

2019 - 2024

Transportation Improvement Program



Janesville Area Metropolitan Planning Organization

Technical Advisory Committee: October 18, 2018

Policy Board: November 12, 2018 (amended March 25, 2019; July 22, 2019; and November 11, 2019)

Metropolitan Planning Organization

The Janesville Area MPO includes the following units of government: City of Janesville, City of Milton, Rock County, and the Towns of Harmony, Janesville, LaPrairie, Milton and Rock. The work of the Janesville Area MPO is directed by a Policy Board which is advised by a Technical Advisory Committee. The City of Janesville Public Works Department is the staff for the MPO.

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Introduction

The Transportation Improvement Program (TIP) is a staged six-year program of transportation improvement projects. Each year the Janesville Area Metropolitan Planning Organization (JAMPO) updates the TIP for the Janesville Planning Area. Federal regulations require that certain federally funded transportation improvement projects in urbanized areas be included in a TIP. The TIP shall be approved by the JAMPO 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 regulations applying to urbanized areas with populations under 200,000 and with attainment status for air quality. The U.S. Environmental Protection Agency may designate Rock County as a non-attainment area in the future. In order to be prepared should this occur, the MPO will continue to monitor congestion problems and air quality compliance despite currently holding a positive air quality status.

TIP Requirements

The development and format of the TIP must adhere to the following requirements:

- Include a four year priority list of projects significant to the region
- Include a financial plan.
- Include highway, transit, and bicycle/pedestrian projects to be funded with federal dollars.
- Public notice and public comment opportunities for interested parties must be provided prior to TIP approval.
- Be approved by the Governor or the Governor's designee at WisDOT.

- Map all projects in relation to low-income/minority populations for Environmental Justice analysis.
- Project costs must be inflated to the year of spending using the inflation rate provided by WisDOT ¹. The inflation rate is based on guidance from WisDOT and was developed using the CPI (Consumer Price Index).

TIP Abbreviations

Numerous acronyms and abbreviations are used throughout the TIP. A list of these is provided below:

COJ – *City of Janesville*

COM – *City of Milton*

FAST Act – *Fixing America's Surface Transportation Act*

FHWA – *Federal Highway Administration*

FTA – *Federal Transit Administration*

JAMPO – *Janesville Area Metropolitan Planning Organization*

JTS – *Janesville Transit System*

LRTP – *Long Range Transportation Plan*

MAP-21 – *Moving Ahead for Progress in the 21st Century Act*

MPO – *Metropolitan Planning Organization*

NHPP – *National Highway Performance Program*

RC – *Rock County*

STBG – *Surface Transportation Block Grant Program*

STIP – *Statewide Transportation Improvement Program*

TAC – *Technical Advisory Committee*

TDP – *Transit Development Plan*

TIP – *Transportation Improvement Program*

¹ For 2019-2024 TIP, 1.7 percent inflation rate per year

USH – *United States (Federal) Highway*

WisDOT – *Wisconsin Department of Transportation*

Highway, Transit, and Bicycle/Pedestrian projects for the TIP were solicited from the Cities of Janesville and Milton, the Townships of Harmony, Janesville, LaPrairie, Rock, and Milton, Rock County, and WisDOT. Projects are included in the TIP if they are within the metropolitan planning area boundary. Inclusion is based on funding availability and compliance with the MPO's short and long range plans.

MPO-member jurisdictions, including WisDOT, submit TIP projects in current year dollars. Staff then applies a yearly inflation factor of 1.7 percent to bring the values into year of spending. The TIP is prepared through a cooperative effort and is openly discussed among MPO-member jurisdictions, the Janesville Transit System (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 governments, the public libraries and the private mass 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 in the Statewide Transportation Improvement Program (STIP).

2019-2024 TIP Review Schedule

MPO TAC: *October 18, 2018*

MPO Policy Board: *November 12, 2018*

The Policy Board resolution adopting the document is located in **Appendix C**. The MPO Policy Board's adoption of this document constitutes the MPO's approval of the projects included 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 JAMPO planning area are officially endorsed.

Annual Listing of Obligated Federally Funded Projects

The MPO will annually make available to the public a listing of federally funded projects for which funding was obligated in the previous year. The complete listing of projects will be posted to the MPO webpage within 90 days of the beginning of the calendar year.

TIP Amendments

A TIP amendment is required in the following situations, as defined in the MPO's Public Participation Plan and adopted by the Policy Board:

No Amendment Required

- **Schedule:** *Changing the implementation schedule 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 (IM, NHS, STP, earmarks); 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.*

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.

Minor Amendment²

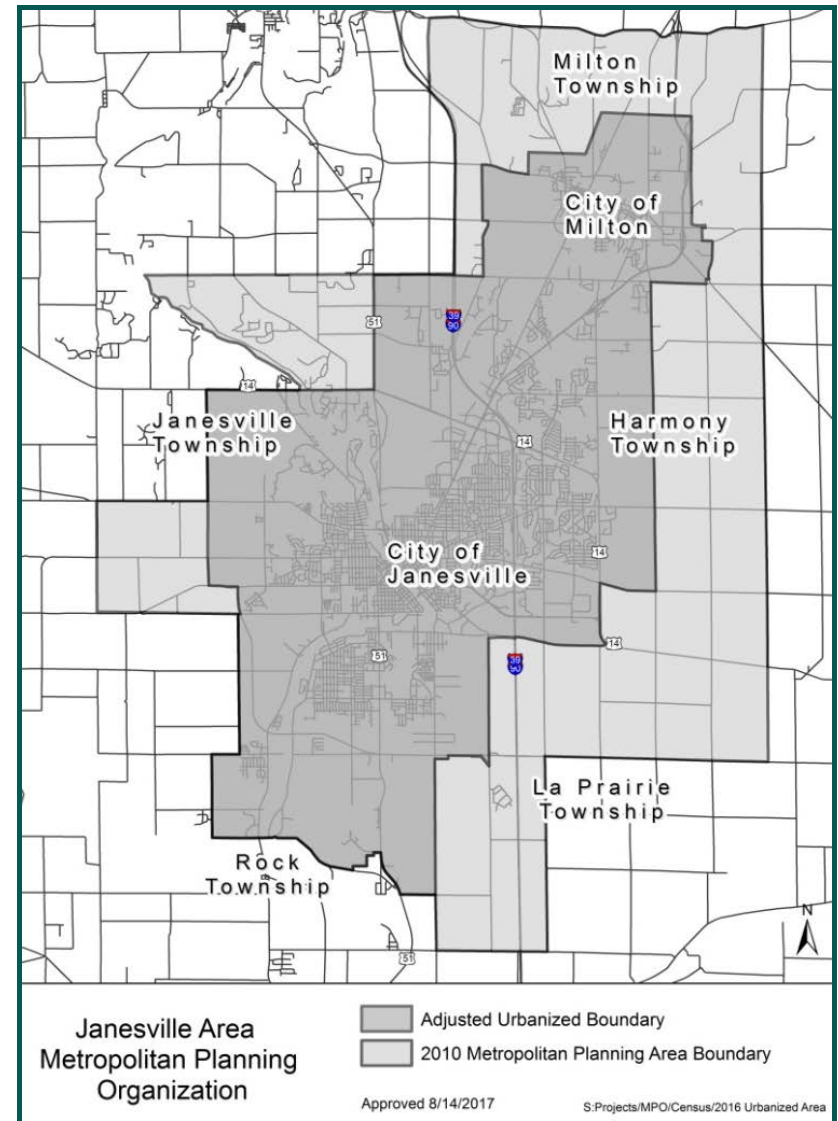
- **Schedule:** Adding an exempt/preservation project to the first four years of the TIP.
- **Scope:** Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- **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.

Major Amendment³

- **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.
 - 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 current description is no longer reasonably accurate.
- **Funding:** Adding or deleting any project that exceeds the less of:
 - 20 percent of the total Federal funding programmed for the calendar year.
 - \$1,000,000.

² Processed through MPO committee structure and WisDOT. Public notice and a minimum 20-day comment period are required before action by the Policy Board.

³ Public Involvement opportunity and processed through MPO committee structure and WisDOT. A major amendment also requires public notice and a 20-day public comment period.



CHAPTER ONE

TRANSPORTATION PLANNING STATUS

The projects included in the 2019-2024 TIP are based on the short and long range plans for the Janesville area, and are consistent with these plans. The following sections briefly describe the type of short and long range plans used by JAMPO.

Short Range Plans

Transit Development Plan

On an approximately five-year basis, the City of Janesville and JAMPO prepare a Transit Development Plan (TDP) update. The 2017 TDP evaluates service efficiency, route alignments, and makes service recommendations for the following five years. The 2019-2024 TIP identifies projects for transit operations and capital improvement projects. By adopting the 2019-2024 TIP, the MPO Policy Board finds that all projects included in this document are consistent with the goals, objectives, and policies of the most recently adopted 2017 TDP.

Long Range Plans

Janesville Area 2015-2050 Long Range Transportation Plan

The Long Range Transportation Plan (LRTP), adopted in 2016, identifies the JAMPO planning area's existing transportation conditions and those areas where improvements should be made to adequately provide a cost-effective and efficient transportation system. Projects in the TIP have been listed or identified in the 2050 Janesville Area MPO LRTP. By adopting the 2019-2024 TIP, the MPO Policy Board finds that all projects included in this document are consistent with the goals, objectives, and policies of the LRTP.

Critical Area Plans

The City of Janesville projects included in the 2019-2024 TIP are consistent with the recommendations of applicable critical areas plans.

Financial Capacity Planning

The United States Department of Transportation has identified financial capacity planning as a national emphasis area for inclusion in the TIP. The 2015-2050 Janesville Area LRTP includes project cost analysis and funding projections of implementing recommended alternatives.

