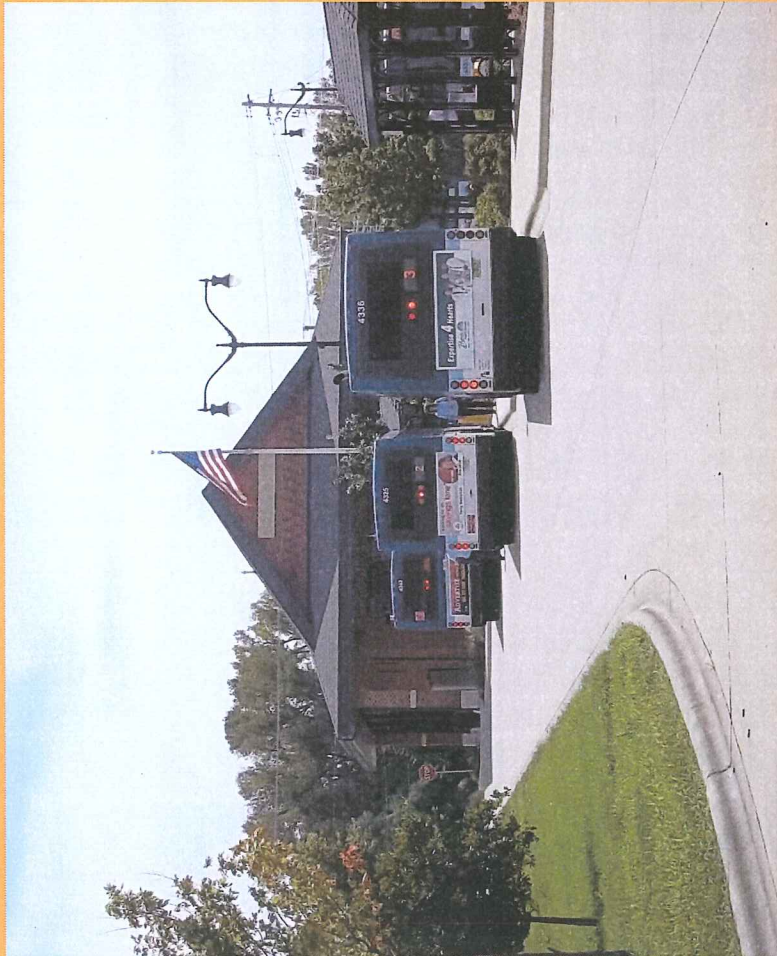


**STATELINE AREA TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION  
(SLATS MPO)**

**DRAFT**

**2015 UNIFIED PLANNING WORK PROGRAM  
OCTOBER 8, 2014 DRAFT**



Beloit Transit System (BTS) Transfer Facility built in 2010. A Transit Development Plan is underway in 2014 and is proposed to be completed in 2015. See Work Plan Element 500 for more information.

# 2015 UNIFIED PLANNING WORK PROGRAM

STATELINE AREA TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION  
(SLATS MPO)

2400 Springbrook Court  
Beloit, WI 53511

T.J. Nee, MPO Coordinator  
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608-364-6702

Agencies represented in the SLATS MPO include the following: Village of Rockton, IL; City of Beloit, Wisconsin; Town of Beloit, WI; Illinois Department of Transportation; Rock County, Wisconsin; Rockton Township, IL; City of South Beloit, IL; Town of Turtle, WI; Winnebago County, IL; and Wisconsin Department of Transportation along with Federal Highway Administration; Federal Transit Administration; Beloit Transit System and Stateline Mass Transit District.

This document was funded in part through grant(s) from the:



This document was prepared with Federal Funds, but does not necessarily reflect the official views or policy of the U.S. Department of Transportation

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## SLATS RESOLUTION 2014-8

### ADOPTION OF THE 2015 UNIFIED PLANNING WORK PROGRAM For the Period: January 1, 2015 thru December 31, 2015

**WHEREAS**, the State Line Area Transportation Study is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area, and the Policy Committee has the responsibility to direct, coordinate, and administer the transportation planning process in the urbanized area; and

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

**WHEREAS**, the State Line Area Transportation Study has been recognized as the Metropolitan Planning Organization for the Beloit, Wisconsin - Illinois Urbanized Area; and

**WHEREAS**, the Policy Committee has reviewed the clarifications of transportation planning activities outlined in the 2015 Unified Planning Work Program and finds them consistent with the transportation planning process.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Committee of the State Line Area Transportation Study adopts this **Unified Planning Work Program (11/XX/2014 Version)** and directs the staff to submit this document to the Wisconsin and Illinois Departments of Transportation and to the Federal Highway Administration and Federal Transit Administration; and

**BE IT FURTHER RESOLVED** that in accordance with 23 CFR 450.334(a) SLATS hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 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 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 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. Sections 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)(P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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 27 regarding discrimination against individuals with disabilities.

**Approved this Day of November, 2014**

**ATTESTS:**

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Chair, SLATS Policy Committee

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Chair, SLATS Technical Committee  
or MPO Coordinator

# ANNUAL MPO CERTIFICATION

## Self-Certification Language

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

1. 23 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, ex, or age in employment or business opportunity;
5. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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 USC 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Approved this Day of , 2014

ATTESTS:

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Chair, SLATS Policy Committee

---

Chair, SLATS Technical Committee  
or MPO Coordinator

## SELF-CERTIFICATION SUMMARY

The MPO Policy Committee is charged with implementing the metropolitan planning process in accordance with applicable requirements of MAP-21, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. By federal law, agencies providing transportation services and/or receiving federal money must categorically adhere to the requirements as listed in the Self-Certification.

