

# 2020 – 2025 Transportation Improvement Program



Janesville Area Metropolitan Planning Organization  
Technical Advisory Committee: October 21, 2019  
Policy Board: November 11, 2019

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# JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

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# Transportation Improvement Program Abbreviations

5307 – Urbanized Area Formula Grant Program, FTA

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

5339 – Bus & Bus Facilities Program, FTA

ADA – Americans with Disabilities Act

CoJ – City of Janesville WI

CoM – City of Milton WI

DNR – Wisconsin Department of Natural Resources

FAHS – Federal Aid Highway System

FAST Act – Fixing America's Surface Transportation Act

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

JTS – Janesville Transit System

LRTP – Long-Range Transportation Plan

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century Act

MPO – Metropolitan Planning Organization

NHPP – National Highway Performance Program

NHS – National Highway System

RC – Rock County WI

RCST – Rock County Specialized Transit

RSVP – Retired & Senior Volunteer Program of Rock County

STP – Surface Transportation Program

STBG-BR – Surface Transportation Program - Bridge

STBG-U – Surface Transportation Block Grant – Urban

STIP – Statewide Transportation Improvement Program

TA – Transportation Alternatives, FAST Act

TAC – Technical Advisory Committee

TAM – Transit Asset Management

TAP – Transportation Alternatives Program, WisDOT

TDP – Transit Development Plan

TIP – Transportation Improvement Program

ToJ – Town of Janesville

USDOT – United States Department of Transportation

USH – United States (Federal) Highway

WIS LB – Wisconsin Local Bridges Program

WisDOT – Wisconsin Department of Transportation

# Chapter 1: TIP Overview

## Introduction

---

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

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

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

The Janesville Area MPO's Technical Advisory Committee reviewed the 2020 – 2025 TIP, and made a favorable recommendation for Policy Board approval on October 21<sup>st</sup>, 2019. The MPO Policy Board then approved the TIP on November 11<sup>th</sup>, 2019. Projects listed in the TIP are in compliance with both the MPO's 2015-2050 Long Range Transportation Plan and the Janesville Transit System's 2018 Transit Development Plan. By adopting the 2020-2025 TIP, the MPO Policy Board finds that all projects included in this document are consistent with the goals, objectives, and policies of the Long Range Transportation Plan (or 'LRTP') and the Transit Development Plan (or 'TDP').

## Federal Legislation & the TIP

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

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

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

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

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

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

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

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

# Chapter 2: Performance-Based Planning

## Performance Targets

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

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

### **2020 Safety Performance Target**

In conformance with FHWA's Safety Performance Final Rule, WisDOT set the statewide safety targets for 2020, as illustrated in Table 2-1:

Table 2-1: 2020 Safety Performance Target for Wisconsin

Measure	2014 – 2018 Baseline Averages	2020 Safety Targets
Number of Fatalities	576.2	564.7
Number of Serious Injuries	3,060.0	2,907.0
Rate of Fatalities per 100 million VMT	0.906	0.888
Rate of Serious Injury per 100 million VMT	4.826	4.585
Number of Non-Motorized Fatalities and Serious Injuries	362.8	344.7

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

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

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

**2020 Transit Asset Management (TAM) Performance Target**

In conformance with FTA’s Transit Asset Management Final Rule (49 CFR 625 & 630), WisDOT set the following statewide target for 2020:

<b>Table 2-2: Wisconsin FFY 2020 Transit Asset Management Targets (TAM)</b>			
<b>Rolling Stock – Revenue Vehicles – Percent of revenue vehicles that have met or exceeded their useful life benchmarks</b>			
<b>Performance Measures</b>	<b>Useful Life (Years)</b>	<b>2020 Target (%)</b>	<b>Current Performance (%)</b>
Automobile	4	77	--
Bus	12	44	64.7
Cutaway	7	47	100
Minivan	4	51	100
School Bus	12	100	--
Van	4	27	100
<b>Equipment – Service Vehicles – Percent of non-revenue vehicles that have met or exceeded their useful life benchmarks</b>			
<b>Performance Measure</b>	<b>Useful Life (Years)</b>	<b>2020 Target (%)</b>	<b>Current Performance</b>
Automobiles	4	33	0
Trucks or other Rubber Tired Vehicles	4	29	67
<b>Facilities – Percent of Facilities Rated below a “3” on the Condition Scale</b>			
<b>Performance Measure</b>	<b>Pavement &amp; Bridge Condition</b>		<b>Current Performance</b>
Passenger/Parking Facilities	N/A		--
Administrative/Maintenance Facilities	10		0

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

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

There are transit components to the 2020-2025 TIP that directly address the TAM target. The City of Janesville has applied for grant funding, if awarded, would replace two transit buses.

**Bridge & Pavement Performance Targets (PM2)**

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

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

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

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

The reconstruction and expansion of I-39/90 is also expected to positively contribute to the PM2 targets by 2021.

**Reliability Performance Targets (PM3)**

In conformance with FHWA’s Reliability Performance Final Rule (23 CFR 490) to assess performance of the NHS, WisDOT set (and the MPO Policy Board subsequently adopted) the following targets, as illustrated in **Table 2-4**. The reconstruction and expansion of I-39/90 is expected to positively contribute to the PM3 targets by 2021. Similarly, the scheduled mill and overlay of US Highway 14 between CTH M and USH 51 in 2021 is expected to positively contribute to reliable person-miles travelled along the NHS.

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

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

# Chapter 3: TIP Procedures

## Expedited Project Selection Procedures

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

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

## Amending the TIP

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



**Table 3-1: No Amendment Required**

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

Source: Janesville Area MPO Public Participation Plan, 2017

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

**Table 3-2: Minor Amendment**

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

Source: Janesville Area MPO Public Participation Plan, 2017

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

**Table 3-3: Major Amendment**

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

Source: Janesville Area MPO Public Participation Plan, 2017

## TIP Requirements & Timeline

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

**Table 3-4: WisDOT TIP Requirements**

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

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

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

**Table 3-5: WisDOT TIP Timeline**

May-June 2019	Janesville Area MPO begins project solicitation
June-August 2019	Janesville Area MPO creates draft TIP
August – September 2019	Janesville Area MPO responsible for TIP Public Involvement; WisDOT reviews draft TIP
September-October 2019	Janesville Area MPO Policy Board action on final TIP
November 1 2019	Janesville Area MPO submits adopted TIP and approved materials to WisDOT
November 2019	FHWA & FTA review and action
December 2019	WisDOT incorporates Janesville Area MPO TIP into the next year's STIP
January 2020	TIP approved by reference in federally approved STIP

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

Highway, transit, bicycle, and pedestrian projects for the TIP were solicited from the Cities of Janesville and Milton, the Townships of Harmony, Jamesville, 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 1.56% 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.

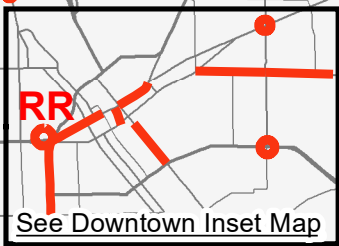
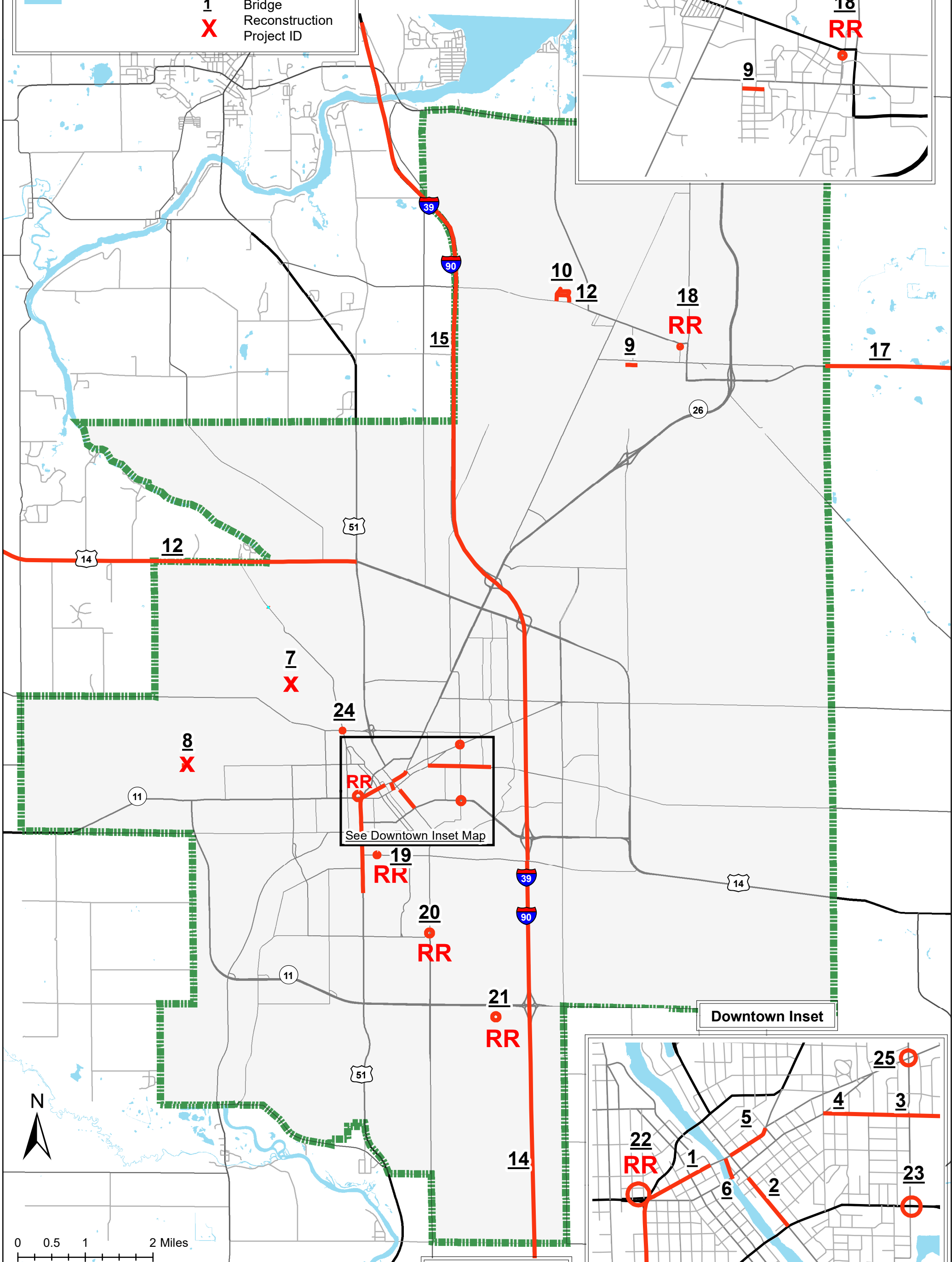
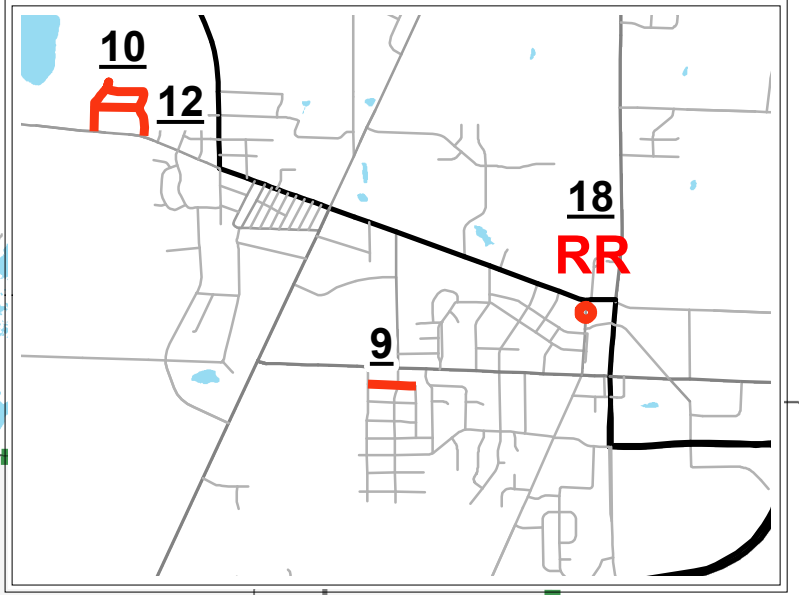
The Policy Board resolution adopting the document is located in **Appendix E**. The MPO Policy Board's adoption of this document constitutes the Janesville Area MPO's approval of the projects programmed for funding. Prioritization is shown by construction year for each jurisdiction, but may be amended 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.

