2025 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 *2025-2030 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: Resolution adopting the 2025-2030 TIP

RESOLUTION 2024-10

A Resolution Approving the 2025-2030 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 2025-2030 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2025-2028 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 *2025-2030 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 28th Day of October, 2024



Chair, MPO Policy Board

ATTESTS:



Planning Director/ MPO Director



JANESVILLE AREA

Metropolitan Planning Organization (MPO)

2025 – 2030 Transportation Improvement Program (TIP)

Janesville, WI