Clean Air Planning / Attainment Status

The Janesville planning area currently meets required clean air standards and is an attainment area. The MPO and JTS will work together to ensure that conformity with the standards in the Clean Air Act continues in the future. In accordance with the Federal Clean Air Act, all federally assisted highway and transit projects in non-attainment areas must be derived from transportation plans and TIPs that are in conformity with the criteria state in the Act.

FAST Act & the TIP

It is the intent of WisDOT and the MPO to advance only those projects, including transit operating assistance, that are included in an approved TIP and STIP. Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use allocated

STP-Urban funds for projects not identified for that source of funding in the TIP.

The FAST Act made modest changes to the Federal-aid highway funding programs established in MAP-21.

FAST Act Funding Program

National Highway Performance Program (on the NHS)

- *Associated Prior Act: IM, NHS, BR*

Surface Transportation Block Grant Program

- *Associated Prior Act: STP, BR (not on the NHS), TAP*

Subcategorization for urban, flex, bridge, TA

Performance Based Planning

MAP-21 and the FAST Act requires incorporation of Performance-Based Planning and Programming (PBPP) be used in development of the MPO LRTP and TIPs. 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)).

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

2019 Safety Performance Target

In conformance with FHWA's Safety Performance Final Rule (23 CFR 490), WisDOT set the following safety targets for 2019:

Measure	2013 – 2017 Averages	2019 Safety Targets
Number of Fatalities	567.0	555.7
Number of Serious Injuries	3,123.8	2,967.6
Rate of Fatalities per 100 million VMT	0.934	0.915
Rate of Serious Injury per 100 million VMT	5.037	4.785
Number of Non-Motorized Fatalities and Serious Injuries	360.0	342.0

JAMPO will work cooperatively with WisDOT and other partners to support the State's target. The MPO will:

- *Program State projects in the TIP as requested by WisDOT, and meet as needed to adopt amendments.*
- *Study potential safety improvements that can be made on the local road system.*
- *Continue to plan to seek funding to implement bicycle and pedestrian infrastructure consistent with the 2015-2050 LRTP.*
- *Consider safety during the STP-Urban project selection process.*

All but one of the programmed street/highway projects listed in the 2019-2024 TIP are major multi-year projects; therefore none of the projects will immediately contribute to the calendar year 2019 Safety Target. When completed, reconstruction of Ruger Avenue (Project 7) will enhance the safety of this major road. HSIP signal improvements at the intersection of Randall and Racine Avenues in 2020, and at Memorial Drive/Washington Street and Milwaukee Street/Randall Avenue in 2021, are also expected to contribute substantially to safety at these intersections. The I-39/90 reconstruction and expansion project is expected to significantly improve safety once completed. Additionally, the City of Janesville anticipates completion of the Town Square West Riverwalk from Milwaukee to Court St. construction in

2018. This TAP-funded project is expected to enhance the walkability of the downtown.

The east side of the Town Square is expected to be completed in 2019. Additionally, the Milwaukee Street Bridge is expected to be fully replaced, and a pedestrian bridge is projected to be constructed running between the East and West Banks of the Rock River.

2019 Transit Asset Management Target

In conformance with FTA's Transit Asset Management Final Rule (49 CFR 625 & 630), WisDOT set the following Safety Target for 2019:

- *Allow only **20 percent** or less of automobiles to meet or exceed their useful life.*
- *Allow only **58 percent** or less of buses to meet or exceed their useful life.*
- *Allow only **54 percent** or less of cutaways to meet or exceed their useful life.*
- *Allow only **47 percent** of or less of minivans to meet or exceed their useful life.*
- *Allow only **ten percent** or less of administrative/maintenance facilities to meet or exceed their useful life.*

JTS and the MPO will work cooperatively with WisDOT and other partners to support the State's target. The MPO will:

- *Work with JTS to consistently monitor the useful life period of vehicles, capital equipment and transit facilities.*
- *Continue to plan to seek funding to upkeep and improve transit facilities consistent with the targets with the 2015-2050 LRTP.*
- *Consider transit safety and facilities during in future transportation planning efforts.*

There are transit components to the 2019-2024 TIP that directly address the TAM target. The City of Janesville was awarded a Bus Facilities Grant that will allow JTS to replace five transit buses. Funding may also be available in 2019 and 2020 through the Volkswagen settlement that would be administered through the

Wisconsin Department of Administration and provide more bus replacement for JTS.

Bridge & Pavement Performance (PM2) Targets

In conformance with FHWA's Bridge and Pavement Performance Final Rule (23 CFR 490) for pavement and bridge conditions, WisDOT set (and JAMPO subsequently adopted) the following targets:

- **Pavement Condition**
 - *Interstate: 45 percent or more in "Good" condition by 2021 and five percent or less in "Poor" condition by 2021.*
 - *Non-Interstate NHS: 20 percent or more in "Good" condition by 2019 and 2021 and 12 percent or less in "Poor" condition by 2019 and 2021.*
- **Bridge Condition**
 - *Fifty percent or more of NHS bridges by deck area in "Good" condition by 2019 and 2021 and three percent or less in "Poor" condition by 2012 and 2021.*

The following projects will contribute to the pavement condition targets along the NHS by 2021: USH 14 mill and overlay between CTH M and USH 51.

No projects are expected to directly contribute to the bridge condition targets along the NHS by 2021.

Reliability Performance (PM3) Targets

In conformance with FHWA's Reliability Performance Final Rule (23 CFR 490) to assess performance of the National Highway System, WisDOT set (and JAMPO subsequently adopted) the following targets:

- **Travel Reliability**
 - *Interstate: 94 percent of person-miles traveled are reliable by 2019 and 90 percent by 2021 (97.9 percent of person-miles traveled were reliable in 2017)*

- *Non-Interstate NHS: 86 percent of person-miles traveled are reliable by 2021 (93.9 percent of person-miles traveled were reliable in 2017).*

➤ **Freight Reliability**

- *1.40 Truck Travel Time Reliability Index on the Interstate by 2019 and 1.60 by 2021 (2017 Truck Travel Time Reliability Index was 1.16).*

The following project along the NHS may contribute toward these targets by the end of 2021: USH 14 mill and overlay between CTH M and USH 51.

Expedited Project Selection Procedures

JAMPO, WisDOT and JTS hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

- i. *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.*

- ii. *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.*
- iii. *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.*
- iv. *WisDOT can unilaterally interchange FTA Section 5409, Section 5339 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a TIP amendment. FTA should be notified of any interchange of funds.*
- v. *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).*

CHAPTER TWO

DESCRIPTION OF PROGRAMMED ROADWAY, TRANSIT & TRANSPORTATION ALTERNATIVE PROJECTS & LIST OF FISCALLY CONSTRAINED PROJECTS, 2019-2014

This chapter presents all programmed and funded transportation projects in the Janesville Planning Area. **Table 1** constitutes the agreed-to list of fiscally constrained transportation projects.

Funding Availability

Funding is available from federal, state, and local sources to finance transportation projects in the Janesville Planning Area. All transportation projects that use federal or state funds must be included in the TIP. Several funding programs are flexible and may be used for various modes of transportation:

Funding Codes

EN – STP Enhancements

FLX-STP – Surface Transportation Program (STP) – State Flexibility

HSIP – Highway Safety Improvement Program

IM – Interstate Maintenance

LRIP – Local Road Improvement Program

NHPP – National Highway Performance Program

RU-STP – Non-urban

SAF-STP – Safety

SAFE – WisDOT Safety Funds

STP-D – STP Discretionary Program

STPBG-BR – Bridge Replacement & Rehabilitation

STPBG-TAP – Transportation Alternatives Program

STPBG-U – Urban

TEA – Transportation Economic Assistance

WIS – State

Transit

85.20 – State Operating Assistance Fund

Sec. 16(b)(2) – Capital Assistance Program

Sec. 5307 – Federal Transit operating & capital assistance funding

Sec. 5310 – Capital Assistance Program for Elderly & Disabled Riders

Sec. 5311 – Wisconsin Employment Transportation Assistance Program (WETAP)

Sec. 5337 – Federal Transit State of Good Repair

Sec. 5339 – Federal Transit Bus & Bus Facilities Formula Program

OTH – Other

Local Codes

APTIV – Aptiv

COJ – City of Janesville

COM – City of Milton

FSC – Forward Service Corporation

RC – Rock County

The TIP document aims to accurately portray funding for projects. In most cases, a project phase is completely funded at the start of the project. Therefore, the TIP shows full funding for a project phase in the first year corresponding with the schedule date. The continuation

of the project beyond the year of funding is shown by noting “cont’d” in the table, along with a note in the comments section indicating the calendar year in which funding for the phase of work was obligated.

Priorities for STP-Urban Funds

The MPO determines the use of STP funds, which is allocated every other year in the odd year. WisDOT distributes funding to the rolling six year program based on the projects an MPO already has

programmed in its planning area. 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 STP funds for major street projects. However, bus replacements are another high priority for the region and the MPO may re-program 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.