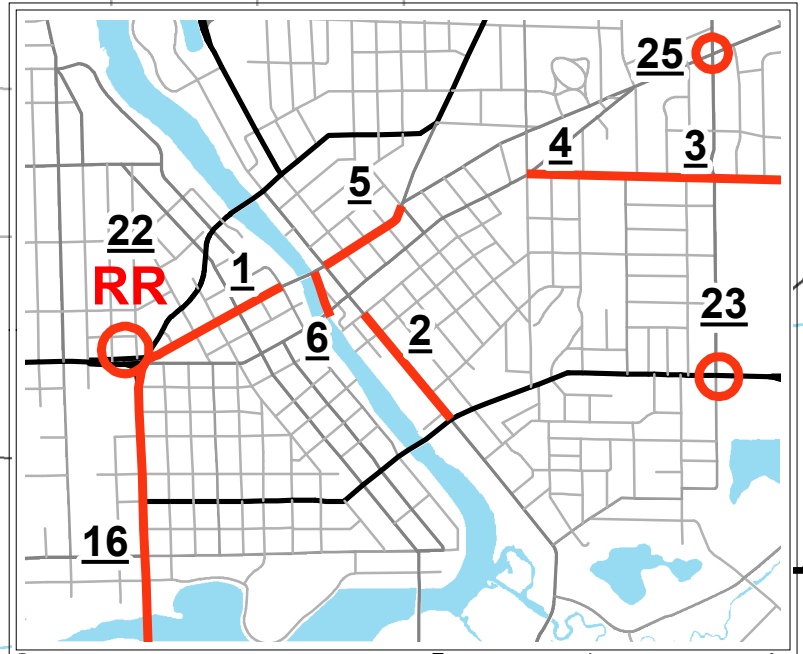
Legend

- MPO Boundary
- Water

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



Downtown Inset



0 0.5 1 2 Miles

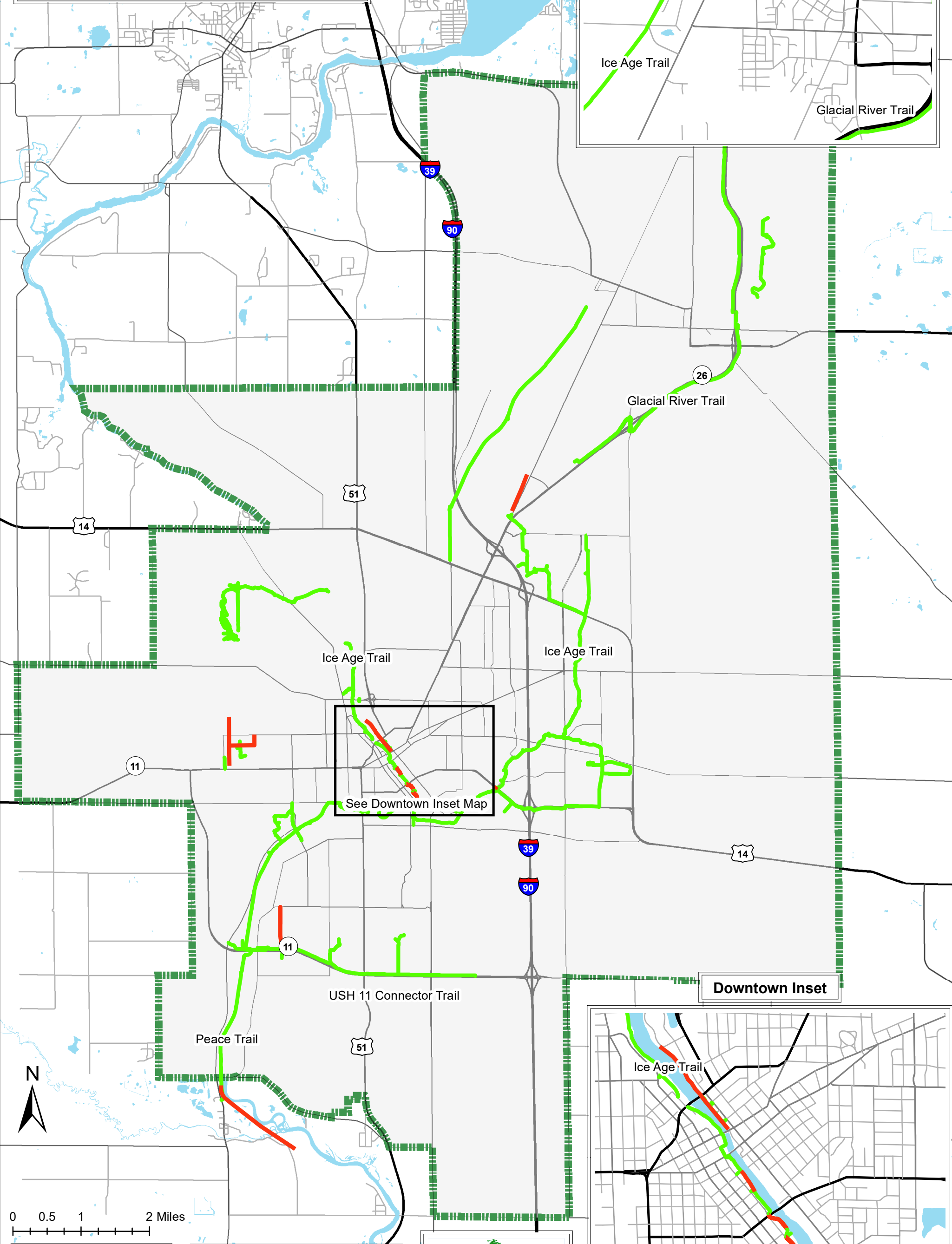
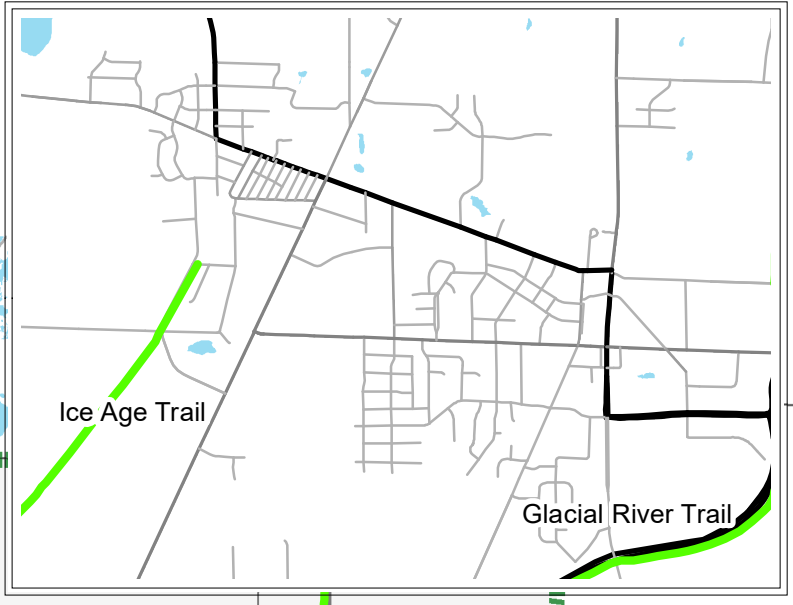
Figure 1