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services. The Unified Planning Work Program includes documentation that as an agency the MPO Policy Committee adheres to the applicable requirements of MAP-21 and the Clean Air Act.

The ten requirements for self-certification are listed below.

1. *23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.* These citations summarize the metropolitan planning requirements. This region is currently certified and has an approved Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP), Unified Work Program (UPWP), if applicable a Congestion Management Process (CMP), Public Involvement Plan (PIP), required interagency agreements, approved metropolitan area boundaries, and annual listings of obligated projects.
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 93):* All state and local transportation officials will take part in a 3-C planning process in nonattainment areas to determine which planning elements will be developed, adopted and implemented to maintain or improve the air quality for said area. In nonattainment areas that include more than one state, the affected states may jointly undertake and implement air quality planning procedures. For nonattainment areas, activities not conforming to approved State Implementation Plans (SIPs) will not be financially supported by the federal government. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air quality standards. Refer to 42 USC §§ 7408, 7410, 7504, 7505a, 7506 (c) and (d), 7511, 7512, and §7604; 49 USC Chapter 53; and 23 USC §134.
3. *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21:* Title VI of the Civil Rights Act of 1964 prohibits exclusion from participation, denial of benefits, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each state, prohibiting discrimination on the basis of sex or disability. Refer to 23 USC §324 and 29 USC §794. The UPWP should include Title VI accomplishments from the previous year along with Title VI goals and activities for the next year.
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:* The agency should document their adherence to these requirements on their website. Appendix III – Annual MPO Certification 31
5. *Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects:* The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets,

addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The statute provides that at least 10 percent of the amounts made available for any federal-aid highway, public transportation, and transportation research and technology program be expended with certified DBEs.

6. *23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts:* The agency should document the MPO's Equal Employment Opportunity (EEO) policies on their website.
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:* Programs and activities funded with federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving federal financial assistance from the U.S. Department of Transportation. Refer to the American with Disabilities Act of 1990 as amended (PL 101-336); 49 CFR Parts 27, 37, and 38.
8. *The Older Americans Act, as amended (42 U.S.C. 6101):* Confirms opportunity for employment with no discriminatory personnel practices because of age. Also, the Older American Act Amendments of 2006 included provisions relating to transportation in Title III-B (Grants for State and Community Programs on Aging, Title IV [Technical Assistance and Innovation to Improve Transportation for Older Individuals], Title V [Senior Community Service Employment Program], and Title VI [Native American Aging Programs].
9. *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender:* No one on the basis of sex shall be denied participation in or benefits of any program or activity receiving Federal assistance under Title 23.
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:* This law protects *qualified* individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency, including the U.S. Department of Health and Human Services (DHHS).

## **BACKGROUND AND PURPOSE**

The Stateline Area Transportation Study (SLATS) established in 1974, is the federally designated Metropolitan Planning Organization (MPO) for the Beloit urbanized area (as defined by the US Census Bureau). SLATS spans the state line and includes portions of Wisconsin and Illinois. The purpose of an MPO is to conduct a federally mandated, 3-C (continuing, cooperative and comprehensive) intergovernmental transportation planning process for all urbanized areas over 50,000 in population. The SLATS MPO Metropolitan Planning Area (MPA) comprises more than 100 square miles and has a total population of nearly 69,000.

The SLATS MPO is required to develop and update a Long Range Transportation Plan (LRTP) every five years, a Unified Work Program every year, and a four-year Transportation Improvement Program (TIP), which SLATS updates every year. All federally-funded transportation projects in the MPA must be included in the TIP. The TIP must also include all regionally significant transportation improvements funded by the States and local governments. The TIP must be approved by the MPO Policy Committee and approved by both the State of Wisconsin and State of Illinois Departments of Transportation prior to receiving the Federal Highway Administration's (FHWA) and Federal Transit Administration's (FTA) acceptance.

The MPO's planning process must consider the safe and efficient movement of people, services and freight by all modes of travel including streets and highways, public transportation, commuter railways, bicycle and pedestrian as well as intermodal connections for freight and passengers between ground transportation, waterways and airports as applicable, and railroads. An overarching goal of the transportation system is to encourage harmonious community interaction while protecting the aesthetic and ecological features of the physical environment.

## **ORGANIZATIONAL STRUCTURE**

The SLATS MPO is directed and governed by a Policy Committee (see below) and includes representation from the City of Beloit, Town of Beloit, Town of Turtle and Rock County in Wisconsin, and the City of South Beloit, Village of Rockton, Rockton Township, and Winnebago County in Illinois. Representation on the Policy Committee also includes the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT).