Roadway Projects

- 5 Transportation Project ID
- MPO Planning Area

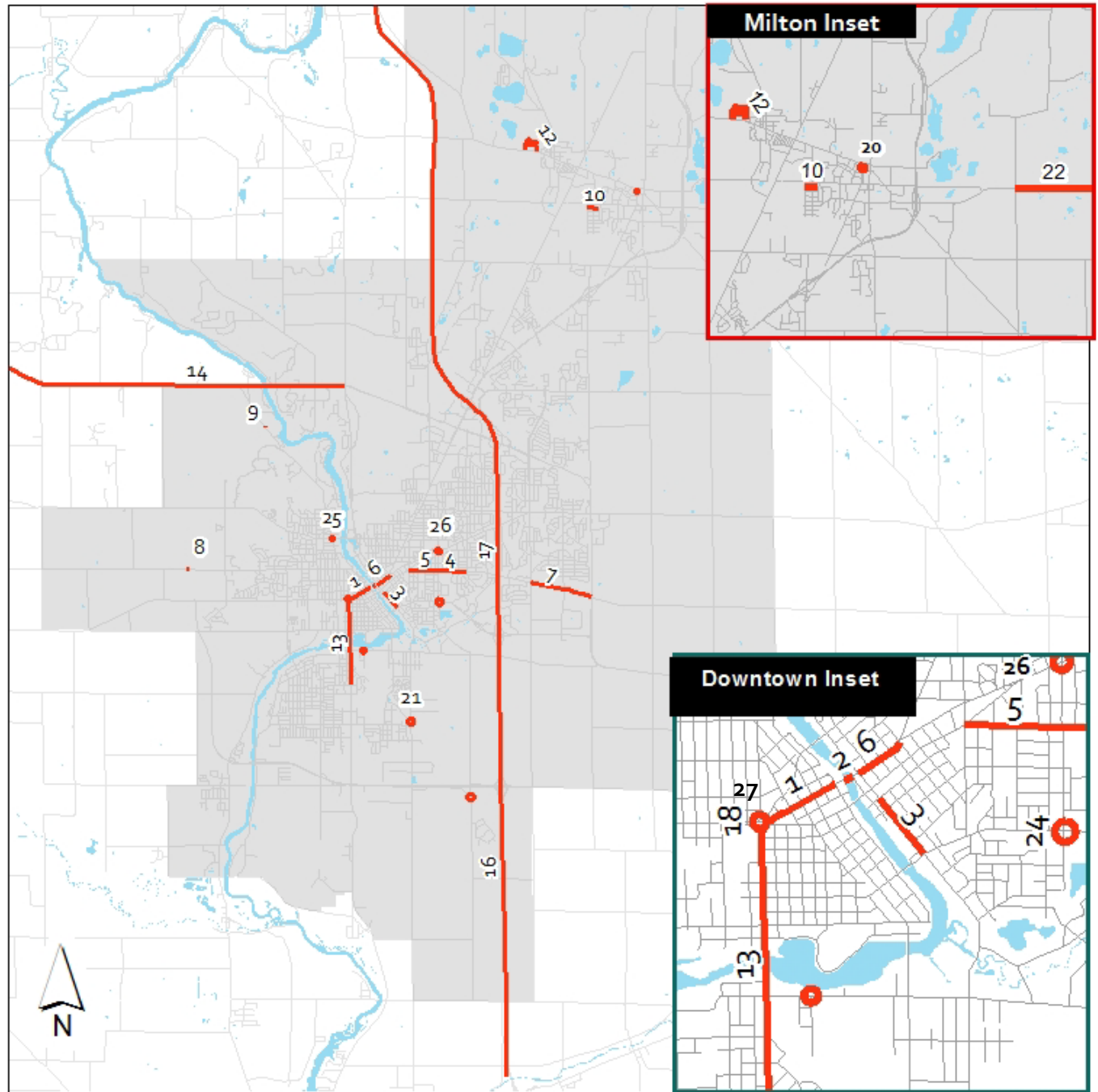


Figure 1

JANESVILLE AREA MPO
TRANSPORTATION
IMPROVEMENT PROGRAM

2019-2024

S:\Projects\MPO\TIP\2019\TIP2019\Fig2_4.mxd; 9/27/2018

Table 1a – Roadway Projects (City of Janesville)
TIP Project Listing 2019-2024 (\$1,000)
Janesville Area Metropolitan Planning Area

Funding shown in year of expenditure, 1.7% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Jan – Dec 2023 – 2024 *				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
City of Janesville 1 371-17-001	Milwaukee Street Reconstruction: Centerway to River Street	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				1,361		3,398	4,759									5990 – 00 – 80 / 81 STP capped; inflation added to local PE locally funded Programmed	
City of Janesville 2 371-14-012	Milwaukee Street Bridge over Rock River, Reconstruction	PE ROW UTIL CONST TOTAL	Cont'd								1,361 STPBG-U		3,398 CoJ	4,759									Listed in COJ CIP 5990 – 00 – 33 / 34 Design obligated 2014 Design cost 192K Fed, 48K Local Const. cost 3.1M Fed; 2.1M Local Programmed	
City of Janesville 3 371-18-001	Rehabilitate S Main Street from St. Lawrence Avenue to E Racine Street	PE ROW UTIL CONST TOTAL					150 367 517 150 367 517 LRIP CoJ																	Programmed
City of Janesville 4 371-18-002	Rehabilitate Ruger Avenue from Randall to S Lexington	PE ROW UTIL CONST TOTAL					41 41				150 263 413 150 263 413 LRIP CoJ													Programmed
City of Janesville 5 371-18-003	Rehabilitate Ruger Avenue from Court/Garfield to Randall	PE ROW UTIL CONST TOTAL													37 37 150 209 359 150 246 396 LRIP CoJ									Programmed
City of Janesville 6 371-19-004	E Milwaukee Reconstruction: Main to Atwood	PE ROW UTIL CONST TOTAL									259 259 259 259 CoJ				1,600 428 2,028 1,600 428 2,028 STPBG-U CoJ									Construction funding not part of fiscally constrained portion of TIP Pending MPO prioritization process Not Programmed**

*2023 – 2024 are considered the out years of the TIP and are therefore NOT PROGRAMMED

**Design Programmed

Table 1b – Roadway Projects (Rock County)
TIP Project Listing 2019-2024 (\$1,000)
Janesville Area Metropolitan Planning Area

Funding shown in year of expenditure, 1.7% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Jan – Dec 2023 – 2024 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Rock County 7 371-14-003	Ruger Avenue: Reconstruction Wright Road to HWY 14	PE ROW UTIL CONST			75/75 30/30																	5990 – 00 – 37 Design obligated Design cost 320 Fed	
Type	Capital Expenditure	TOTAL	986		1,641/1,189	3,816																Programmed	
		TOTAL	986		1,746/1,294	4,026																	
			STPBG-U		RC / CoJ																		
Rock County 8 371-16-001	Mineral Point Road Bridge over Fisher Creek – Bridge Replacement P-53-0087	PE ROW UTIL CONST																				5758-00-02/72 Construction funding obligated 2018-2019 Construction	
Type	System Preservation	TOTAL		282	71	353																Programmed	
		TOTAL		282	71	353																	
				WIS LB	RC																		
Rock County 9 371-19-001	CTH E, Bridge over Marsh Creek – Bridge Replacement B-53-0010	PE ROW UTIL CONST		95	24	119	Cont'd															5334-00-00/70	
Type	System Preservation	TOTAL		95	24	119					762	190	953									Programmed	
		TOTAL		95	24	119					762	190	953										
				WIS LB	RC						WIS LB	RC											

**2023 – 2024 are considered the out years of the TIP and are therefore NOT PROGRAMMED*

Table 1d – Roadway Projects (State of Wisconsin)
TIP Project Listing 2019-2024 (\$1,000)
Janesville Area Metropolitan Planning Area

Funding shown in year of expenditure, 1.7% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Jan – Dec 2023 – 2024 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
State of Wisconsin 13 371-18-004 Type	Center Avenue (51): Pavement Replacement Nicolet – Court & Bridge (B-53-153) superstructure System Preservation	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				Cont'd				Cont'd								5350 – 02 – 00 / 70 Design obligated 2018 Construction anticipated 2025 Advanceable to 2023 Programmed
State of Wisconsin 14 371-10-003 Type	USH 14: CTH M to USH 51 mill and overlay 12.64 miles System Preservation	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				6,009 1,502 7,511 6,009 1,502 NHPP WIS 7,511				Cont'd								5155 – 02 – 30 / 21 – 40 / 62 Design obligated 2010 Programmed
State of Wisconsin 15 371-11-11 Type	I-30/90 IL state line to USH 12/18 Program Control and Program Control Tasks Capital Expenditure	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				Cont'd				Cont'd				Cont'd				1001-10-01/02/11/12/88/89 01 Design phased thru 2021 02 Design obligated 2011 ongoing thru CY 2021 Included dynamic message sign (Also in Beloit and Madison MPOs) Programmed
State of Wisconsin 16 371-11-12 Type	I-39/90 IL state line to CTH O South segment Capital Expenditure	PE ROW UTIL CONST TOTAL	Cont'd 11,191 34,031 45,222				Cont'd 473 473				24,409 75,969 100,378 24,409 75,969 100,378 NHPP WIS				1,014 1,014 1,014 1,014 WIS								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 89/91/92/93/94/95/97 1003-11- 2021/22/23/70/90/91/92/94/95 Project 1005-10-76 is funded using FHWA Fast Lane Grant up to 60% Fed Funding Programmed
State of Wisconsin 17 371-11-13 Type	I39/90 CTH O to Rock County Line Middle segment Capital Expenditure	PE ROW UTIL CONST TOTAL	Cont'd 82,387 21,837 140 104,364				21,883 63,871 85,753 21,883 63,871 85,753 NHPP WIS CoJ				826 826 826 826 WIS				12,821 9 12,831 12,821 9 12,831 WIS CoJ								1005-10-01/21/22/24/25/26/40/42/43/ 44/70/71/72/73/75/76/77/78/80/81/87 89/94/97/98/99 : 5390-00-72, 5569- 00-71 1005-11 2041/44/45/71/72/73/90 Project 1005-10-76 is funded using FHWA Fast Lane Grant up to 60% Fed Funding Programmed
State of Wisconsin 18 371-11-05 Type	USH 51 & Union Pacific crossing upgrade 177418U System Preservation	PE ROW UTIL CONST TOTAL	Cont'd																				5350-01-50 Obligated in 2011 W. Court, W. Milwaukee, Madison Construction anticipated to be completed in 2018 Programmed
State of Wisconsin 19 371-18-04 Type	City of Milton, Parkview Ave. Safety OCR signals & gates 391630W System Preservation	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd																1009-85-06 Obligated in 2018 Construction anticipated to be completed in 2021 Programmed