Janesville Area MPO Transportation Improvement Program 2020-2025



Legend

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



Downtown Inset

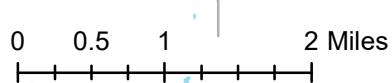


Figure 2

Janesville Area MPO Transportation Improvement Program 2020-2025



# Chapter 4: Programmed Projects

**Table 4-1: Programmed Project Implementation Status**

Status of Project	Current & Completed Projects	Implementing Agency	Project Identification
Completed Projects	USH 51/UP Crossing Upgrade	State of Wisconsin	371-11-05
	Ruger Avenue Reconstruction: Wright Rd to USH 14	Rock County/City of Janesville	371-14-003
	Milwaukee Street Bridge Reconstruction	City of Janesville	371-14-012
	Northeast Regional Trail Extension: Sandhill Dr. to Rotamer Rd.	City of Janesville	371-17-003
	Janesville Transit System Operations	Janesville Transit System	371-18-T01
	Replacement of Six Regular Buses	Janesville Transit System	371-18-T02
	Mobility Management	Rock County Council on Aging	371-19-01ED
	Replacement of Three transit vehicles	Rock County Council on Aging	371-19-02ED
	Additional minibus and Minivan	Aptiv, Inc.	371-19-03ED
	Vehicle Loans – Operating Mobility Management	Forward Service Corporation	371-19-04ED; 371-19-05ED; 371-19-06ED
Continuing 2020	USH 14: CTH M to USH 51 mill and overlay	State of Wisconsin	Project 12 (371-10-003)
	Elizabeth Street Resurfacing	City of Milton	Project 9 (371-11-002)
	I-39/90 state line to USH 12/18 Program Control and Program Control Tasks	State of Wisconsin	Project 13 (371-11-11)
	I-39/90 IL state line to CTH O South Segment	State of Wisconsin	Project 14: 371-11-12
	I-39/90 CTH O to Rock County Line Middle Segment	State of Wisconsin	Project 15 (371-11-13)
	Bridge Replacement: Mineral Point Bridge over Fisher Creek	Rock County/Town of Janesville	Project 8 (371-16-001)
	Milwaukee Street Reconstruction: Centerway to River St.	City of Janesville	Project 1 (371-17-001)
	Rehabilitate S Main Street from St. Lawrence Ave to E Racine St.	City of Janesville	Project 2 (371-18-001)
	Rehabilitate Ruger Ave from Randall to S Lexington	City of Janesville	Project 3 (371-18-002)
	Rehabilitate Ruger Ave from Court/Garfield to Randall	City of Janesville	Project 4 (371-18-003)
Center Ave Pavement Replacement	State of Wisconsin	Project 16 (371-18-004)	



	& Nicolet/Court Bridge Replacement		
	STH 59: Vickerman Rd to E County Line Mill and Overlay	State of Wisconsin	Project 17 (371-18-006)
	Parkview Ave Safety Signal and Gates	State of Wisconsin	Project 18 (371-18-04)
	Bridge Replacement: CTH E Bridge over Marsh Creek	Rock County	Project 7 (371-19-001)
	Delavan Dr Railroad Signal & Gates	State of Wisconsin	Project 19 (371-19-002)
	Beloit Ave Railroad Signal & Gates	State of Wisconsin	Project 20 (371-19-003)
	E Milwaukee St Reconstruction: Main to Atwood	City of Janesville	Project 5 (371-19-004)
	Resurfacing of Surry Drive, Forrest Lake Drive, Ivanhoe Drive	City of Milton	Project 10 (371-19-006)
	Read Rd. WSOR Crossing Signal and Gates	State of Wisconsin	Project 21 (371-19-008)
	E Racine Ave/S Randall Ave HSIP Signal Improvements	State of Wisconsin	Project 23 (371-19-009)
	W Memorial Dr/N Washington St HSIP Signal Improvements	State of Wisconsin	Project 24 (371-19-010)
	E Milwaukee St/Randall Ave HSIP Signal Improvements	State of Wisconsin	Project 25 (371-19-011)
	USH 51/ W Court St Railroad Crossing	State of Wisconsin	Project 22 (371-19-012)
	Woodland Drive Resurfacing	City of Milton	Project 11 (371-19-005)
Added 2019-20	East Side Town Square	City of Janesville	Project 6 (371-20-001)
	Mobility Management	Rock County Council on Aging	371-20-ED01
	Mobility Management	RSVP	371-20-ED02
	Janesville Transit System Operations	Janesville Transit System	371-20-T01



Table 4-2: City of Janesville Roadway Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year

\* Out-years not programmed in Fiscal Constraint

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Jan – Dec 2024 – 2025 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>Sponsoring Agency</b> City of Janesville  <b>Project 1</b> 371-17-001  Type: System Preservation	<b>W Milwaukee St Reconstruction:</b> Centerway to River Street	PE	Cont'd																				<b>5990-00-80/81</b> STP capped; inflation added to local PE locally funded
		ROW																					
		UTIL																					
		CONST					1,361		3,867	5,228													
		<b>TOTAL</b>					<b>1,361</b>		<b>3,867</b>	<b>5,228</b>													
<i>Funding Source</i>					<i>STBG-Urban</i>		<i>CoJ</i>																
<b>Sponsoring Agency</b> City of Janesville  <b>Project 2</b> 371-18-001  Type: System Preservation	<b>S Main St Rehabilitation</b> St. Lawrence Ave to E Racine St	PE																					
		ROW																					
		UTIL																					
		CONST						165	282	447													
		<b>TOTAL</b>						<b>165</b>	<b>282</b>	<b>447</b>													
<i>Funding Source</i>							<i>LRIP</i>	<i>CoJ</i>															
<b>Sponsoring Agency</b> City of Janesville  <b>Project 3</b> 371-18-002  Type: System Preservation	<b>Ruger Ave Rehabilitation</b> Randall to S Lexington	PE			40	40																	
		ROW																					
		UTIL																					
		CONST									167	245	413										
		<b>TOTAL</b>			<b>40</b>	<b>40</b>					<b>167</b>	<b>245</b>	<b>413</b>										
<i>Funding Source</i>			<i>CoJ</i>						<i>LRIP</i>	<i>CoJ</i>													
<b>Sponsoring Agency</b> City of Janesville  <b>Project 4</b> 371-18-003  Type: System Preservation	<b>Ruger Ave Rehabilitation</b> Court/Garfield to Randall	PE															37	37					
		ROW																					
		UTIL																					
		CONST													160	204	364						
		<b>TOTAL</b>													<b>160</b>	<b>241</b>	<b>401</b>						
<i>Funding Source</i>													<i>LRIP</i>	<i>CoJ</i>									

<b>Sponsoring Agency</b> City of Janesville	<b>E Milwaukee St Reconstruction</b> Main to Atwood	PE							254	254									STP capped; inflation added to local PE locally funded				
<b>Project 5</b> 371-19-004		ROW																					
<b>Type:</b> System Preservation		UTIL																					
		CONST									2,224				3,279			5,504					
		<b>TOTAL</b>									2,224				3,279			5,504					
	<i>Funding Source</i>									<i>CoJ</i>				<i>STBG-Urban</i>			<i>CoJ</i>						
<b>Sponsoring Agency</b> City of Janesville	<b>East Side Town Square</b> Riverwalk from E Milwaukee to E Court	PE																	Includes construction of Downtown Riverwalk Town Square as recommended in the adopted LRTP				
<b>Project 6</b> 371-20-001		ROW																					
<b>Type:</b> Capital Expenditure		UTIL																					
		CONST		249	1,570	1,819																	
		<b>TOTAL</b>		249	1,570	1,819																	
	<i>Funding Source</i>		<i>DNR</i>	<i>CoJ</i>																			

Table 4-3: Rock County Roadway Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year  
\* Out-years not programmed

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Jan – Dec 2024 – 2025 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>Sponsoring Agency</b> Rock County	CTH E, Bridge over Marsh Creek – Bridge ID B-53-0010	PE	Cont'd																			5334-00-00/70	
<b>Project 7</b> 371-19-001		ROW																					
<b>Type:</b> System Preservation		UTIL																					
		CONST						717		180		897											
		<b>TOTAL</b>						717		180		897											
	<i>Funding Source</i>						<i>STBG-BR</i>		<i>RC</i>														
<b>Sponsoring Agency</b> Rock County	Mineral Point bridge over Fisher Creek – Bridge ID P-53-0087	PE																				5758-00-02/72	
<b>Project 8</b> 371-16-001		ROW																					
<b>Type:</b> System Preservation		UTIL																					
		CONST		281	70	351																	
		<b>TOTAL</b>		281	70	351																	
	<i>Funding Source</i>		<i>WIS LB</i>	<i>RC/ToJ</i>																			

**Table 4-4: City of Milton Roadway Projects**  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year  
\* Out-years not programmed

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Jan – Dec 2024 – 2025 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>Sponsoring Agency</b> City of Milton	<b>Street Resurfacing</b> Elizabeth St.	PE																					
		ROW																					
<b>Project 9</b> 371-11-002		UTIL																					
<b>Type:</b> System Preservation		CONST		51	104	155																	
		<b>TOTAL</b>		<b>51</b>	<b>104</b>	<b>155</b>																	
	<b>Funding Source</b>		<i>LRIP</i>	<i>CoM</i>																			
<b>Sponsoring Agency</b> City of Milton	<b>Street Resurfacing</b> Surry Dr., Forrest Lake Dr., and Ivanhoe Dr.	PE																					
		ROW																					
<b>Project 10</b> 371-19-006		UTIL																					
<b>Type:</b> System Preservation		CONST						30	267	298													
		<b>TOTAL</b>						<b>30</b>	<b>267</b>	<b>298</b>													
	<b>Funding Source</b>						<i>LRIP</i>	<i>CoM</i>															
<b>Sponsoring Agency</b> City of Milton	<b>Street Resurfacing</b> Woodland Dr.	PE																					
		ROW																					
<b>Project 11</b> 371-19-005		UTIL																					
<b>Type:</b> System Preservation		CONST		20	77	97																	
		<b>TOTAL</b>		<b>20</b>	<b>77</b>	<b>97</b>																	
	<b>Funding Source</b>		<i>LRIP</i>	<i>CoM</i>																			