### **SLATS MPO POLICY COMMITTEE**

Village of Rockton President  
Mayor of the City of South Beloit  
Duly appointed member from the Beloit City Council  
Chair/Supervisor of Rock County Board  
Chair/Supervisor of Rockton Township  
Chair/Supervisor of Town of Turtle  
Chair/Supervisor of Town of Beloit  
Chair of Winnebago County  
IDOT District 2 Engineer  
WisDOT Southwest Region Director

Dale Adams, Committee Chair  
Alice Schoonover  
Regina Hendrix  
Alan Sweeney  
Tom Jencius  
Roger Anclam  
Tim Guenther  
Scott Christiansen  
Paul Loete  
Jeff Gust



A Technical Advisory Committee (see below) that includes public works officials, engineers, planners and administrators from the member municipalities and counties, as well as local public transit representatives (Beloit Transit System and Stateline Mass Transit District), WisDOT, IDOT and the Federal Highway Administration (FHWA) Wisconsin and Illinois advise the Policy Committee on transportation issues of a regional nature. Additional non-voting members include the Federal Transit Administration (FTA) Region V – Chicago, IDOT Office of Planning and Programming, Janesville MPO, Rockford Metropolitan Agency for Planning (RMAP) and the Village of Roscoe. Note that these positions are outlined in the MPO’s bylaws most recently updated in 2008.

**SLATS MPO TECHNICAL ADVISORY COMMITTEE**

City of Beloit Public Works Department	Greg Boysen
City of Beloit Engineering Division	Mike Flesch, Committee Chair
Winnebago County Planning Department	Staci Bernardi
Winnebago County Highway Department	Joseph Vanderwerff
Rock County Planning Department	Adam Pritchard
Rock County Highway Department	Benjamin Coopman
Town of Beloit Engineer	Frank McKearn
Town of Turtle Engineer	
Village of Rockton Public Works	Gordy Nygren
City of South Beloit Planning	
Beloit Transit System	Michelle Gavin
Federal Highway Administration Wisconsin	Dwight McComb
Federal Highway Administration Illinois	John Donovan
WisDOT Southwest Region Systems Planning Chief	Paul Wydeven
IDOT District 2 Systems and Planning	Dan Long
WisDOT Central Planning Office	Matt Schreiber
Stateline Mass Transit District	Sharon Hecox

**NON-VOTING MEMBERS**

Village of Roscoe	Dave Krienke
Roscoe Township	
Town of Rock	Mark Gunn
Janesville Metropolitan Planning Organization	Terry Nolan
Rockford Metropolitan Agency for Planning	Michael Hren
FTA Region V Chicago	Christopher Bertch
IDOT Office of Planning and Programming	Doug DeLille

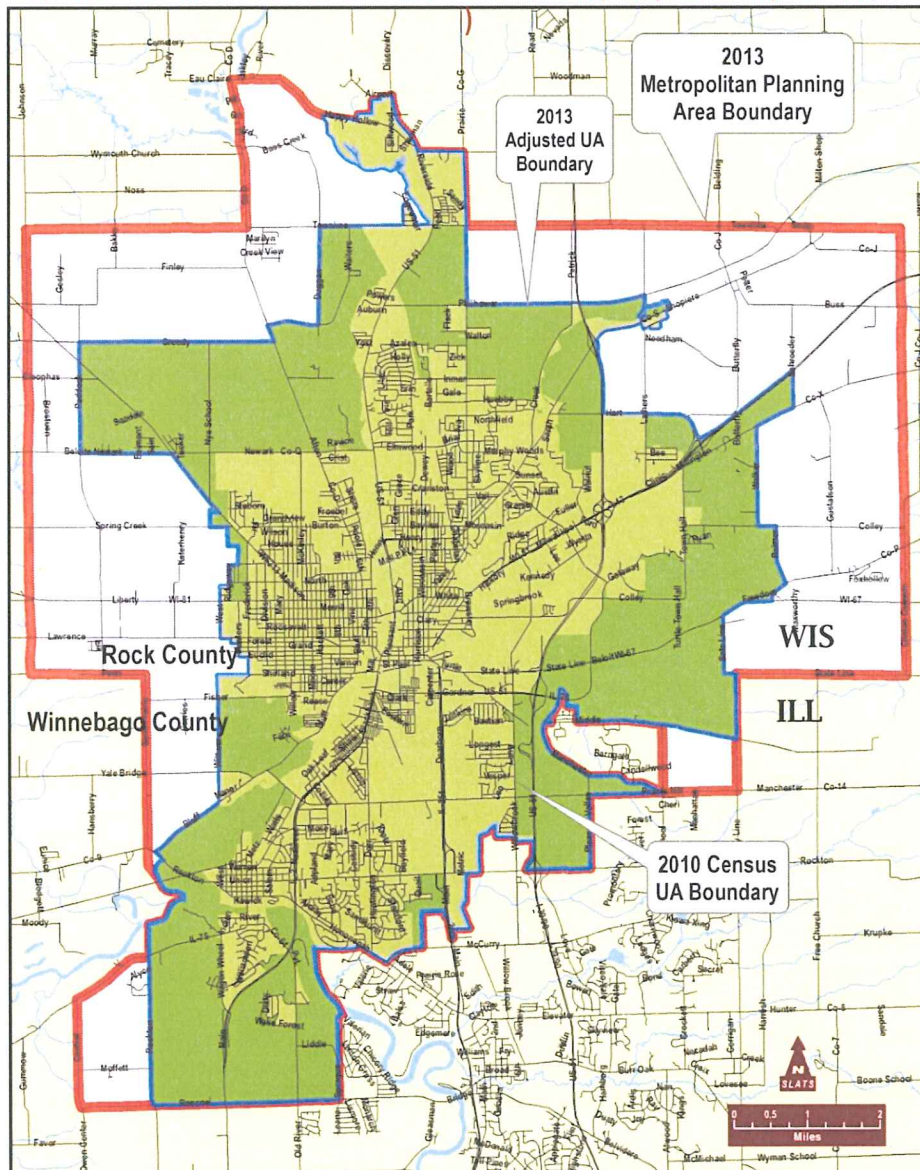
SLATS is funded by annual grants or awards from the Federal Highway Administration, the Federal Transit Administration, the States of Illinois and Wisconsin and funding from most of the local governments represented on the Policy Committee. The City of Beloit is the lead agency for SLATS and the City of Beloit Engineering Division provides the staff support for the administration of the MPO as listed in the chart below. SLATS occasionally hires consultants for special work. A breakdown of the expenditures related to the work provided by City staff and any consultant is provided in **TABLE 3** later in the plan.