*2023 – 2024 are considered the out years of the TIP and are therefore NOT PROGRAMMED

Table 1d, cont'd – Roadway Projects (State of Wisconsin)
TIP Project Listing 2019-2024 (\$1,000)
Janesville Area Metropolitan Planning Area

Funding shown in year of expenditure, 1.7% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Jan – Dec 2023 – 2024 *				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
State of Wisconsin 20 371-19-002 Type	City of Janesville, Delavan Drive Safety OCR Signal & Gates 392408D System Preservation	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				187 97 284 187 97 284												1009-85-09 Design 2019 Construction 21 Programmed
State of Wisconsin 21 371-19-003 Type	City of Janesville, Beloit Avenue Safety OCR Signal & Gates 392402M System Preservation	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				151 78 229 151 78 229												1009-85-12 Design 2019 Construction 2021 Programmed
State of Wisconsin 22 371-18-006 Type	STH 59: Vickerman Road to E County Line. Mill & Overlay 7.07 Miles. System Preservation	PE ROW UTIL CONST TOTAL	204	51		255	Cont'd				Cont'd				Cont'd								3140-00-02/72 Construction Anticipated in 2024 Possible advancement to CY 2021 Programmed
State of Wisconsin 23 371-19-008 Type	T of La Prairie – Read Road WSOR Crossing 392397T Signal & Gates System Preservation	PE ROW UTIL CONST TOTAL	Cont'd				Cont'd				Cont'd				151 83 235 151 83 235								1009-85-16 Design 2019 Construction 2022 Programmed
State of Wisconsin 24 371-19-009 Type	C Janesville, E Racine Avenue S Randall Avenue Intersection HSIP Signal Improvements System Preservation	PE ROW UTIL CONST TOTAL	5 5				282 32 313				Cont'd												5990-01-32/32 Construction Obligated in 2022 Construction 2021 Programmed
State of Wisconsin 25 371-19-010 Type	C Janesville, W Memorial Dr / N Washington St Intersection HSIP Signal Improvements System Preservation	PE ROW UTIL CONST TOTAL	72	8		80	Cont'd				359 41 399				Cont'd								5990-01-27/28 Construction obligated in 2021 Construction 2022 Programmed
State of Wisconsin 26 371-19-011 Type	C Janesville, E Milwaukee St / Randall Ave Intersection HSIP Signal Improvements System Preservation	PE ROW UTIL CONST TOTAL	46	5		51	Cont'd				275 32 306				Cont'd								5990-01-29/30 Construction obligated in 2021 Construction 2022 Programmed

*2023 – 2024 are considered the out years of the TIP and are therefore NOT PROGRAMMED

Transportation Alternatives Projects

Future Trails

- - - - - Not Programmed
- — — — — Programmed
- — — — — Existing Off-Road Trail
- MPO Planning Boundary
- Town Square Boundary

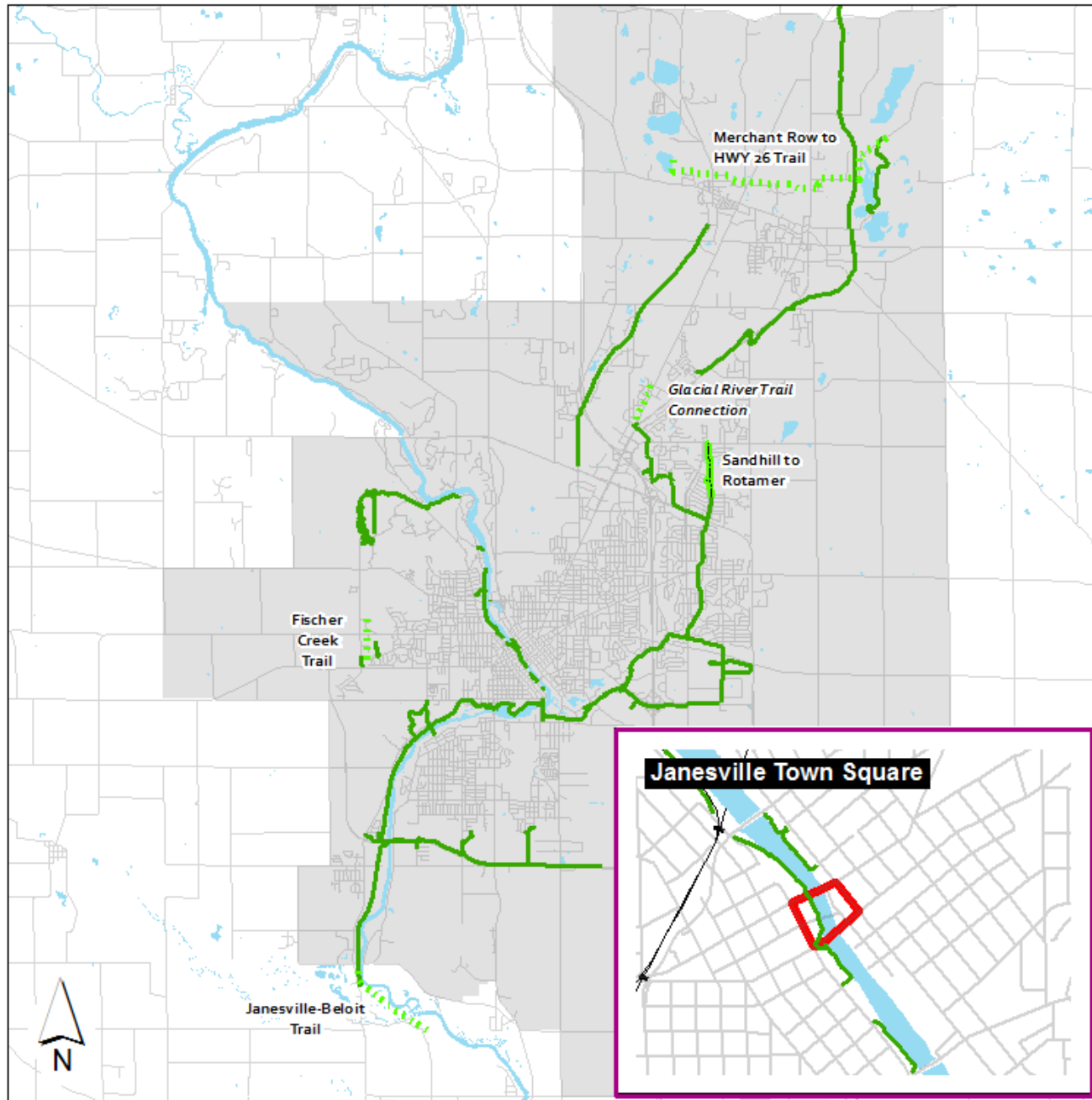


Figure 2

JANESVILLE AREA MPO
TRANSPORTATION
IMPROVEMENT PROGRAM

2019-2024

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Table 2 – Transportation Alternatives Projects
TIP Project Listing 2019-2024 (\$1,000)
Janesville Area Metropolitan Planning Area

Funding shown in year of expenditure, 1.7% inflation added per year

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
City of Janesville 1 371-17-003 Type	NE Regional Trail Extension Sandhill Drive to Rotamer Road System Preservation	PE ROW UTIL CONST TOTAL	Cont'd																5990-01-24/25 Design obligated 2017 56K Fed Cont. obligated 2018 352K Fed Programmed

*Transportation Enhancement (TE) projects do not need to be in the TIP to apply. As an initial step the Downtown was indicated as a TE target area, but an amount was not specified in the TIP. The amount will be specified when possible.

CHAPTER THREE

DESCRIPTION OF ILLUSTRATIVE ROADWAY PROJECTS, 2019-2024

This chapter presents unfunded roadway projects that could advance from “*illustrative*” to “*programmed*” if funding were available. Roadway needs are far greater than funding available at the federal, state, or local levels. Roadway projects that do not yet have committed funding are listed below. Federal and State funding codes are the suggested or probable funding sources for these projects, and do not represent funding commitment.

Potential Surface Transportation Program Block Grant – Urban Projects

- E Milwaukee Reconstruction – Main to Atwood

- Rehabilitation of Ruger Ave. – Court/Garfield to Randall

City of Janesville Projects

- W Court St.
- Kellogg Ave. Reconstruction

City of Milton Projects

- Paul Rd. and W Madison Ave
- Merchant Row/HWY 59: Vernal Ave Reconstruction
- Parkview Dr. & Goodrich Square Project
- Reconstruction of Parkview Dr. – E High to Townline Rd.

CHAPTER FOUR

DESCRIPTION OF ILLUSTRATIVE TRANSIT PROJECTS & FUNDING, 2019-2024

Funding Availability

Funding for transit projects in the Janesville urbanized area is available from federal, state, and local sources. The Janesville urbanized area receives operating and capital assistance under Section 5307 of the Federal Transit Act. Over the six year TIP period, it is anticipated that \$6,000,000 in operating assistance funds will be available. Section 5307 operating and capital funds are received and distributed by WisDOT to the 14 eligible urban areas with populations between 50,000 and 200,000. The total federal share of transit operating projects in the transit element of the TIP does not exceed the apportioned Section 5307 funds available to the urbanized area. Capital projects are proposed to be funded primarily by Section 5309 funds, with some backfill from Section 5307.

WisDOT provides transit operating assistance to urbanized areas through Section 85.20 of the Wisconsin Statutes. JTS can recover a portion of the total transit system operating costs through this program. This program does not provide a statutory percentage of expense coverage. The program has historically covered 25 percent of expenses; however, recent legislative action has lowered the percentage to 20 – 21 percent. The remaining transit operating and capital costs are covered by user fees (operating revenue) and local assistance (City of Janesville General Fund, which may be supported by bonding for major capital projects).