Table 4-5: State of Wisconsin Highway Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year  
\* Out-years not programmed

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Jan – Dec 2024 – 2025 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>Sponsoring Agency</b> State of Wisconsin	<b>USH 14 Mill &amp; Overlay</b> CTH M to USH 51; 12.64 miles	PE																					<b>5155-02-30/21-40/62</b>  Design obligated 2010
<b>Project 12</b> 371-10-003		ROW																					
<b>Type:</b> System Preservation		UTIL																					
		CONST	5,810	1,452		7,262																	
		<b>TOTAL</b>	<b>5,810</b>	<b>1,452</b>		<b>7,262</b>																	
	Funding Source	NHPP	WIS																				
<b>Sponsoring Agency</b> State of Wisconsin	<b>I-39/90</b> IL State Line to USH 12/18 Program Control & Program Control Tasks	PE																					<b>1001-10-01/02/11/12/88/89</b>  Design obligated 2011 thru CY 2021 Includes dynamic message sign Also in Beloit, Madison TIPs
<b>Project 13</b> 371-11-11		ROW																					
<b>Type:</b> Capital Expenditure		UTIL																					
		CONST	2,940	1,260		4,200	Cont'd																
		<b>TOTAL</b>	<b>2,940</b>	<b>1,260</b>		<b>4,200</b>																	
	Funding Source	NHPP	WIS																				
<b>Sponsoring Agency</b> State of Wisconsin	<b>I-39/90</b> IL State Line to CTH O; South Segment	PE																					<b>1003-10-01/21/22/23/24/25/27/29/40/41/42/43/70/71/72/73/74/75/76/77/78/79/80/81/83/84/85/86/88/89/91/92/93/94/95</b>  Project 1005-10-76 is funded using FHWA Fast Lane Grant up to 60% Fed. Funding
<b>Project 14</b> 371-11-12		ROW																					
<b>Type:</b> Capital Expenditure		UTIL																					
		CONST		Cont'd			Cont'd				Cont'd												
		<b>TOTAL</b>																					
	Funding Source																						
<b>Sponsoring Agency</b> State of Wisconsin	<b>I-39/90</b> CTH O to Rock County Line; Middle Segment	PE																					<b>1005-10-01/21/22/24/25/26/40/42/43/44/70/71/72/73/75/76/77/78/80/81/83/87/89/94/97/98/99; 5390-00-72; 5569-00-71; 1005-11-20/41/44/45/71/72/73/90;</b> Project 1005-10-76 funded using Fast Lane Grant up to 60% Federal Funding
<b>Project 15</b> 371-11-13		ROW																					
<b>Type:</b> Capital Expenditure		UTIL																					
		CONST		Cont'd			Cont'd				Cont'd												
		<b>TOTAL</b>																					
	Funding Source																						

<b>Sponsoring Agency</b> State of Wisconsin	<b>USH 51 Pavement &amp; Bridge Replacement</b> Nicolet to Court; Bridge #B-53-153RR Crossing, UP #177418U	PE			100	100	Cont'd				Cont'd															<b>5350-02-00/70/71</b> Design obligated 2018, Advanceable to 2023 Project ID 5350-02-71 is 1196 water main replacement	
<b>Project 16</b> 371-18-004		ROW																									
		UTIL																									
		CONST													9,064	2,266	1,253	12,583									
		<b>TOTAL</b>				<b>100</b>	<b>100</b>								<b>9,064</b>	<b>2,266</b>	<b>1,253</b>	<b>12,583</b>									
<b>Type: System Preservation</b>				CoJ										NHPP	WIS	CoJ											
<b>Sponsoring Agency</b> State of Wisconsin	<b>STH 59 Mill &amp; Overlay</b> Vickerman Rd to E County Line; 7.07 Miles	PE	Cont'd				Cont'd				Cont'd															<b>3140-00-02/72</b> Construction Anticipated in 2024; Possible Advancement to CY 2021	
<b>Project 17</b> 371-18-006		ROW																									
		UTIL																									
		CONST													3,702	664		4,366									
		<b>TOTAL</b>													<b>3,702</b>	<b>664</b>		<b>4,366</b>									
<b>Type: System Preservation</b>														FLEX-STP	WIS												

**Table 4-6: Railroad Intersection Projects**  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year

\* Out-years not programmed

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Jan – Dec 2024 – 2025 *				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>Sponsoring Agency</b> State of Wisconsin	<b>ID: 391630W</b> Parkview Ave, City of Milton	PE		Cont'd																			<b>1009-85-06</b>  Obligated 2018; Construction anticipated 2025; Advanceable to 2023	
<b>Project 18</b> 371-18-04		ROW																						
<b>Type: System Preservation</b>		UTIL																						
		CONST																						
	<b>Safety OCR Signal &amp; Gates</b>	<b>TOTAL</b>																						
		Funding Source																						
<b>Sponsoring Agency</b> State of Wisconsin	<b>ID: 392408D</b> Delevan Drive, City of Janesville	PE		Cont'd																			<b>1009-85-09</b>  Design 2019; Construction 2021	
<b>Project 19</b> 371-19-002		ROW																						
<b>Type: System Preservation</b>		UTIL																						
		CONST					184	99		282														
	<b>Safety OCR Signal &amp; Gates</b>	<b>TOTAL</b>					184	99		282														
		Funding Source					HSIP																	
<b>Sponsoring Agency</b> State of Wisconsin	<b>ID: 392402M</b> Beloit Avenue, City of Janesville	PE		Cont'd																			<b>1009-85-12</b>  Design 2019; Construction 2021	
<b>Project 20</b> 371-19-003		ROW																						
<b>Type: System Preservation</b>		UTIL																						
		CONST					148	79		227														
	<b>Safety OCR Signal &amp; Gates</b>	<b>TOTAL</b>					148	79		227														
		Funding Source					HSIP	WIS																
<b>Sponsoring Agency</b> State of Wisconsin	<b>#392397T</b> Read Road (Town of La Prairie)	PE		Cont'd																			<b>1009-85-16</b>  Design 2019; Construction 2022	
<b>Project 21</b> 371-19-008		ROW																						
<b>Type: System Preservation</b>		UTIL																						
		CONST									149	81		230										
	<b>WSOR Crossing, Signal &amp; Gates</b>	<b>TOTAL</b>								149	81		230											
		Funding Source								HSIP														
<b>Sponsoring Agency</b> State of Wisconsin	<b>City of Janesville</b> USH 51/W Court St.	PE																						
<b>Project 22</b> 371-19-012		ROW																						
<b>Type: System Preservation</b>		UTIL																						
		CONST	280	31		311																		
	<b>#177418U</b>	<b>TOTAL</b>	280	31		311																		
		Funding Source	HSIP	WIS																				

Table 4-7: Intersection Improvement Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year  
\* Out-years not programmed

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Jan – Dec 2024 – 2025 *				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>Sponsoring Agency</b> State of Wisconsin	<b>East Racine/South Randall Intersection</b> CoJ HSIP Signal Improvements	PE																					<b>5990-01-31/32</b>  Construction Obligated in 2022; Construction 2021	
<b>Project 23</b> 371-19-009		ROW																						
<b>Type:</b> System Preservation		UTIL																						
		CONST	280		31	311				Cont'd														
		<b>TOTAL</b>	<b>280</b>		<b>31</b>	<b>311</b>																		
	Funding Source	HSIP		CoJ																				
<b>Sponsoring Agency</b> State of Wisconsin	<b>West Memorial/North Washington Intersection</b> CoJ HSIP Signal Improvements	PE		Cont'd																			<b>5990-01-27/28</b>  Construction Obligated in 2022; Construction 2021	
<b>Project 24</b> 371-19-010		ROW																						
<b>Type:</b> System Preservation		UTIL																						
		CONST					365		41	405				Cont'd										
		<b>TOTAL</b>					<b>365</b>		<b>41</b>	<b>405</b>														
	Funding Source					HSIP		CoJ																
<b>Sponsoring Agency</b> State of Wisconsin	<b>East Milwaukee/Randall Intersection</b> CoJ HSIP Signal Improvements	PE																					<b>5990-01-29/30</b>  Construction Obligated in 2022; Construction 2021	
<b>Project 25</b> 371-19-011		ROW		Cont'd																				
<b>Type:</b> System Preservation		UTIL																						
		CONST					279		31	311				Cont'd										
		<b>TOTAL</b>					<b>279</b>		<b>31</b>	<b>311</b>														
	Funding Source					HSIP		CoJ																



## Transit Projects & Funding

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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 \$4,590,000 in operating assistance funds will be available. Section 5307 operating and capital funds are received and distributed by WisDOT to the fourteen eligible urban areas with populations between 50,000 and 200,000.

WisDOT provides transit operating assistance to urbanized areas through Section 85.20 of State Statutes. JTS can recover a portion of its total transit system operating costs through the program. Section 85.20 covers roughly 20% of JTS operating expenses. Remaining transit operating and capital costs are covered by user fees<sup>1</sup> and local assistance<sup>2</sup>.