MPO STAFF	TITLE	PERCENT TIME SPENT ON MPO ACTIVITIES
T.J. Nee	MPO Coordinator	100%
Jason Dupuis	Transportation Engineer	20%
Mike Flesch	City Engineer	5%
Keith Houston	GIS Specialist	5%
Colleen Gill	Administrative Coordinator	5%

The SLATS office is located at 2400 Springbrook Court, Beloit, WI 53511. The MPO Coordinator, T.J. Nee, can be reached at 608-364-6702, by email at [neet@beloitwi.gov](mailto:neet@beloitwi.gov). The SLATS web page can be accessed via the City of Beloit web site [www.beloitwi.gov](http://www.beloitwi.gov) on the Engineering page.

### MAP 1 – SLATS MPA and AUA

**Stateline Area Transportation Study -- Metropolitan Planning Organization**  
**SLATS 2014 METROPOLITAN PLANNING AREA (Adopted on April 14, 2014)**



Map 1 depicts the SLATS Metropolitan Planning Area (MPA) shown in red, and the Adjusted Urbanized Area (AUA) in blue. The MPA was adopted in February 2013. The AUA was most recently updated and adopted in April 2014.

## **PLANNING PRORITIES AND METROPOLITAN PLANNING FACTORS**

The U.S. Department of Transportation recommends MPOs include 2015 work program activities to:

- (1) Address the transition to performance based planning and programming
- (2) Coordinate planning efforts to ensure a regional approach, including among state DOTs, MPOs, and operators of public transportation
- (3) Identify and address access to essential services. These USDOT Planning Emphasis Areas (PEAs) are further described and noted in the work plan.

Furthermore, the Federal Transportation Bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005, A Legacy for Users (SAFETEA-LU) created the planning factors that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21) maintained these planning factors from the SAFETEA-LU legislation. The eight metropolitan planning factors from SAFETEA-LU include:

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

The matrix on the following page illustrates SLATS's work elements and the metropolitan planning factors to be addressed in each project.

**TABLE 1 – METROPOLITAN PLANNING FACTORS**

METROPOLITAN PLANNING FACTORS CONSIDERED IN THE UPWP			YEAR 2015					Table 1		
UPWP Category	UPWP Elements	Metropolitan Planning Factors								
		1	2	3	4	5	6	7	8	
<b>100</b>	1	UPWP & Financial Reports							X	
	2	Interdepartmental / Local Coordination	X	X	X	X		X		X
	3	SLATS Meetings							X	
	4	Modeling Users Group	X	X	X	X	X	X		X
	5	Web page maintenance							X	
	6	Public Participation	X			X			X	X
	7	Bylaws							X	
	8	WisDOT Coordination	X						X	X
	9	Training and seminars	X		X		X		X	
<b>200</b>	1	Coordinate transit providers	X	X	X	X	X	X	X	X
	2	Transit Title VI	X	X		X		X	X	
	3	General transit assistance			X	X	X	X	X	
	4	Regional transit opportunities	X	X	X	X	X	X	X	X
	5	Traffic information base	X	X	X	X	X	X	X	X
	6	EJ Analysis	X		X	X		X	X	
	7	Improving public involvement	X			X		X	X	
	8	Monitor air quality	X		X	X	X	X	X	X
	9	Participate in unanticipated local issues				X	X	X	X	
	10	MAP-21 compliance	X	X	X	X	X	X	X	X
	11	Regional Bicycling opportunities	X	X	X	X	X	X	X	X
<b>300</b>	1	Develop the TIP for funded projects	X	X	X	X	X	X	X	X
	2	Local priorities and programming		X	X	X	X	X	X	X
	3	Title VI & EJ analysis of improvements	X		X	X		X	X	
	4	Coordinate with FHWA & WisDOT.		X	X	X	X	X	X	X
	5	Assist with STIPs	X	X	X	X	X	X	X	X
	6	Assure public participation with TIP	X	X	X	X	X	X	X	X
<b>400</b>	1	Implement & refine current LRP	X	X	X	X	X	X	X	X
	2	Develop new LRP	X	X	X	X	X	X	X	X
	3	LRP Data compilation	X	X	X	X	X	X	X	X
	4	Monitor / update AUA & MPA boundaries - regional coordination	X				X	X	X	X
	5	Public Involvement	X	X	X	X	X	X	X	X
	6	Coordination with adjacent MPOs	X	X	X	X	X	X	X	X
	7	Monitor LUPs for compatibility with LRP	X	X	X	X	X	X	X	X
	8	Modelling	X	X	X	X	X	X	X	X
	9	Coordination with States	X	X	X	X	X	X	X	X
<b>500</b>	1	SPR Study Illinois	X	X	X	X	X	X	X	X
	2	Implement South Beloit Bike Study	X	X	X	X	X	X	X	X
	3	Refine FC proposals/map & ADT map, Define future ROW needs	X	X	X	X	X	X	X	X
	4	Transit TDP	X	X	X	X	X	X	X	X
	5	Performance measures across State lines	X	X	X	X	X	X	X	X