Major capital projects are typically funded by Section 5339 federal discretionary capital funds, administered by WisDOT. Bus replacements may also be funded through the Urban Surface Transportation Program if programmed street projects fall behind

schedule. The normal annual funding amount is dependent upon the political process, making the annual amount variable. Should funding run out in a given year, projects are reprogrammed to later years. WisDOT's policy states that bus replacements have first priority for capital funding should a funding shortfall occur. Section 5339 funds and STP funds have a 20 percent local share, which the City of Janesville pays for through general fund revenues or bonding.

JTS anticipates that formula capital funds could be used in 2020 (Sec. 5339) to replace bus stop signs, as well as a planned refurbishment of the Transfer Center that same year.

Grant programs utilized and number of buses for application will be determined upon hearing the outcome of the aforementioned competitive FTA grant request.

Transit Service

JTS operating assistance projects included in this TIP are generally level from the previous year. Currently, JTS operates five in-city daytime routes. These routes operate on Monday-Friday, 6:15 AM – 6:15 PM, and on Saturday from 8:45AM to 6:15 PM. JTS also operates three night service routes that run Monday-Friday from 6:15PM – 10:15PM. In addition, the Beloit-Janesville Express (BJE) operates 6:00AM – 6:15PM Monday-Friday, which is jointly operated by the Beloit Transit System.

Private transportation providers are contacted when transit service is restructured or changed. **Appendix B** contains a summary of the private enterprise participation process utilized to inform and involve

private transportation providers in the transportation planning and programming process.

Elderly & Disabled Services (Janesville Transit System)

JTS route structure is designed to serve the elderly and users with disabilities. The JTS fleet consists of 17 buses, 15 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. Department of Transportation “504” and ADA Regulations. Accessible bus service is provided on all headways.

A contract with an existing service provider, Rock County Specialized Transit (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 Saturday. In order to meet the requirements for complementary paratransit service, RCST provides service during these same time periods. Paratransit service is available during the same hours as fixed-route service, and is available in the JTS service area.

Table 3 – Programmed Transit Projects
 TIP Project Listing 2019-2024 (\$1,000)
 Janesville Area Metropolitan Planning Area

Funding shown in year of expenditure

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Jan – Dec 2023 – 2024				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
City of Janesville 371-18-T01	Janesville Transit System Operations	Oper Asst	1,110	862	1,083	3,055																Local share of commuter services provided by regional sponsors Programmed	
		Paratrans		31		31																	
		Sponsors			104	104																	
		Revenue			395	395																	
		Misc			15	15																	
		TOTAL	1,110	893	1,597	3,600																	
			Sec. 5307	Sec. 85.20	COJ																		
City of Janesville 371-18-T02	Replacement of five regular buses																				Federal Funds awarded: 395 Sec. 5339 per bus; 99 Local Programmed		
		TOTAL	2,000		500	2,500																	
			Sec 5339		COJ																		

CHAPTER FIVE

DESCRIPTION OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) & LIST OF ILLUSTRATIVE PROJECTS, 2019-2024

This chapter presents unfunded bicycle/pedestrian transportation project needs. **Figure 2** includes projects from the Janesville Area LRTP, and recent Transportation Alternatives applications. **Table 4** presents the near-term trail priorities in which MPO jurisdictions are actively seeking funding.

WisDOT acts as the coordinator to provide information about TAP to local units of government, interest groups, and private individuals. The MPO collects any alternatives projects eligible for federal funding and incorporates them into the TIP. Up to 80 percent of total project costs can be funded with federal dollars. The remaining percentage of the project is funded by the public or local sponsor.

Table 4 – Illustrative Transportation Alternatives TIP Project Listing 2019-2024 (\$1,000) Janesville Area Metropolitan Planning Area																								
Funding shown in year of expenditure, 1.7% inflation added per year																								
Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Jan – Dec 2023 – 2024 *				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
City of Janesville 1	Fisher Creek Trail: West Court to Dartmouth Drive	PE ROW UTIL CONST					37		9	46													*Illustrative	
Type	Capital Expenditure	TOTAL					37		9	46													Not Programmed	
							STPBG-TAP		COJ															
City of Janesville 2	Glacial River Trail Connection: STH 26 Ped. Overpass to McCormick	PE ROW UTIL CONST					93		23	116													*Illustrative	
Type	Capital Expenditure	TOTAL					93		23	116													Not Programmed	
							STPBG-TAP		COJ															
City of Milton 3	Ice Age Trail through City of Milton to HWY 26	PE ROW UTIL CONST																				220	220	*Illustrative
Type	Capital Expenditure	TOTAL																				220	220	Not Programmed
																						COM		
City of Milton 4	Merchant Row to W Sunset, then to STH 26 off road trail	PE ROW UTIL CONST																			16	4	20	*Illustrative Based on 2008 TE application
Type	Capital Expenditure	TOTAL																			200	50	250	
																					216	54	270	Not Programmed
																					TA	COM		

*Transportation Enhancement (TE) projects do not need to be in the TIP to apply. As an initial step the Downtown was indicated as a TE target area, but an amount was not specified in the TIP. The amount will be specified when possible.

CHAPTER SIX

DESCRIPTION OF ELDERLY & DISABLED TRANSPORTATION PROJECTS, 2019-2024

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 5**.

Elderly & Handicapped (E/H) Special Efforts Services

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

- *Rock County Health Care Center*
- *Rock County Council on Aging (Specialized Transit Division)*
- *Rock County Social Services (Driver Escort Program)*

- *Lutheran Social Services*
- *Community Action*
- *Janesville Transit System*
- *Aptiv, Inc.*

Of these organizations, Aptiv Inc., JTS and the Rock County Council on Aging anticipate using federal DOT or WisDOT funding in the 2019-2024 TIP.

Rock County Specialized Transit

RCST, a division of the Rock County Council on Aging, has contracted with JTS to provide complementary Paratransit service for the Janesville service area.

Wisconsin Employment Transportation Assistance Program (WETAP)

Forward Service Corporation (FSC) received WETAP funding from WisDOT for vehicle loans and mobility management, complimenting federal section 5307 (Urban) and 5311 (Rural) awards.

**Table 5 – Elderly & Disabled Transportation
TIP Project Listing 2019-2024 (\$1,000)
Janesville Area Metropolitan Planning Area**

Jurisdiction / Sponsor	Project Description	Cost Type	Jan – Dec 2019				Jan – Dec 2020				Jan – Dec 2021				Jan – Dec – 2022				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Rock County 371-19-01ED	Mobility Management – assist and advocate for transportation disadvantaged	PE ROW UTIL CONST																	
Type		TOTAL	100 Sec. 5310		25 RC	125													Programmed
Rock County 371-19-02ED	Rock County transit vehicle replacement, replacement of 3 vehicles	PE ROW UTIL CONST																	
Type		TOTAL	150 Sec. 5310		38 RC	188													Programmed
Aptiv, Inc. 371-19-03ED	Aptiv, Inc. expansion of vehicle fleet: 1 minibus and 1 minivan	PE ROW UTIL CONST																	
Type		TOTAL	73 Sec. 5310		18 APTIV	91													Programmed
Forward Service Corporation 371-19-04ED	Vehicle loans, operating, mobility management	PE ROW UTIL CONST																	
Type		TOTAL	231 Sec. 5307		58 FSC	314													Programmed
Forward Service Corporation 371-19-05ED	Operating – Vehicle Loans, Operating, Mobility Management	PE ROW UTIL CONST																	
Type		TOTAL	20 Sec. 5311		20 FSC	41													Programmed
Forward Service Corporation 371-19-06ED	Capital – Vehicle Loans, Operating, Mobility Management	PE ROW UTIL CONST																	
Type		TOTAL	21 Sec. 5311		5 FSC	314													Programmed

CHAPTER SEVEN

TIP FINANCIAL PLAN & IMPLEMENTATION STATUS REPORT

Financial Plan

Table 6 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 sources. Included are federal highway and federal transit funding sources. The MPO was only given estimated available funding levels for the FHWA STP-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.

Operations & Maintenance Funds

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

Table 6 – Janesville Area MPO Fiscal Constraint
 Funding Summary for 2019-2024 TIP (\$1,000)
 Fiscally Constrained 2019-2022

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2019	2020	2021	2022	TOTAL	2019	2020	2021	2022	TOTAL
Federal Highway Administration	National Highway Performance Program (NHPP)	\$93,578	\$21,883	\$30,418	-	\$145,879	\$93,578	\$21,883	\$30,418	-	\$145,879
	Surface Transportation Program Block Grant - Urban (STPBG-U)	\$986	-	\$1,361	-	\$2,347	\$986	-	\$1,361	-	\$2,347
	Surface Transportation Program – Flexible Funding (FLX)	\$204	-	-	-	\$204	\$204	-	-	-	\$204
	Surface Transportation Program - Safety (SAF)	\$118	\$567	\$972	\$151	\$1,523	\$118	\$567	\$972	\$151	\$1,523
	TOTAL	\$94,886	\$22,449	\$32,752	\$151	\$150,239	\$94,886	\$22,449	\$32,752	\$151	\$150,239
Federal Transit Administration	Sec. 5307 – Operating or Capital Assistance	\$1,341	-	-	-	\$1,341	\$1,341	-	-	-	\$1,341
	Sec. 5339 – Capital	\$2,000	-	-	-	\$2,000	\$2,000	-	-	-	\$2,000
	Section 5311 – Job Access	\$41	-	-	-	\$41	\$41	-	-	-	\$41
	Section 5310 – Capital Assistance Program for Elderly & Disabled Riders	\$323	-	-	-	\$323	\$323	-	-	-	\$323
	TOTAL	\$3,676	-	-	-	\$3,676	\$3,676	-	-	-	\$3,676