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

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<sup>1</sup> Operating Revenue

<sup>2</sup> The City of Janesville's General Fund

Table 4-8: Janesville Transit System Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>Sponsoring Agency</b> Janesville Transit System	Janesville Transit System Operations	Operating Assistance	1,160	836	1,183	<b>3,179</b>	1,178	849	1,201	<b>3,229</b>	1,197	862	1,220	<b>3,279</b>	1,215	876	1,239	<b>3,331</b>	Local share of commuter services provided by regional sponsors; 2021-2023 are projected figures with 1.56% inflation rate
		Paratransit		32		<b>32</b>		32		<b>32</b>		33		<b>33</b>		34		<b>34</b>	
Sponsors				105	<b>105</b>			107	<b>107</b>			108	<b>108</b>			110	<b>110</b>		
Revenue				399	<b>399</b>			405	<b>405</b>			412	<b>412</b>			418	<b>418</b>		
Misc.				15	<b>15</b>			15	<b>15</b>			15	<b>15</b>			16	<b>16</b>		
<b>TOTAL</b>			<b>1,160</b>	<b>868</b>	<b>1,702</b>	<b>3,730</b>	<b>1,178</b>	<b>882</b>	<b>1,729</b>	<b>3,789</b>	<b>1,197</b>	<b>895</b>	<b>1,756</b>	<b>3,848</b>	<b>1,215</b>	<b>909</b>	<b>1,783</b>	<b>3,908</b>	
<i>Funding Source</i>			Sec. 5307	Sec. 85.20	CoJ		Sec. 5307	Sec. 85.20	CoJ		Sec. 5307	Sec. 85.20	CoJ		Sec. 5307	Sec. 85.20	CoJ		

There are multiple transit projects that may be incorporated into the 2020-2025 TIP via amendment in 2020, due to pending applications for competitive funding by the Janesville Transit System. These are illustrated in **Chapter 5**, and include the purchase of two replacement buses as well as the refurbishment of the existing Transfer Center.

# Chapter 5: Illustrative Projects

## Illustrative Projects

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

**Table 5-1: Federal Funding Codes for Future Projects**

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

### **City of Janesville Projects**

Through the TIP Prioritization process (accessible at <https://www.ci.janesville.wi.us/home/showdocument?id=324>), the Janesville Area MPO is seeking to apply its STP-Urban allocation for the 2020-2025 Program Cycle to the 2023 reconstruction of East Milwaukee Street (Project 5/371-19-004), located in the City of Janesville's downtown.

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

- Intersection safety improvements at Five Points – This intersection ranked #1 for highest economic loss due to crash frequency and severity in the City of Janesville Safety Screening Analysis. This project would be intended to coincide with the USH 51 Pavement & Bridge Replacement project.
- Intersection safety improvements at various intersections located along East Court Street including Crosby Avenue, Arch Street, Oakhill Avenue, and Pearl Street. Three of the four intersections rank in the top ten of the City of Janesville Safety Screening Analysis.
- Reconstruction of East Court Street, from Crosby Avenue to Pearl Street, with consideration of a Safety Conversion to improve safety along the corridor. The LRTP includes this project as a recommended project to study.

This chapter also presents currently unfunded bicycle/pedestrian transportation project needs. The City of Janesville anticipates applying for TA funding through WisDOT's Transportation Alternatives Program (TAP) within the first four years of the TIP. These projects include the creation of the Fisher Creek Trail from West Court Street to Dartmouth Avenue, and the Glacial River Trail Connection from the STH 26 Pedestrian Overpass to McCormick Drive. The City of Janesville plans to begin design of the Traxler Park Trail Extension as illustrated in the LRTP. Both design and construction of this facility may utilize future awarded state or federal funding.

### **Rock County Projects**

Rock County Public Works may seek funding through the Surface Transportation Program – Rural (STP-R) to fund reconstruction of CTH F (North) from USH 14 to North Main Street in Indianford, in the Town of Fulton.

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

### **Transit Projects**

Fixed-route, public transit systems utilize the FTA's Bus & Bus Facilities Program (Section 5339) to purchase and rehabilitate buses and other equipment necessary to maintain public transit systems. The Janesville Transit System has applied for 5339 funding for the replacement of two buses in 2020. Looking to 2022, JTS may seek Section 5339 funds to assist in refurbishing the Transit Center located in Downtown Janesville.

Table 5-2: Illustrative Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
City of Janesville	<b>Fisher Creek Trail</b> West Court to Dartmouth Dr	PE					59		15	74									Candidate for TAP Application Dollar figures from 2018 TAP application
		ROW																	
		UTIL																	
		CONST									382		95	477					
		TOTAL					59		15	74	382		95	477					
						TA		CoJ		TA		CoJ							
City of Janesville	<b>Glacial River Trail</b> STH 26 Pedestrian Overpass to McCormick Dr	PE					112		28	140									Candidate for TAP Application Dollar figures from 2018 TAP application
		ROW																	
		UTIL																	
		CONST									720		180	899					
		TOTAL					112		28	140	720		180	899					
						TA		CoJ		TA		CoJ							
Janesville Transit System	<b>Refurbishment of Transfer Center</b>																		Dollar figures from CoJ CIP, with inflation
		TOTAL									371		93	464					
										Sec. 5339		CoJ							
City of Janesville	<b>West Court Street Reconstruction</b> North Crosby Ave to North Terrace St	PE															851		
		ROW																	
		UTIL																	
		CONST																	
		TOTAL															851		
															CoJ/HSIP				
Janesville Transit System	<b>Purchase of Two New Buses</b>																		
			800		200	1,000													
	5339		CoJ																

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

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

## Miscellaneous Services

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

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

### Rock County Specialized Transit & Janesville Transit System

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

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

Table 6-1: Other Projects  
TIP Project Listing 2020-2025 (\$1,000)

Funding shown in year of expenditure, 1.56% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2020				Jan – Dec 2021				Jan – Dec 2022				Jan – Dec – 2023				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>Sponsoring Agency</b> Rock County Council on Aging	<b>Mobility Management</b> Assist & advocate for transportation of disadvantaged population	TOTAL	88		22	110													
<b>TIP ID Number</b> 371-20-01ED		Funding Source	Sec. 5310		RC														
<b>Sponsoring Agency</b> Retired & Senior Volunteer Program of Rock County	<b>Mobility Management</b> Increase service for seniors and individuals with disabilities	TOTAL	36		26	62													
<b>TIP ID Number</b> 371-20-02ED		Funding Source	Sec. 5310		RSVP														



# Chapter 7: Environmental Justice in the TIP

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

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

The target populations are defined as follows:

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

**Figures 3 and 4** illustrate the census block groups with higher-than-average low-income or minority populations. The most recent data set for poverty and race data available at the block group level is from the U.S. Census Bureau's 2013-2017 American Community Survey (ACS) five-year estimates. For the purpose of this analysis, the MPO considers a census block group to contain an above average low-income population if more than 25% of households have an average household income below the poverty line. The poverty line calculated by the Federal government for Rock County for a four-person family in 2018 is \$25,750.

For the purpose of this analysis, the MPO considers a census block group to contain an above average minority population if more than 8% of the population belongs to a racial or ethnic minority. The 2013-2017 American Community Survey estimated that 8% of Rock County's population belongs to a racial or ethnic minority in 2017.

## **Roadway Projects & Low Income/Minority Populations**

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

- **Beloit Avenue Railroad Signal & Gates** – *Project 20 (371-19-003)*
- **Center Avenue Pavement and Bridge Replacement** – *Project 16 (371-18-004)*

- **CTH E Marsh Creek Bridge Replacement** – Project 7 (371-19-001)
- **Delavan Drive Railroad Signal & Gates** – Project 19 (371-19-002)
- **East Milwaukee Street Reconstruction (Main to Atwood)** – Project 5 (371-19-004)
- **East Racine Avenue/South Randall Avenue Intersection Improvements** – Project 23 (371-19-009)
- **Interstate Reconstruction: Middle Segment** – Project 15 (371-11-13)
- **Interstate Reconstruction: South Segment** – Project 14 (371-11-12)
- **Parkview Avenue (Railroad Gates and Signals)** – Project 18 (371-18-04)
- **Surrey Drive, Forrest Lake Drive, and Ivanhoe Drive Resurfacing** – Project 10 (371-19-006)
- **USH 14 Mill and Overlay (CTH M to USH 51)** – Project 12 (371-10-003)
- **USH 51/West Court Street Railroad Crossing** – Project 22 (371-19-012)
- **West Memorial Drive/North Washington Street Intersection Improvements** – Project 24 (371-19-010)
- **West Milwaukee Street Reconstruction (Centerway to River Street)** – Project 1 (371-17-001)

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

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

#### **Transportation Alternatives Projects & Low Income/Minority Populations**

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

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

The projects listed in the Janesville Area 2020-2025 TIP, together with other public and privately funded transportation improvements and services provided in the Janesville urbanized area, do not impose disproportionately high and adverse impacts on minority and/or low-income populations. Furthermore, the benefits of the transportation services and improvements proposed are reasonably distributed to serve the mobility and accessibility needs of all population groups within the MPA. These statements are based on the analysis of proposed projects, their locations, and impacts on both low-income and minority populations as summarized in this chapter.