## UPWP OVERVIEW AND PURPOSE

The UPWP is one of several federally-required documents and efforts that must be prepared to qualify the Stateline area for transportation-related federal grants, awards, and subsidies. Annually, these efforts return thousands, sometimes millions, of federal tax dollars for improvements to the surface transportation system in the Stateline area. Typically, eighty percent of the planning work proposed in the UPWP will be funded with federal tax dollars. The Unified Planning Work Program (UPWP) for the SLATS MPO describes the planning activities to be conducted during the coming calendar year. The UPWP specifies the tasks to be undertaken, the agencies and persons responsible, the sources and amounts of funding, and the schedule for completing the work. Each of these topics is addressed in sections of this document.

The UPWP is developed through a cooperative effort of local, State, and Federal stakeholders and reflects the planning goals and priorities for the coming year. The development of the UPWP is not just a proposal for the next year's planning endeavors, but also part of the application process for federal planning assistance to conduct that planning. State officials use the UPWP process to assess the planning needs and capabilities of the MPOs within their States, and allocate planning assistance funds to meet those needs.

This document was prepared in accordance with the SLATS Public Involvement Plan as adopted on November 5, 2012. That document is incorporated into the UPWP by reference and is available for inspection at the SLATS MPO Office and on the SLATS MPO webpage (accessed via the City of Beloit website [www.beloitwi.gov](http://www.beloitwi.gov) on the Engineering page).

## MAJOR ACCOMPLISHMENTS IN PREVIOUS YEAR

Before delving into the proposed work for 2015 it will be useful to recap the major accomplishments completed or expected to be completed in 2014. It will likely be necessary to continue work on some of these items in 2015 and some is recurring work that will be part of all future SLATS MPO work programs.

- ✓ Developed the 2015 UPWP and the 2015-2018 TIP.
- ✓ Two Major Amendments to-date for the 2014 TIP and one amendment to the 2014 UPWP.
- ✓ Participated in Transit Route Study/Coordination with Public Works and Beloit Transit
- ✓ Preparation for and participation in Triennial Review slated for September with Beloit Transit.
- ✓ Coordinated with IDOT and RMAP for AUA Boundary adjustment.
- ✓ Coordinated, reviewed and commented on updates to the Functional Classification of Roadways with DOT.
- ✓ Coordinated with the Janesville MPO on planning and hosting the MPO/RPC Fall Planning Conference.
- ✓ Processed quarterly billing to States. Updated internal billing procedures to streamline billing process and add consistency between MPO and States.
- ✓ Attended MPO/RPC Director's meetings.
- ✓ Coordinated with WisDOT, prepared for and attended Mid-Year review.
- ✓ Assisted Beloit Transit in reviewing and preparing their Title VI plan.
- ✓ Assisted SMTD in reviewing and preparing their Title VI plan.
- ✓ Reviewed Transit LAP plans, updated and integrated plans into Title VI plans.
- ✓ Attended Triennial Review training in Chicago sponsored by FTA.
- ✓ Reviewed and prioritized TAP funding priorities for the MPO.
- ✓ Reviewed and processed WisDOT non-discrimination agreement.
- ✓ Participated in RCST Transportation Coordinating Committee Meetings.
- ✓ Reviewed MPO Public Involvement Plan.
- ✓ Monitored air quality alerts.
- ✓ Monitor MAP-21 and Grow America. Participated in related webinars and monitored training opportunities.
- ✓ Participated in FHWA webinars on ACS and modelling.
- ✓ Participated in WisDOT sponsored Freight planning workshop in Madison.
- ✓ Coordinated with Beloit Transit on TDP development and RFP preparation and consultant selection.

- ✓ Review bike planning efforts in coordination with local bicycling group and member agencies
- ✓ Prepared Title VI Program for SLATS MPO including LAP and Demographic analysis and mapping
- ✓ Reviewed TIP and assisted participating agencies with related questions.
- ✓ Reviewed existing plan and schedule for next update (2016).
- ✓ Reviewed administrative AUA adjustments.
- ✓ Participate in CTPP webinar and CTPP training at WisDOT.
- ✓ Coordinated with States on modelling efforts.
- ✓ Reviewed State SHSPs
- ✓ Attending Bike Friendly Community informational meeting in Madison and researched/reviewed Bike Friendly Community requirements and application
- ✓ Review and track performance measures (ongoing)
- ✓ Attended IDOT Safety Summit geared towards safety performance measure
- ✓ Participate in performance measures webinar.
- ✓ Monitored ongoing progress on South Beloit Bike Path project. Attended bike planning meeting.
- ✓ Attended Environmental Justice Workshop at CTA
- ✓ Attended the Illinois Fall Planning Conference

## STATUS OF CURRENT PLANNING ACTIVITIES

In addition to the above activities completed or ongoing in 2014, anticipated major work activities for the remainder of 2014 include finalizing the 2015-2018 TIP and this 2015 UPWP, preliminary work on the 2016 LRTP (see schedule on page 29) and coordination with BTS and the consultant in the preparation of a Transit Development Plan that was amended into the 2014 work plan August 25, 2014.