Table 7 – Major Project Implementation Status

Status of Project/Year of Completion	Current & Completed Projects	Implementing Agency	TIP Project Number
COMPLETED	Capman	City of Milton	--
	Town Square West Riverwalk: Milwaukee to Court	City of Janesville	-
	Elm St. Railroad Signals & Gates	State of Wisconsin	--
	E Vincent St. Railroad Signals & Gates	State of Wisconsin	--
	EMH Townline Rd. Railroad Signals & Gates	State of Wisconsin	--
	Vincent St. Railroad Signals & Gates	State of Wisconsin	--
CONTINUING 2019	NE Regional Trail Extension: Sandhill Drive to Rotamer Rd.	City of Janesville	*1
	USH 51 & Union Pacific crossing upgrade	State of Wisconsin	18
	Parkview Ave. Railroad Signal & Gates	State of Wisconsin	19
	Pavement Replacement along Nicolet Ct.; Bridge Superstructure Replacement – Center Ave.	State of Wisconsin	13
	CTH M to USH 51 mill and overlay – USH 14	State of Wisconsin	14
	I-39-90 IL state line to CTH O South Segment	State of Wisconsin	16
	I-39/90 CTH O to Rock County Line Middle Segment	State of Wisconsin	17
	Ruger Ave: Reconstruction Wright Rd to HWY 14	Rock County	7
	Mineral Point Rd: Bridge Replacement over Fisher Creek	Rock County	8
	Elizabeth Street Resurfacing	City of Milton	10
	Milwaukee Street Reconstruction: Centerway. to River St	City of Janesville	1
	Reconstruction: Milwaukee St Bridge over Rock River	City of Janesville	2
	Rehabilitate S Main St from St. Lawrence Ave to E Racine St.	City of Janesville	3
Rehabilitate Ruger Ave from Randall to S Lexington	City of Janesville	4	
ADDED 2018/19	Delavan Drive Railroad Signal & Gates	State of Wisconsin	20
	Beloit Avenue Railroad Signal & Gates	State of Wisconsin	21
	Bridge Replacement: CTH E over Marsh Creek	Rock County	9
	Woodland Drive Resurfacing	City of Milton	11
	Resurfacing of Surry Dr., Forrest Lake Dr., Ivanhoe Dr.	City of Milton	12
	Purchase of 5 new buses	Janesville Transit System	T02
	STH 59 Mill and Overlay 7.07 Miles	State of Wisconsin	22
	APTIV fleet expansion	Aptiv, Inc.	ED03
	Forward Service Corporation vehicle loans and mobility management	Forward Service Corp.	ED04, ED05, ED06
	Read Road Railroad Signal & Gates	State of Wisconsin	23
	HSIP Signal Improvements – Intersection of E Racine & S Randall Avenues	State of Wisconsin	24
	HSIP Signal Improvements – Intersection of W Memorial Dr & N Washington St	State of Wisconsin	25
	HSIP Signal Improvements – Intersection of E Milwaukee St & Randall Ave	State of Wisconsin	26
	Railroad Crossing Upgrade at USH 51 and West Court Street	State of Wisconsin	27

CHAPTER EIGHT

ENVIRONMENTAL JUSTICE IN THE TRANSPORTATION IMPROVEMENT PROGRAM

This chapter is included to fulfill the 1994 Presidential Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This order accompanied by Title VI of the 1964 Civil Rights Act attempts 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:

- i. *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.*
- ii. *To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.*
- iii. *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

Figures 3 and 4 illustrate the census tracts with higher-than-average low income or minority populations. 2012-2016 American Community Survey (ACS) Census race by tract data is available and therefore used in this analysis. 2012-2016 ACS data is also the most recent set of available data for poverty at the tract level.

For the purpose of this analysis, the MPO considers a census tract to be concentrated if the population is one standard deviation greater than the MPO mean. For poverty, an average of 7.5 percent of the population within the MPO is below the poverty level. One standard deviation from the poverty mean is 5.5; therefore, census tracts with greater than 13 percent poverty are considered concentrated. Areas

are considered to have a concentration of minorities when ten percent or more of individuals identify as a minority race.

Roadway Projects & Low Income/Minority Populations

Roadway projects affecting census tracts 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 tracts both with higher than average minority and low-income populations:

- *W Milwaukee Reconstruction – River to Centerway*
- *Main St Rehabilitation – St. Lawrence to Racine*
- *Center Avenue Rehabilitation*
- *Delavan Drive Railroad Signal & Gates*
- *Beloit Avenue Railroad Signal & Gates*
- *E Milwaukee Reconstruction – Main to Atwood*⁴
- *Intersection Improvement – Memorial & Washington*

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 11 interchange to the state line, and between Milwaukee Street and STH 26. These populations may be particularly affected by projects 17 & 18 (i.e., the I-39/90 expansion). Project impacts were evaluated in

⁴ Only design programmed as of Nov. 2018

greater detail and addressed in the project's environmental assessment.

All other projects are reconstruction (without expansion or resurfacing) projects that are expected to improve the quality and safety of the existing road system.

Transportation Alternatives Projects & Low Income/Minority Populations

The existing and planned transportation enhancement projects are well dispersed throughout the urban area, as show in **Figure 4**. The majority of the environmental justice target areas are located within a half mile of a bike/pedestrian trail.

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

Taken in whole, the projects in the Janesville Area 2019-2024 TIP, together with the 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 MPO Planning Area. These statements are based on the analysis of proposed projects, their locations, and impacts on both low-income and minority populations as summarized in **Chapter 7** of this document.

Public Involvement of Low Income/Minority Populations

Attempts to involve low-income and minority populations in the creation of the TIP can be found in **Chapter 9** of this document.

Environmental Justice Roadway Projects

5 Transportation Project ID

MPO Planning Area

Percent Below Poverty Level by Census Tract

- 13% - 25%
- 26% or higher

Percent Minority by Census Tract

- 10% - 25%
- 26% or higher

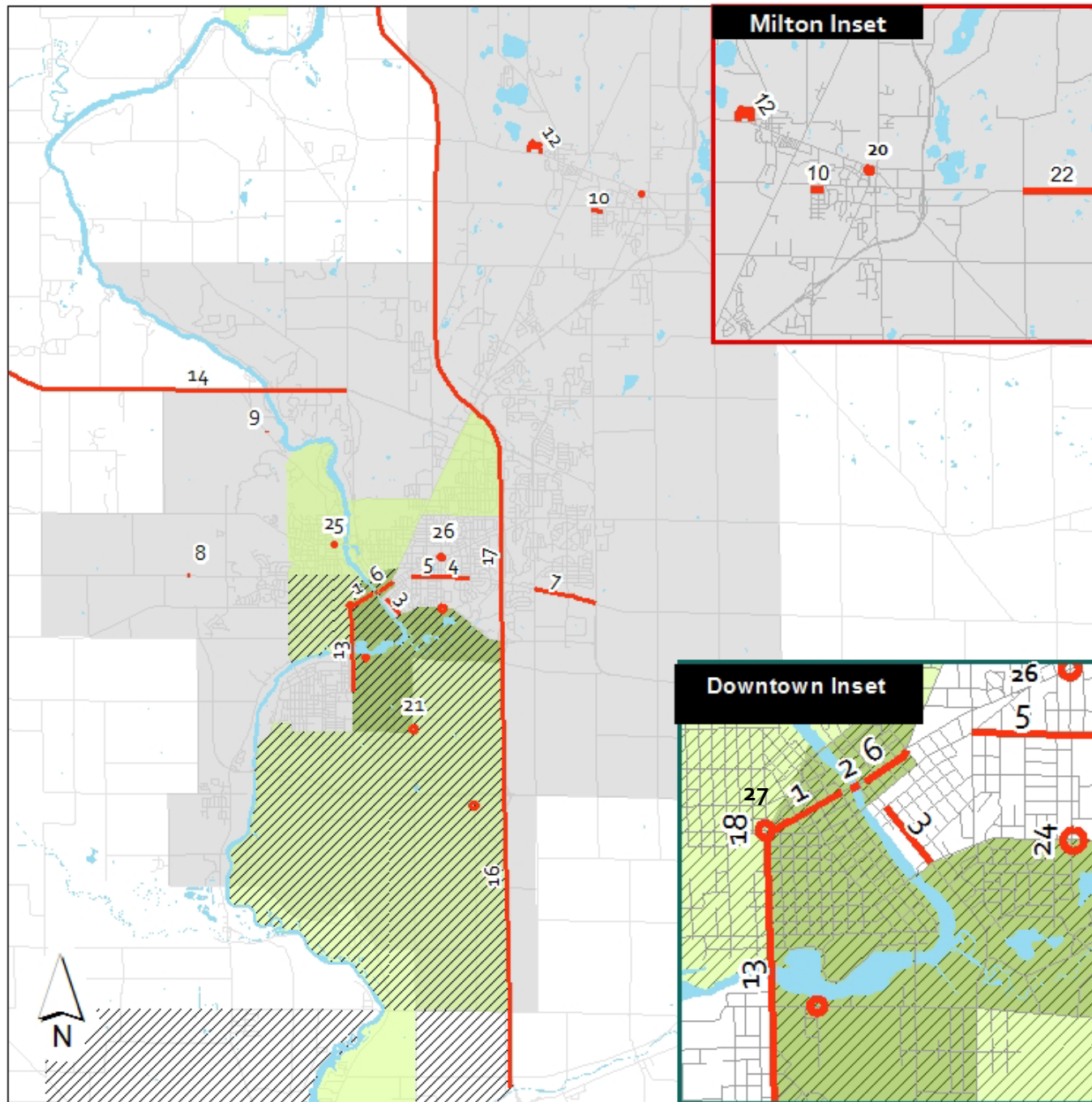
Census tracts with poverty populations of 13% or higher or minority populations of 10% or more are considered concentrated. These values represent 1 standard deviation from the MPO mean. 2012-2016 ACS Census tract race and poverty data were used.