#### **Public Involvement of Low Income/Minority Populations**

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

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Legend

- MPO Boundary
- Water

- 1 Street and Road Project ID
- 1 RR Railroad Crossing Project ID
- 1 X Bridge Reconstruction Project ID

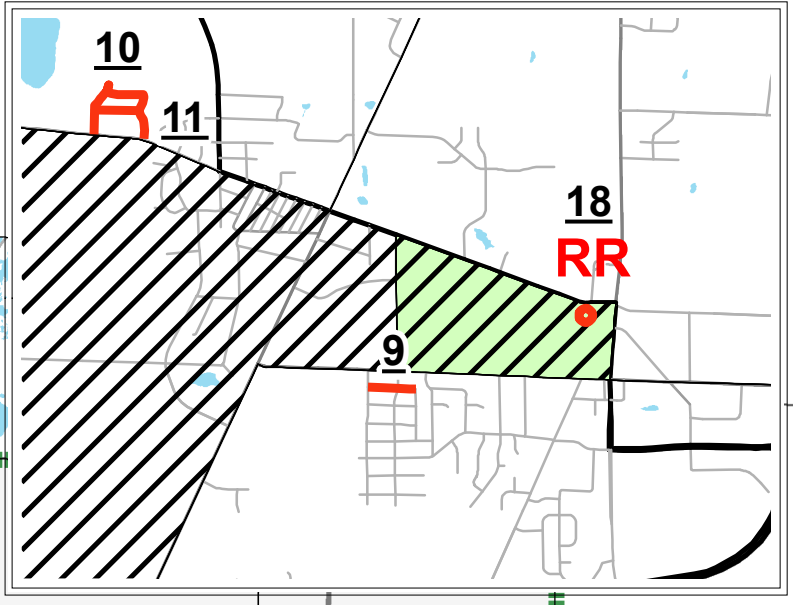
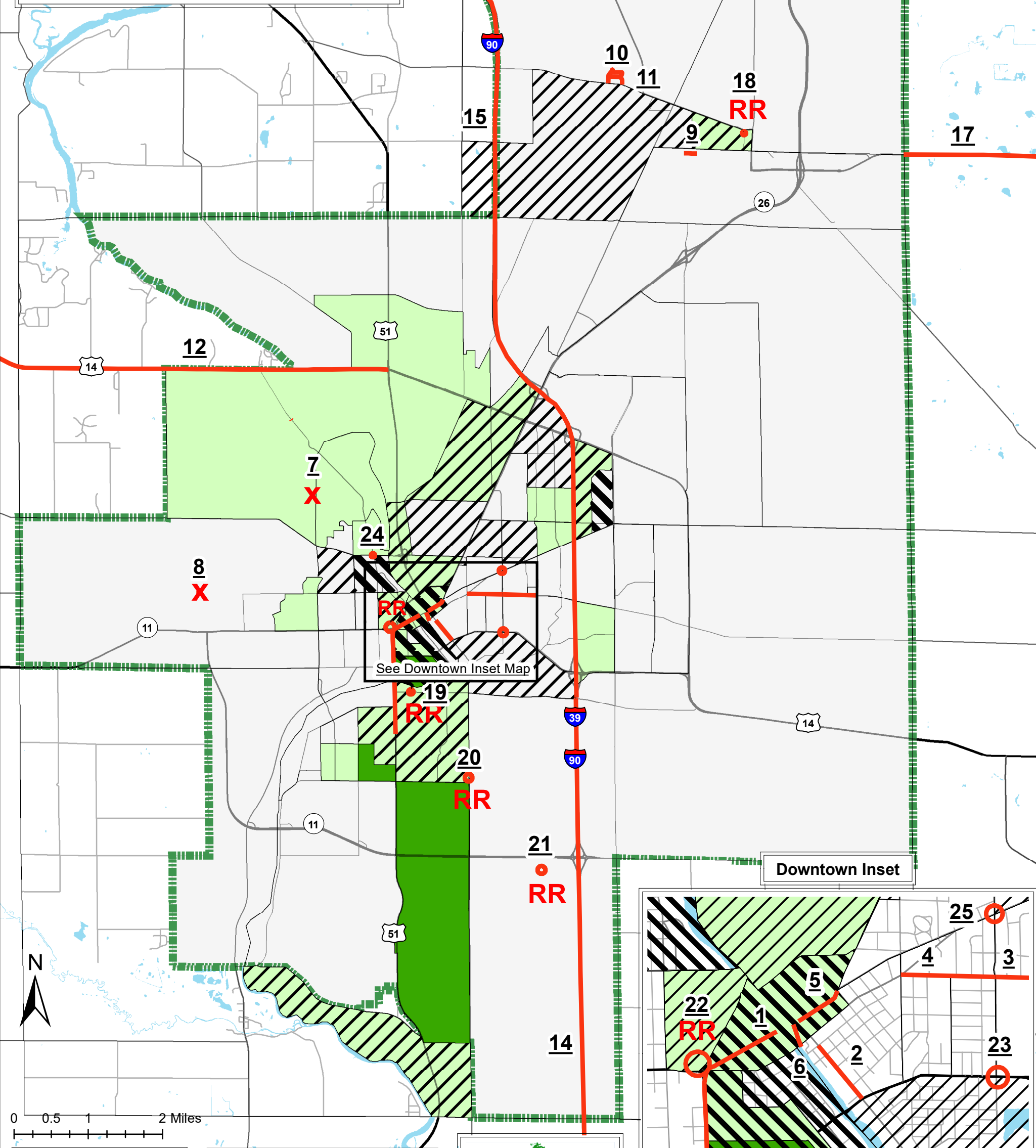
Households Under Poverty Line

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

Percent Minority

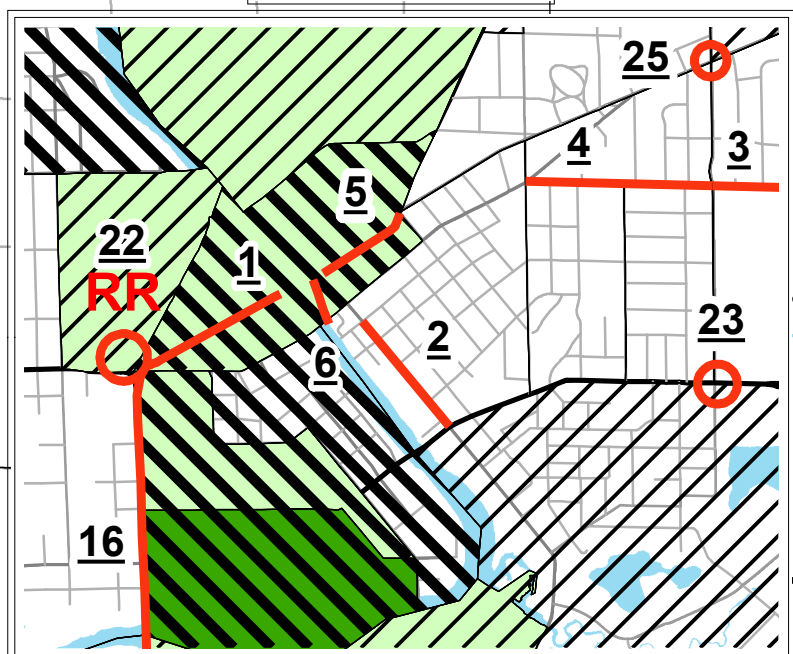
- Less Than 8%
- Between 8% and 22%
- Greater than 22%

The poverty line for a 4-person family in Rock County is defined by the Federal Government to be \$27,740 in 2018. 2013-2017 ACS census block group race and income data were used.



See Downtown Inset Map

Downtown Inset



0 0.5 1 2 Miles

Figure 3

Janesville Area MPO Transportation Improvement Program 2020-2025



Legend

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

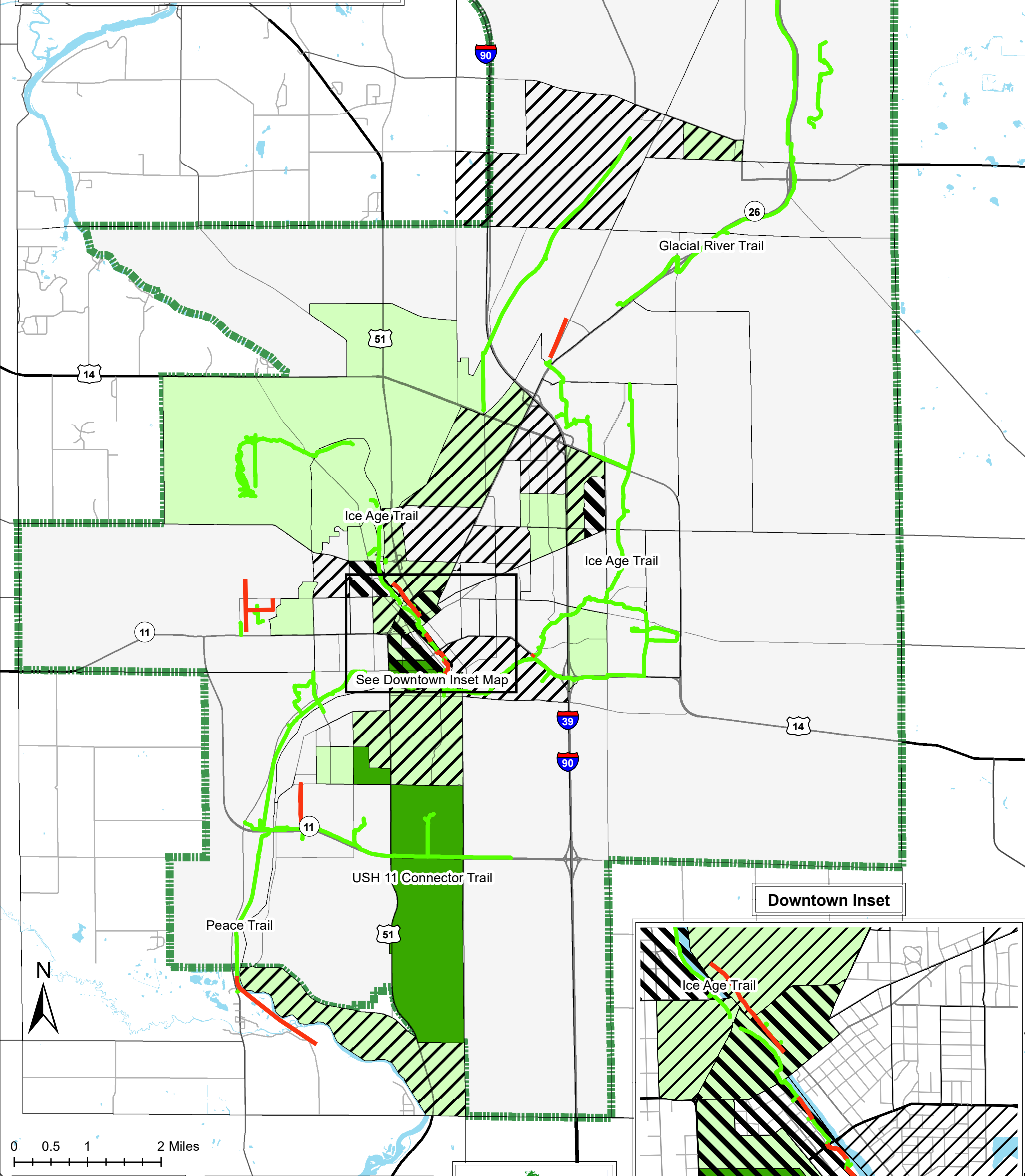
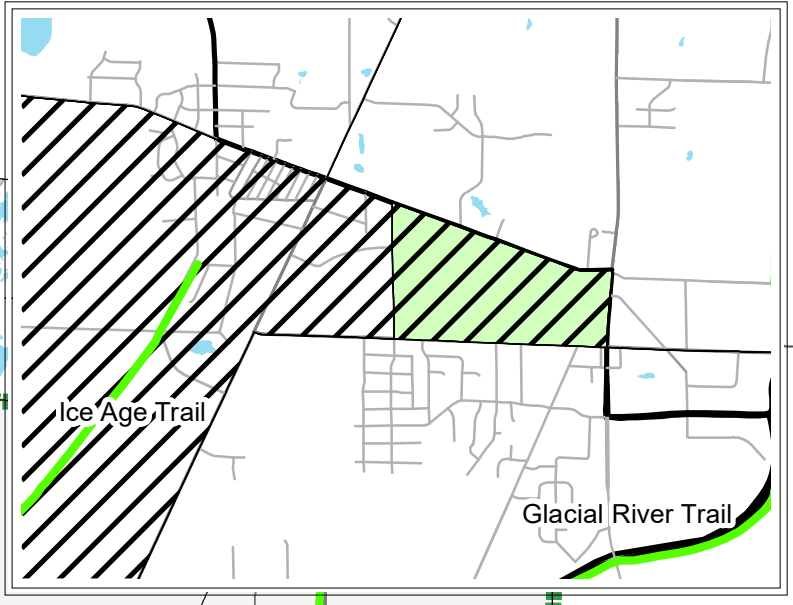
Households Under Poverty Line