## MEETING SCHEDULE FOR 2015

Based on the overall plan of work for the year, the following schedule of Technical and Policy Committee meetings is proposed. All meetings are subject to cancellation or change of date, depending upon factors such as the workload, unanticipated activities such as major TIP amendments, and availability of the members of the committees. Additional meetings may also be needed. Most Technical and Policy Committee meetings will be combined meetings unless otherwise specified at a later date. All are noticed to the public per the Public Involvement Plan dated November 5, 2012.

- According to the SLATS bylaws, regular SLATS meetings are scheduled on a monthly basis (every third Monday) or on an as needed basis and are open to the public with comments welcomed at all meetings. Meetings are typically held at 10 A.M. at the Rotary River Center in Beloit, WI located at 1160 Riverside Drive. We anticipate meeting on an as needed basis in 2015.

The SLATS MPO will also participate in various meetings or groups as coordinated by WISDOT and IDOT (e.g. Model use Group and Performance Management Technical Advisory Group). Based on past experience, there will be 4-6 such meeting with the dates of these meetings to be determined at a later time. If they are held the MPO will also participate in WISDOT and IDOT sponsored user group meetings for traffic modeling. In addition, SLATS will also participate in the following:

- Quarterly Director's meetings in Wisconsin and MPO Advisory Board meetings in Illinois. MPO Directors meetings are tentatively scheduled in Wisconsin during 2015 on **January 27<sup>th</sup>**, **April 28<sup>nd</sup>**, and **October 27<sup>th</sup>**. Exact times and locations will be determined later.
- As needed and with specifics to be determined, mid-year (May/June 2015) and fall work program review meetings (September/October 2015) with WISDOT and IDOT and FHWA Division Offices will be held.

- SLATS will attend the annual Fall Planning Conferences conducted by WisDOT and IDOT on dates to be determined, but are expected to take place in September and October respectively.

## WORK PROGRAM FUNDING NEEDS & OPPORTUNITIES

As mentioned above, much of the work proposed in this UPWP can be funded through federal grants. Specifically, transportation planning grants are available to qualified MPOs from the Federal Highway Administration. FHWA Planning (PL) funds and State Planning & Research (SPR) funds are two frequently used examples. Planning funds are also available from the Federal Transit Administration (FTA). FTA Section 5305d (5303) funds are often awarded to MPOs through the States. Both Wisconsin and Illinois receive sizable amounts of these funds and annually pass them through, under contract, to the MPOs. The pass-through funds are awarded partly on the basis of population, road mileage, and transit statistics and partly on the basis of special needs as requested and documented by the MPOs.

Federal funds can only be awarded to MPOs to carry out “eligible” planning activities. The funds must be used for planning activities recognized as important from the perspective of the US Congress as set forth in the most recent federal transportation act, rules and regulations, and/or the annual appropriation bills. Further, to assure that local communities sincerely endorse the proposed planning or study activity, the Federal government requires a non-Federal contribution of funds (typically called the “local match” or the “non-Federal match”). The minimum non-Federal match is usually 20% of the total cost of the project or activity. That is, for every 80 dollars provided from the Federal grant, 20 dollars must be provided in local or state (non-Federal) funds. (In some rare instances identified by Congress the local share may be lower or even eliminated entirely.) The total budget proposed for SLATS for the Year 2015 is shown below in **TABLE 2**. This budget is based upon estimates from the City of Beloit and SLATS staff. This is the amount needed to effectively carry out the SLATS transportation planning process in 2015.

Because the SLATS MPO has no dedicated source of local or non-Federal funding (i.e., tax levy) and SLATS is a bi-state multi-jurisdictional MPO, dividing the local or non-Federal match share starts with the amount of funding the States have available. This year, on the Wisconsin side, the State is only able to provide a small part of the match. The participating local communities will have to provide the bulk. Prior to 2008 on the Illinois side, the local communities were required to provide the entire non-Federal match. This year, the State of Illinois is able to provide a substantial portion plus some additional funds.

From **TABLE 2** it can be seen that the estimated budget for SLATS for 2015 is approximately \$234,945. **PART 1 of TABLE 2** shows the planning funds committed to SLATS by the Federal government, \$187,956, IDOT \$11,858 and WisDOT \$5,282. This leaves a local match requirement of about \$29,850.

**TABLE 3** shows how the division of required local matching funds has been determined. Locally, within the MPO, the established practice for providing the local match funds is as follows. First, separate the match requirements north and south of the State line. Second, apply whatever matching funds the States have offered. Third, divide the remaining required match among the local participants, proportionate to their population within the MPA.