Figure 3

JANESVILLE AREA MPO
TRANSPORTATION
IMPROVEMENT PROGRAM

2019-2024

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Environmental Justice Alternatives Projects

Future Trails

- ▬▬▬▬ Not Programmed
- ▬▬▬▬ Programmed
- ▬ Existing Off-Road Trail
- ▭ MPO Planning Boundary
- ▭ Town Square Boundary

Percent Below Poverty Level by Census Tract

- ▭ 13% - 25%
- ▭ 26% or higher

Percent Minority by Census Tract

- ▭ 10% - 25%
- ▭ 26% or higher

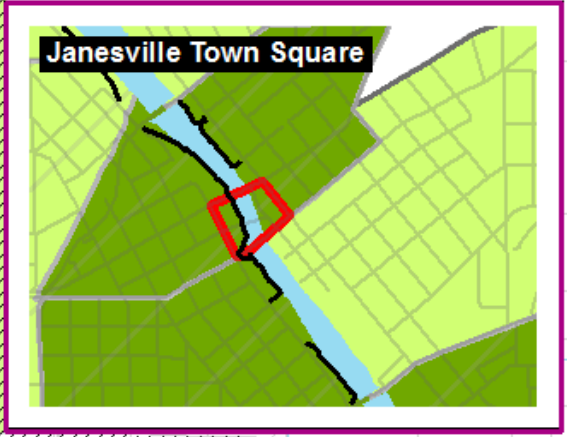
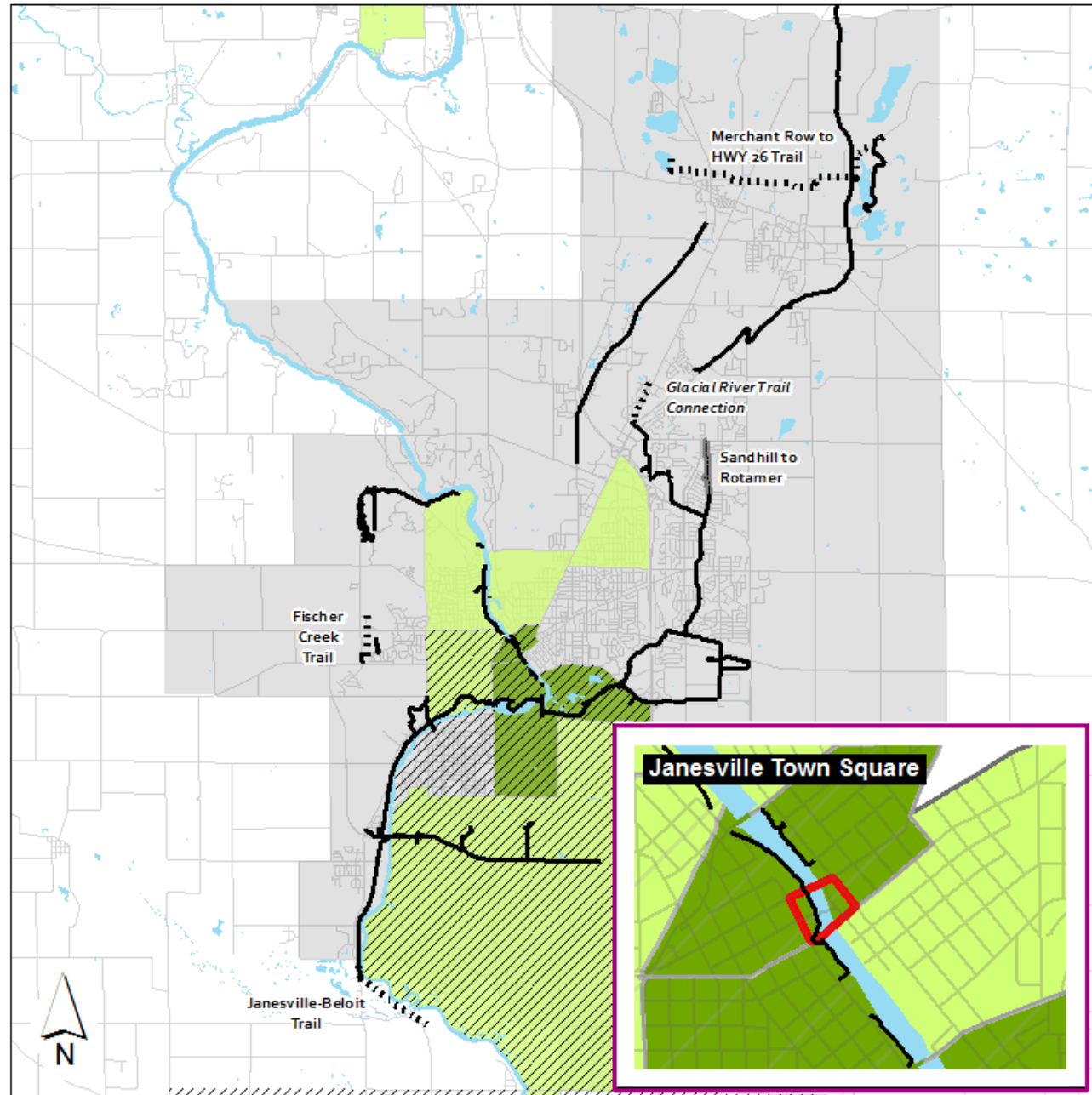
Census tracts with poverty populations of 25% or higher or minority populations of 20% or more are considered concentrated. These values represent 1 standard deviation from the MPO mean. 2012-2018 ACS Census tract race and poverty data were used.

Figure 4

JANESVILLE AREA MPO
TRANSPORTATION
IMPROVEMENT PROGRAM

2019-2024

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CHAPTER NINE

PUBLIC PARTICIPATION IN THE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

TIP Development Process

Stage 1 - Requests for Projects

- *Requests for projects to be included in the TIP are solicited from all units of government in the Janesville Planning Area (Cities of Janesville and Milton, Towns of Harmony, Janesville, LaPrairie, Rock, and Milton, and Rock County) plus 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 metropolitan planning area.*
- *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 2 - Draft TIP Review

The draft TIP is developed by MPO staff after receiving project proposals to be included in the document. The TIP summarizes 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 metropolitan area.*
- *The MPO TAC meets to discuss the projects that have been included in the draft TIP. Additions or deletions to 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 MPO planning area.*
- *Copies of the draft TIP are available for public review at the local libraries, JTS, and the MPO office at City Hall (Public Works Department). The draft TIP is posted on the MPO webpage. Oral and written comments on the draft TIP are taken by the MPO and documented prior to the development of the final TIP.*

Stage 3 - Final TIP Distribution

The final TIP is submitted 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 determines 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 MPO planning area.*
- *Copies of the final TIP are available for public review at the local libraries and also at the MPO office at City Hall (Public Works Department). The final TIP is posted on the MPO webpage.*

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

The site for a meeting or hearing will be of adequate size for the audience, accessible to persons with disabilities, located on or convenient to public transportation routes, and provide adequate parking. A time would be chosen so that a maximum number of people could attend. Meetings will be scheduled so that persons who must rely on public or specialized transit can attend and still return home during the hours of operation of those systems, and also accommodate those persons who work both during the day and in the

evening. A sign language interpreter for hearing impaired persons will be provided upon request or when the nature of the meeting is such that attendance by hearing impaired persons is anticipated. Staff will provide assistance in describing exhibits or providing information in alternative formats upon request by visually impaired persons or those with other disabilities.

Public Notice

Stage 1

Public notice of TIP development was published in the Janesville Gazette on August 7 & 14, 2018. 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. (**Exhibit A**)

Stage 2

Public notice of draft TIP review by the TAC was published in the Janesville Gazette on October 11, 2018 (Exhibit B). Public notice of the TIP review & approval by the Policy Board was published in the Janesville Gazette on November 5, 2018. (**Exhibit C**).

Final copies of the TIP may be obtained in 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/public-meeting-materials-videos>

Public Comment

None

Submit comments to:

Janesville Area MPO – Planning Services Division

18 North Jackson St. Janesville, WI 53545

Phone: (608) 755-3095

FAX: (608) 755-3196

E-mail: planning@ci.janesville.wi.us

PUBLIC NOTICE

The Janesville Area MPO is now in the development stage of the 2019-2024 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 Services Division TELEPHONE: (608) 755-3085, FAX (608) 755-3196, EMAIL: planning@ci.janesville.wi.us

Publish: August 7 and August 14, 2018

PUBLIC NOTICE

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Technical Advisory Committee on October 18, 2018 at 10:00 am in the Police Service Conference Room of 100 N Jackson St, Janesville WI. Items on the agenda include: review of amendment to the 2018 Unified Work Program, 2019 Unified Work Program, and 2019-2024 Transportation Improvement Program.

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.

For information on the meeting or to receive an agenda, please contact the Planning Services Division at 755-3085, FAX 755-3196 or email barnett@ci.janesville.wi.us. The meeting will be held on October 18, 2018 in the Police Service Conference room of 100 N Jackson St., Janesville, WI at 10:00 am.

Publish once: Thursday, October 11, 2018

Public Notice

The Janesville Area Metropolitan Planning Organization (MPO) will be conducting a meeting of the MPO Policy Board at 5:00pm on November 12, 2018 in Room 416 of Janesville City Hall. Items on the agenda include: approval of an amendment to the 2018 Unified Work Program, 2019 Unified Work Program, 2019-2024 Transportation Improvement Program, and 2019 Safety and Transit Asset Management Targets.