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

Percent Minority

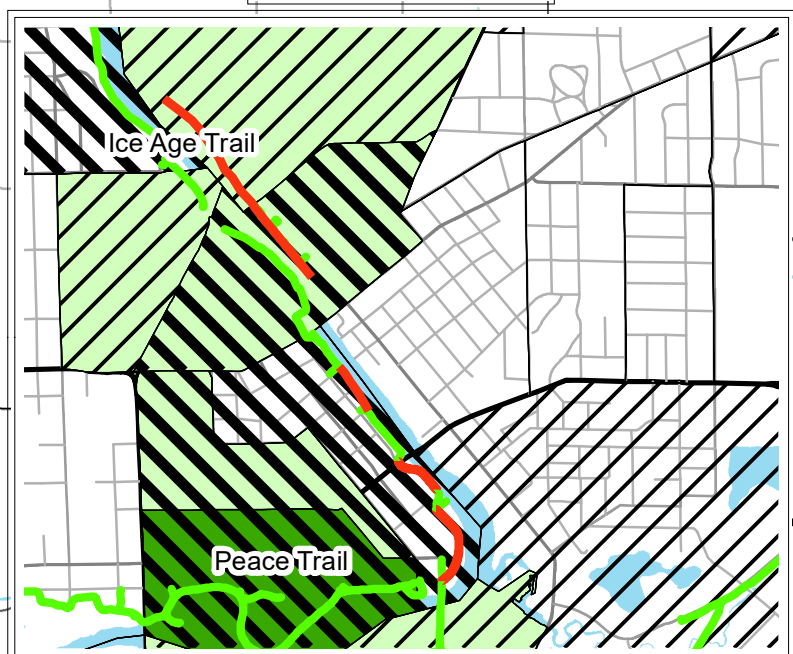
- Less Than 8%
- Between 8% and 22%
- Greater than 22%

The poverty line for a 4-person family in Rock County is defined by the Federal Government to be \$27,740 in 2018. 2013-2017 ACS census block group race and income data were used.



See Downtown Inset Map

Downtown Inset



0 0.5 1 2 Miles

Figure 4

Janesville Area MPO Transportation Improvement Program 2020-2025





# Chapter 8: Financial Plan

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

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

Additionally, revenue and cost estimates for the TIP must use an inflation rate to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively between the State of Wisconsin, public transit operators, and MPOs. Janesville Area MPO staff utilized an inflation rate of 1.56% to determine “year of expenditure dollars” per WisDOT guidance.

The 2020-2025 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 2020 TIP.

**Table 8-1. Summary of Expenditures & Federal Surface Transportation Aid, 2020-2023 (\$1,000)**

	2020		2021		2022		2023	
	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars
NHPP	\$11,462	\$8,750	-	-	-	-	\$12,583	\$9,064
STBG-U	-	-	\$5,228	\$1,361	-	-	\$5,517	\$2,224
FLEX-STP	-	-	-	-	-	-	\$4,366	\$3,702
HSIP	\$622	\$560	\$1,226	\$976	\$230	\$149	-	-
<b>TOTAL</b>	<b>\$12,084</b>	<b>\$9,310</b>	<b>\$6,454</b>	<b>\$2,337</b>	<b>\$230</b>	<b>\$149</b>	<b>\$22,466</b>	<b>\$14,991</b>

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

Federal and state funding account for the vast majority of all capital purchases. **Table 8-2** outlines the general funding sources available to JTS and the Rock County Council on Aging in the 2020 TIP:

**Table 8-2. Summary of Mass Transportation Costs & Federal Aid, 2020-2023 (\$1,000)**

	2020		2021		2022		2023	
	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars	Total Cost	Federal Dollars
Sec. 5307	\$3,730	\$1,121	\$3,789	\$1,178	\$3,848	\$1,197	\$3,908	\$1,215
Sec. 5310	\$172	\$124	-	-	-	-	-	-
<b>Total</b>	<b>\$3,902</b>	<b>\$1,284</b>	<b>\$3,789</b>	<b>\$1,178</b>	<b>\$3,848</b>	<b>\$1,197</b>	<b>\$3,908</b>	<b>\$1,215</b>

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

**Table 8-3** illustrates O&M costs for each municipality in the Janesville Area MPO, in total and along the Federal-Aid Highway System (FAHS). Per WisDOT and FHWA guidance, expenditure levels on the FAHS rise with the rate of inflation for expenditures (1.56%). **Table 8-4** demonstrates projected O&M costs for years 2017-2023.

**Table 8-3: Municipal O&M Expenditures on FAHS, 2017**

Municipality	FAHS Miles*	Total Miles	Percentage FAHS Routes	Total Roadway O&M	O&M on FAHS
C Janesville	69.0	333.6	20.7%	\$10,278	\$2,125
C Milton	6.8	32.8	20.7%	\$1,582	\$327
Rock County	50.5	212.1	23.8%	\$5,787	\$1,379
T Harmony	14.9	48.8	30.5%	\$421	\$128
T Janesville	6.2	51.3	12.1%	\$362	\$44
T La Prairie	4.5	43.4	10.3%	\$336	\$35
T Milton	11.5	51.1	22.5%	\$229	\$51
T Rock	7.8	50.9	15.4%	\$286	\$44
<b>Total</b>	<b>171.2</b>	<b>824.0</b>	<b>20.8%</b>	<b>\$19,281</b>	<b>\$4,134</b>

Source: WISLR 2019 and Wisconsin Department of Revenue, 2017

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

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

Municipality	2017	2018	2019	2020	2021	2022	2023
C Janesville	\$2,125	\$2,159	\$2,192	\$2,226	\$2,261	\$2,296	\$2,332
C Milton	\$327	\$332	\$337	\$342	\$348	\$353	\$359
Rock County	\$1,379	\$1,401	\$1,423	\$1,445	\$1,467	\$1,490	\$1,514
T Harmony	\$128	\$130	\$132	\$134	\$137	\$139	\$141
T Janesville	\$44	\$45	\$45	\$46	\$47	\$47	\$48
T La Prairie	\$35	\$35	\$36	\$36	\$37	\$37	\$38
T Milton	\$51	\$52	\$53	\$54	\$55	\$56	\$56
T Rock	\$44	\$45	\$45	\$46	\$47	\$48	\$48
<b>Total</b>	<b>\$4,134</b>	<b>\$4,198</b>	<b>\$4,264</b>	<b>\$4,330</b>	<b>\$4,398</b>	<b>\$4,467</b>	<b>\$4,536</b>

1.56% Inflation Applied

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

**Table 8-5: Projected Local Revenues**

Municipality	2017	2018	2019	2020	2021	2022	2023
C Janesville	\$18,259	\$18,624	\$18,996	\$19,376	\$19,764	\$20,159	\$20,562
C Milton	\$1,758	\$1,793	\$1,829	\$1,865	\$1,902	\$1,941	\$1,979
Rock County	\$23,084	\$23,546	\$24,017	\$24,497	\$24,987	\$25,487	\$25,997
T Harmony	\$193	\$197	\$201	\$205	\$209	\$213	\$217
T Janesville	\$110	\$112	\$114	\$117	\$119	\$121	\$124
T La Prairie	\$49	\$50	\$51	\$52	\$53	\$54	\$55
T Milton	\$227	\$232	\$236	\$241	\$246	\$251	\$256
T Rock	\$110	\$112	\$114	\$117	\$119	\$121	\$124
<b>Total</b>	<b>\$43,790</b>	<b>\$44,665</b>	<b>\$45,559</b>	<b>\$46,470</b>	<b>\$47,399</b>	<b>\$48,347</b>	<b>\$49,314</b>