TABLE 2 – TOTAL BUDGET FOR SLATS

Total Budget for SLATS										Year 2015		Table 2	
PART 1: FUNDING COMMITTED										via State & Federal Sources (plus required match)			
	Illinois-side		32.7%		(Not including SPR)		Wisconsin-side		67.3%		(Not including SPR)		Total
	IL PL	IL FTA	State \$	Fed \$	Local \$	State \$	Fed \$	Local \$	State \$	Fed \$	Local \$	Total	
Federal funds													
Total Match required	\$ 11,206	\$ 10,033	5,603	44,824		5,603	113,099					\$ 157,923	
State Match Provided	(0.5 X TotM)	(0.25 X Fed)											
Local Match	(0.5 X TotM)		5,603		5,603				5,282		22,992	10,885	
Federal funds													
Total Match required	\$ 2,509	\$ 10,033										\$ 10,033	
State Match Provided	(0.5 X TotM)	(0.25 X Fed)											
Local Match	(0.5 X TotM)		1,255		1,255							1,255	
Federal funds													
Total Match required	\$ 5,000	\$ 20,000										\$ 20,000	
State Match Provided			5,000										
Local Match													
Totals:			\$ 11,858	\$ 74,857	\$ 6,858	\$ 11,858	\$ 113,099	\$ 5,282	\$ 22,992	\$ 234,945		\$ 234,945	
PART 2: SUMMARY										Committed Funding			
Source		Illinois-side		Wisconsin-side		Total							
Federal funds		74,857		113,099		187,956							
Matching funds from States		11,858		5,282		17,140							
Other State funds													
Local Matching funds		6,858		22,992		29,849							
Totals		\$ 93,572		\$ 141,373		\$ 234,945							



TABLE 3 – DIVISION OF MATCHING FUNDS

Division of Matching Funds		Year 2015		Table 3	
Total Funding from Table 1:	\$ 234,945	Federal Amount:	\$ 187,956		
<b>Total Matching Fund Requirement (80/20 Fed/Match = 0.25 x Federal Amount)</b>	<b>\$ 46,989</b>				
Illinois-side Requirement	\$ 18,715	Wisconsin-side Requirement	\$ 28,274		
<b>MATCH PORTION PROVIDED BY STATES</b>					
State of Illinois	\$ 11,858	State of Wisconsin	\$ 5,282		
<b>MATCH PROVIDED BY LOCAL COMMUNITIES</b>					
Local communities are required to fund the remaining matching fund needs after the State's amounts are subtracted.					
Illinois-side remaining	\$ 6,858	Wisconsin-side remaining	\$ 22,992		
Local communities that participate provide matching funds proportionate to their population components in the Metropolitan Planning Area as per the Year 2010 Census. Some small communities* are not asked to participate.					
Illinois Communities	MPA Pop	Remaining Match Share	%	Wisconsin Communities	MPA Pop
Community				Community	
City of South Beloit	7,785	\$ 2,862.40	42%	City of Beloit	36,966
Village of Rockton	7,685	\$ 2,825.63	41%	Town of Beloit	7,662
Rockton Township	3,181	\$ 1,169.59	17%	Town of Turtle	2,388
Roscoe Township*	1,522	\$ -		Town of Rock*	1,712
Village of Roscoe*	6	\$ -		Participants	47,016
Participants	18,651	\$ 6,858	100%	Participants	22,992

## WORK ELEMENTS

The planning work for 2015 is divided into five WORK ELEMENT Tables (100, 200, 300, 400 and 500), on the following pages and summarized in **TABLE 4**. Funding for the proposed work corresponds to the figures presented in **TABLES 2 and 3**.

In addition to the proposed labor described in the WORK ELEMENT Tables, the total direct non-labor costs are budgeted under Element 100 and are also shown in **TABLE 4**. The estimated direct non-labor costs are based on a review of past expenditures and the budget for SLATS prepared by SLATS/City staff. Only costs that are easily distinguishable as direct costs are included. These include such things as the costs for attending professional conferences and training, costs for duplication of documents and mailings, costs for mileage, hotels, and meals during travel, cost for public notices and other aspects related to public participation and notification, cost for books and subscriptions, professional dues, and the costs for computer equipment and general office supplies.

Costs for items not easily distinguishable, such as the use and maintenance of office space, utility costs, and other aspects generally considered indirect costs are not charged to the SLATS budget. These indirect costs are assumed by the City of Beloit.

The total amount listed in **TABLE 4** was determined by examining non-labor direct charges for SLATS in past years as described above and by assuming that SLATS will incur similar expenses in 2015. Note that these are estimates for the Work Program budget, not billable amounts. Actual billings will be only for actual costs incurred and documented with receipts, vouchers, logs or other proof of a distinguishable cost.