The documents being presented to the Policy Board are available for public review in the Planning Services Division, Janesville City Hall, 18 North Jackson Street, Janesville, between 7:30 a.m. & 4:30 p.m., Monday – Friday, at the Hedberg and Milton libraries, and on the City of Janesville’s web page, www.ci.janesville.wi.us.

For information on the meeting or to receive an agenda, please contact Alexander Brown, Associate Planner/MPO Coordinator, at (608) 755-3095, FAX 755-3196 or email browna@ci.janesville.wi.us. The meeting will be held on Monday, November 12, 2018 in Room 416 of Janesville City Hall, 18 N. Jackson Street at 5:00pm.

Publish Once: November 5, 2018

APPENDIX A

COMMENTS FROM PRIVATE MASS TRANSPORTATION PROVIDERS

During 2019-2024 Transportation Improvement Program update, MPO staff contacted the following private mass transportation providers:

Van Galder Bus Company
715 South Pearl Street
Janesville, WI 53545
608- 752-5407

Diane Morea
Riteway Bus Service, Inc.
1021 Storrs Lake Rd
Milton, WI 53563

Eugene R. Kaye
Call Me a Cab
410 Bluff St.
Beloit, WI 53511

Karl Schulte
Brown Cab Services, Inc.
PO Box 66
Fort Atkinson, WI 53538

Michael McComb
Mr. Enterprise Taxi
PO Box 1224
Janesville, WI 53547

Patrick Bare
Park City Taxi
1605 E. Memorial Dr.
Janesville, WI 53545

Demetrius Jones
You Buy We Fly, LLC
2019 Wisconsin Ave
Beloit, Wisconsin 53511

Patti Heitz
Lavigne Bus Company
N3019 US Highway 12
Fort Atkinson, WI 53538-9105

D.R. Medical Rides
211 Kings Lynn Road
Stoughton, WI 53589

Anthony Smith
Flying AJ's Tax Service LLC
717 Newfield Dr.
Beloit, WI 53511

Gail Lange
RediRide, LLC
2806 Brooks Ridge Drive
Sun Prairie, WI 53590

Vickie Hodder
DAV Transportation Network
1255 N Fremont St.
Janesville, WI 53545

The public and private not-for-profit transportation providers contacted during the TIP process are listed below:

Joyce Lubben
Rock County Council on Aging
(Rock County Specialized Transit)
3530 N. Parker Drives
Janesville, WI 53545
608-757-5054

Sherry Gunderson
Rock County Health Care Center - Rock
Haven
North Highway 51
Janesville, WI 53545
608-757-5000

Lutheran Social Services
612 N. Randall Ave
Janesville, WI 53545
608-741-6434

Lynn Jones
20 Eclipse Center
Beloit, WI 53511

Janesville Transit System
900 N. Parker Drive
Janesville, WI 53545

LuAnn Kane
Kandu Industries
1741 Adel Street
Janesville, WI 53546

Catholic Charities
2020 E. Milwaukee Street, Suite 9
Janesville, WI, 53545

Riverfront
1107 Barberry Drive
Janesville, WI 53545

Patty Hansberry
RSVP
2433 Riverside Drive
Beloit, WI 53511

APPENDIX B

PRIVATE ENTERPRISE PARTICIPATION PROCESS

JAMPO Description of Planning & Programming Actions in Compliance with FTA's policy of private enterprise participation in the Urban Mass Transportation Program

Overview

The Janesville Area Metropolitan Planning Organization has developed a process for the inclusion of private providers of transportation services into all phases of transportation planning and programming in the Janesville 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 24 January 1986. This policy states that:

The City of Janesville will encourage the provision of adequate privately owned and paratransit transportation services.

Description of the Private Section Involvement Process

Participation in Wisconsin Department of Transportation Privatization Study

With assistance from Rock County, the Janesville Area MPO will maintain an inventory of all private transportation providers in the Janesville Urbanized Area. MPO staff will notify private operators of all TAC and Policy Board meetings at which transit items are to be discussed. Private operators will also be notified of public hearings and plans which involve the establishment of new transit services or the expansion of existing transit services. Staff will ask private operators to participate in the evaluation of these services at MPO TAC and Policy Board meetings.

Janesville Area MPO staff will notify private operators of plans for new and/or restructured services as part of the annual Transportation Improvement Program (TIP) Update. With the notification, private providers will be made aware of where they can obtain a copy of the TIP.

If a private provider indicates an interest (in writing) in providing a new or restructured service, the 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 and Restructured Services

None.

Private Sector Capital Investment Strategies

There are no private-public investments contained in the 2019-2024 Transportation Improvement Program.

Complaint Disposition Process

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

- i. 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.

- ii. 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 60 days from receipt of the complaint. The criteria used to evaluate the complaint will be developed on a case-by-case basis.*

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APPENDIX C

RESOLUTIONS APPROVING & AMENDING THE 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Continued on next page

RESOLUTION 2018-08

A Resolution adopting the 2019-2024 Transportation Improvement Program
For the Janesville Metropolitan Planning Area

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

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization adopts the 2019 – 2024 Transportation Improvement Program (TIP) for the Janesville urbanized area as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan and the Janesville Transit System Transit Development Plan of 2017.

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Fixing America's Surface Transportation Act (FAST Act) (P.L. 112-141), and all applicable MAP-21 and ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves the 2019-2024 Transportation Improvement Program.

ADOPTED: Nov. 12, 2018

APPROVED: 
Chair, MPO Policy Board

ATTEST: 
Duane Cherek, Planning/MPO Director

RESOLUTION 2019-01

A Resolution Endorsing Amendments to the 2019-2024 Transportation Improvement Program For the Janesville Metropolitan Planning Area

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

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following amendments to the 2019-2024 Transportation Improvement Program (TIP) for the Janesville urbanized area as adopted on March 25, 2019, as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System Transit Development Plan of 2017:

- Removal of TIP Project 371-19-007, construction along CTH F from USH 14 to Indianford.
- Addition of federal funding to Aptiv, Inc. and Forward Service Corporation for mobility management and fleet expansion.
- Update of funding allocated to Rock County for the replacement of three transit vehicles.
- Addition of planned 2022 construction of railroad signal and gates in the Town of La Prairie.
- HSIP signal improvements at the intersection of Racine and Randall Avenues in 2020, in the City of Janesville.
- Adjustments made to Maps, Fiscal Constraint Table, and narrative portion of TIP document regarding performance measures to reflect the addition, subtraction, and modification of the above projects.

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Moving Ahead for Progress in the 21st Century Act (MAP – 21) (P.L. 112-141), and all applicable FAST Act and ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves amendments to the 2019-2024 Transportation Improvement Program.

ADOPTED: March 25, 2019

APPROVED: 
Chair, MPO Policy Board

ATTEST: 
Duane Cherek, Planning Director/ MPO Director

RESOLUTION 2019-03

A Resolution Endorsing Amendments to the 2019-2024 Transportation Improvement Program for the Janesville Metropolitan Planning Area

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

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following amendments to the 2019-2024 Transportation Improvement Program (TIP) for the Janesville urbanized area as adopted on July 22, 2019, as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System Transit Development Plan of 2017:

- *HSIP signal improvements at the intersection of W Memorial Drive and N Washington Street in 2021, in the City of Janesville.*
- *HSIP signal improvements at the intersection of E Milwaukee Street and Randall Avenue in 2021, in the city of Janesville*
- *Adjustments made to Maps, Fiscal Constraint Table, and narrative portion of TIP document regarding performance measures to reflect the addition of the aforementioned projects.*

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Moving Ahead for Progress in the 21st Century Act (MAP – 21) (P.L. 112-141), and all applicable FAST Act and ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves these amendments to the 2019-2024 Transportation Improvement Program.

ADOPTED: July 22, 2019

APPROVED: 
Doug Marklein, Chair, MPO Policy Board

ATTEST: 
Duane Cherek, Planning Director/ MPO Director

RESOLUTION 2019-04

A Resolution Endorsing an Amendment to the 2019-2024 Transportation Improvement Program for the Janesville Metropolitan Planning Area

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

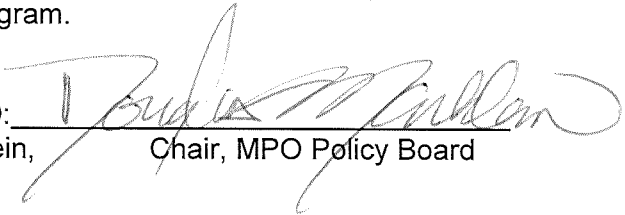
NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Janesville Area Metropolitan Planning Organization endorses the following amendments to the 2019-2024 Transportation Improvement Program (TIP) for the Janesville urbanized area as adopted on July 22, 2019, as being consistent with the 2015-2050 Janesville Area Long Range Transportation Plan, and the Janesville Transit System Transit Development Plan of 2017:

- *Railroad crossing improvements at the intersection of U.S. Highway 51 and West Court Street in 2020, in the City of Janesville.*

BE IT FURTHER RESOLVED, that the Policy Board certifies that the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Moving Ahead for Progress in the 21st Century Act (MAP – 21) (P.L. 112-141), and all applicable FAST Act and ADA requirements are met.

AND BE IT FURTHER RESOLVED, that the Janesville Area Metropolitan Planning Organization Policy Board approves these amendments to the 2019-2024 Transportation Improvement Program.

ADOPTED: 11-11-2019

APPROVED: 
Doug Marklein, Chair, MPO Policy Board

ATTEST: 
Duane Cherek, Planning Director/ MPO Director

Janesville Area MPO Self-Certification in Accordance with 23 CFR 450.336(a)

In accordance with 23 CFR 450.336(a) and concurrent with the submittal of the entire proposed TIP to FHWA and the FTA as part of STIP approval, the Janesville Area MPO hereby certifies – as required at least once every four years – that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 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;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

By: 

MPO Policy Board, Chair

Date: Nov. 12, 2018