Source: Wisconsin Department of Revenue, 2017

2.0% Inflation applied

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



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

Funding Source	2020	2021	2022	2023
General Transportation Aids to Municipalities	\$2,995	\$3,055	\$3,116	\$3,179
Connecting Highway Aids to Municipalities	\$412	\$420	\$428	\$437
LRIP	\$128	\$199	\$173	\$169
FTA 5307 Program	\$1,160	\$1,178	\$1,197	\$1,215
FTA 5339 Program	-	-	-	-
WisDOT Transit Operating Assistance	\$903	\$921	\$939	\$958
Federal Safety Programs (State & Federal)	\$591	\$1,176	\$239	-
STBG-Urban*	-	\$1,361	-	\$2,224
Local Bridges Program	\$281	\$731	-	-
Major Projects (State & Federal)	\$11,462	-	-	\$12,023
STH O&M & Rehab (State & Federal)	-	-	-	\$4,633
Transit Revenues	\$399	\$407	\$415	\$423
FTA 5310 Program	\$124	-	-	-
<b>Total</b>	<b>\$18,506</b>	<b>\$9,448</b>	<b>\$6,507</b>	<b>\$25,261</b>

Source: Wisconsin Department of Revenue, 2013-2017 municipal budget reports

\*2% inflation rate not applied to federal STBG-Urban Allocation

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

**Table 8-7: Janesville Area MPO Fiscal Constraint**

Funding Summary for 2020-2025 TIP (\$1,000)

Fiscally Constrained 2020-2023

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2020	2021	2022	2023	TOTAL	2020	2021	2022	2023	TOTAL
Federal Highway Administration	National Highway Performance Program (NHPP)	\$8,750	-	-	\$9,064	\$17,814	\$8,750	-	-	\$9,064	\$17,814
	Surface Transportation Program – Urban (STBG-Urban)	-	\$1,361	-	\$2,224	\$3,586	-	\$1,361	-	\$2,224	\$3,586
	Surface Transportation Program – Flexible (FLEX-STP)	-	-	-	\$3,702	\$3,702	-	-	-	\$3,702	\$3,702
	Highway Safety Improvement Program (HSIP)	\$560	\$976	\$149	-	\$1,685	\$560	\$976	\$149	-	\$1,685
	<b>TOTAL</b>	<b>\$9,310</b>	<b>\$2,337</b>	<b>\$149</b>	<b>\$14,991</b>	<b>\$26,786</b>	<b>\$9,310</b>	<b>\$2,337</b>	<b>\$149</b>	<b>\$14,991</b>	<b>\$26,786</b>
Federal Transit Administration	Sec. 5307 – Operating or Capital Assistance	\$1,160	\$1,178	\$1,197	\$1,215	\$4,751	\$1,160	\$1,178	\$1,197	\$1,215	\$4,751
	Section 5310 – Capital Assistance Program for Elderly & Disabled Riders	\$124	-	-	-	\$124	\$124	-	-	-	\$124
	<b>TOTAL</b>	<b>\$1,284</b>	<b>\$1,178</b>	<b>\$1,197</b>	<b>\$1,215</b>	<b>\$4,874</b>	<b>\$1,284</b>	<b>\$1,178</b>	<b>\$1,197</b>	<b>\$1,215</b>	<b>\$4,874</b>

# Chapter 9: Public Participation in the TIP

The TIP is prepared through a cooperative effort by the MPO, WisDOT, transit operators, and the local agencies that implement transportation projects. This document is based off of the Janesville Area MPO's 2015-2050 Long Range Transportation Plan. Public involvement procedures for the TIP are described below. Detailed procedures are also outlined in the Janesville Area MPO's Public Participation Plan (2017).

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

## TIP Development Process

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### **Stage One – Requests for Projects**

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

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

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

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

### **Stage Two – Draft TIP Review**

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

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

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

### **Stage Three – Final TIP Distribution**

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

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

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

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

## **Public Notice**

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### **Stage One**

Public notice of TIP development was published in the Janesville Gazette on August 12, 2019. The notice stated that upon completion of the draft TIP another public notice would be published stating where the document could be reviewed for general public comment.

### **Stage 2**

Public notice of draft TIP review by the TAC was published in the Janesville Gazette on October 14, 2019. Public notice of the TIP review and approval by the Policy Board was published in the Janesville Gazette on November 4, 2019.

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

## Public Comment

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The MPO received no public comments on the 2020-2025 TIP.

Submit comments to:

Janesville Area MPO – Planning Division

18 N Jackson Street

Janesville, WI 53545

Phone: (608) 755-3095

Email: [browna@ci.janesville.wi.us](mailto:browna@ci.janesville.wi.us)

# Appendix A: Comments from Transportation Providers

When drafting the 2020-2025 Transportation Improvement Program, MPO Staff contacted the following private transportation providers:

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

The following public and private not-for-profit transportation providers were also contacted during the process of drafting the 2020 TIP:

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


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

## Annual MPO Certification Self-Certification Language

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

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

Date: 11-11-2019

By:   
(Chair, MPO Policy Board)

# Appendix C: Private Enterprise Participation Process

## Overview

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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

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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

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None.



## **Private Sector Capital Investment Strategies**

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There are no private-public investments contained in the 2020-2025 Transportation Improvement Program.

### **Complaint Disposition Process**

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

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

# Appendix D: Public Notices

## PUBLIC NOTICE

The Janesville Area MPO is now in the development stage of the 2020-2025 Transportation Improvement Program (TIP). The TIP is an annual report that identifies and schedules major highway improvements, public transit projects, and bicycle/pedestrian projects over a six-year period. Units of government surrounding Janesville, agencies involved in transportation planning, and local private providers of transportation are requested to submit a list and description of projects for inclusion in the TIP. Transportation projects that propose to use federal or state funds must be included in the TIP to receive project approval. Upon completion of the draft TIP, another public notice will be published stating where the document can be reviewed, and a public meeting will be scheduled. Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects requirements for transit. Any questions related to the preparation and content of the TIP should be directed to the City of Janesville Planning Division TELEPHONE: (608) 755-3095 or EMAIL: [browna@ci.janesville.wi.us](mailto:browna@ci.janesville.wi.us).

Publish: August 12 and August 19, 2019

## PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Technical Advisory Committee on October 21, 2019 at 2:00pm in Room 416 of Janesville City Hall. Items on the agenda include:

- An amendment to the 2019-2024 Transportation Improvement Program,
- Adoption of Safety and Transit Asset Management performance measures
- Adoption of the draft 2020 Unified Planning Work Program,
- Adoption of the draft 2020-2025 Transportation Improvement Program
- Consideration of draft goals and objectives of the Long Range Transportation Plan
- Presentation of 2019 Janesville Trail User County and Survey.

The documents being presented to the Technical Advisory Committee are available for public review in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, at the Hedberg and Milton libraries, and on the MPO's web page, [www.ci.janesville.wi.us/mpo](http://www.ci.janesville.wi.us/mpo).

For information on the meeting or to receive an agenda, please contact Alexander Brown, MPO Coordinator, at 755-3095, FAX 755-3196 or email [browna@ci.janesville.wi.us](mailto:browna@ci.janesville.wi.us). The meeting will be held on October 21, 2019 at 2:00pm in Room 416 of Janesville City Hall, 18 N. Jackson Street, Janesville, WI.

Publish once: October 14, 2019

## **PUBLIC NOTICE**

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Policy Board on November 11, 2019 at 4:45pm in Room 416 of Janesville City Hall. Items on the agenda include:

- An amendment to the 2019-2024 Transportation Improvement Program,
- Adoption of Safety and Transit Asset Management performance measures
- Adoption of the draft 2020 Unified Planning Work Program,
- Adoption of the draft 2020-2025 Transportation Improvement Program
- Consideration of draft goals and objectives of the Long Range Transportation Plan
- Presentation of 2019 Janesville Trail User County and Survey

The documents being presented to the MPO Policy Board are available for public review in the Public Works Department, 18 North Jackson Street, Janesville, between 7:30 & 4:30 p.m., Monday – Friday, at the Hedberg and Milton libraries, and on the MPO's web page, [www.ci.janesville.wi.us/mpo](http://www.ci.janesville.wi.us/mpo).

For information on the meeting or to receive an agenda, please contact Alexander Brown, MPO Coordinator, at 755-3095, FAX 755-3196 or email [browna@ci.janesville.wi.us](mailto:browna@ci.janesville.wi.us). The meeting will be held on October 21, 2019 at 2:00pm in Room 416 of Janesville City Hall, 18 N. Jackson Street, Janesville, WI.

Publish once: November 4, 2019



# Appendix E: Resolution 2019-05

## A Resolution Adopting the 2020-2025 Transportation Improvement Program for the Janesville Metropolitan Planning Area (MPA)

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

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

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

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

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

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

**NOW THEREFORE BE IT RESOLVED**, that the Policy Board of the Janesville Area Metropolitan Planning Organization adopts the 2020-2025 Transportation Improvement Program (TIP) for the Janesville adjusted urbanized area as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System Transit Development Plan of 2018; and

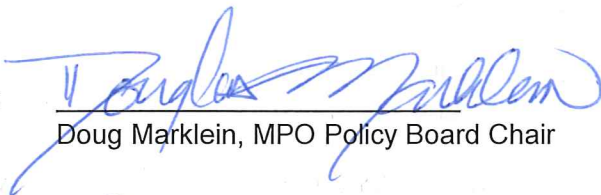
**BE IT FURTHER RESOLVED**, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1965, and the Title VI assurance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

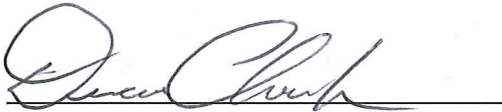
**BE IT FURTHER RESOLVED**, that the Janesville Area Metropolitan Planning Organization agrees to plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2020 HSIP targets; and

**BE IT FURTHER RESOLVED**, that the Janesville Are Metropolitan Planning Organization agrees to plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2020 TAM targets;

**AND BE IT FURTHER RESOLVED**, that the Janesville Area Metropolitan Planning Organization Policy Board approves the 2020-2025 Transportation Improvement Program.

Adopted: 11-11-2019

Approved:   
Doug Marklein, MPO Policy Board Chair

Attest:   
Duane Cherek, MPO Director



# JANESVILLE AREA

*Metropolitan Planning Organization (MPO)*

**2020 – 2025 Transportation Improvement Program (TIP)**

**Janesville, WI**

Autumn 2019

Janesville Area Metropolitan Planning Organization (MPO)