**TABLE 4 – COST SUMMARY BY WORK ELEMENT AND STATE PARTICIPATION**

Work Element		Hours										Labor Costs					% of Total Budget	Illinois-side	Wisconsin-side
		Regular staff		Consultant		Total		Regular staff		Consultant		Total		Non-Lab Costs					
100	PROGRAM ADMINISTRATION	421	15%	-	0%	421	\$ 18,628	\$ -	\$ -	\$ 18,628	\$ 20,150	\$ 38,778	16.5%	\$12,665.80	\$26,112.55				
200	SHORT-RANGE PLANNING	1123	40%	-	0%	1,123	\$ 49,676	\$ -	\$ -	\$ 49,676	\$ -	\$ 49,676	21.1%	\$16,225.06	\$33,450.54				
300	TRANSPORTATION IMPROVEMENT PROGRAM	281	10%	-	0%	281	\$ 12,419	\$ -	\$ -	\$ 12,419	\$ -	\$ 12,419	5.3%	\$4,056.26	\$8,362.64				
400	LONG-RANGE PLANNING	702	25%	348	53%	1,050	\$ 31,047	\$ 34,771	\$ -	\$ 65,818	\$ -	\$ 65,818	28.0%	\$21,497.61	\$44,320.75				
	SPECIAL STUDIES	281	10%	308	47%	589	\$ 12,419	\$ 30,835	\$ -	\$ 43,254	\$ -	\$ 43,254	18.4%	\$14,127.52	\$29,126.14				
500	SPR Project Illinois	-	0%	-	0%	250	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 20,150	\$ 234,945	100%	\$93,572	\$141,373				
	<b>Totals</b>	<b>2,808</b>	<b>100%</b>	<b>656</b>	<b>100%</b>	<b>3714</b>	<b>\$ 124,189</b>	<b>\$ 65,606</b>	<b>\$ 25,000</b>	<b>\$ 214,795</b>	<b>\$ 20,150</b>	<b>\$ 234,945</b>	<b>100%</b>	<b>\$93,572</b>	<b>\$141,373</b>				
<p style="text-align: center;">Illinois - Wisconsin percentage split based on total funding less Illinois SPR funds with are 100% Illinois. 92.7% 67.3%</p>																			

**Table 4**

**Year 2015**

**Cost Summary by Work Element and State Participation**

**WORK ELEMENT 100 – PROGRAM ADMINISTRATION**

YEAR 2015		PROGRAM ADMINISTRATION		ELEMENT 100		
<b>OBJECTIVE:</b> Maintain SLATS as a planning entity capable of conducting the overall transportation planning process in accordance with Federal, State, and local guidance.						
<b>DESCRIPTION AND METHODOLOGY:</b> In conjunction with the Lead Agency conduct the administrative aspects (staffing, equipping, maintaining records, documenting SLATS meeting and decisions, applying for grants, documenting SLATS work, billing for reimbursements, and other administrative needs. Establish and maintain a process and maintain an information / communication base that facilitates and insures involvement and understanding by local governmental agencies, special interest groups, and the public in the activities and policies associated with the continuing, comprehensive, and coordinated (3-C) multi-modal transportation planning process.						
ACTIVITY SUB-ELEMENTS				BUDGET	HOURS	SCHED
Administration and Coordination	1	Prepare the UPWP and quarterly financial reports, billing, progress reports and other related reports.		\$ 18,628	421	Jan-Dec
	2	Provide interdepartmental coordination with Transit, Public Works, Economic Development Departments and Agencies both inside Beloit and other units of government.				
	3	Prepare and distribute notices, agendas, minutes, staff reports, and related information for SLATS TAC and Policy Committee meetings. Attend TAC and Policy Committee meetings, MPO Director meetings, adjacent MPO TAC meetings, Rock County TCC meetings and other meetings as needed.				
	4	Participate in the Modeling Users Group. Work with modeling experts in the development, application, and interpretation of the traffic simulation model(s) in development of the LRTP.				
	5	Update and maintain the SLATS Web page on the City of Beloit's Web site.				
	6	Update the SLATS 2012 Public Participation Plan				
	7	Update the SLATS 2008 Bylaws				
	8	Prepare for and attend WisDOT mid-year review and fall work program review meetings.				
	9	Attend relevant workshops, seminars, conferences and training opportunities.				
	10	Estimated direct non-labor costs for all Work Elements				
<b>Totals</b>				<b>\$ 38,778</b>	<b>421</b>	

**WORK ELEMENT 200 – SHORT-RANGE PLANNING**

YEAR 2015		SHORT-RANGE PLANNING		ELEMENT 200	
<p><b>OBJECTIVE:</b> Assure that immediate, day-to-day decisions are congruent and complimentary to the principles and policies of SLATS as expressed by the Policy Committee through the TIP, the LRP, the PIP and other accepted documents and guidance.</p>					
<p><b>DESCRIPTION AND METHODOLOGY:</b> Much of this element involves the monitoring of current events in the MPA. Included is the collection and analysis of information for significant changes that may affect the provision and/or delivery of transportation services, or the effectiveness of transportation systems in the area. Deliver information and analysis to appropriate entities and/or stakeholders in a timely manner to benefit the public decision-making process toward the betterment of transportation throughout the MPA. Concentrations of effort in this fiscal year are listed below.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HOURS	SCHED
Transit Planning Assistance	1	Continue efforts to improve public transit services throughout the MPA by assisting the public transit providers within the area (BTS, SMTD, RCST) and by encouraging better coordination of transit services in the MPA with the transit services in the adjacent MPOs to the south (RMTD) and to the north (JTS), as well as coordination with private transit providers to enhance seamless intra- and intercity public transit opportunities for all persons. Communicate with and seek the cooperation of local area officials, area transit stakeholders, other area transit providers, FTA and State agencies. This will include assistance and coordination in the development and maintenance of area Human Services Transportation Plans and will involve communication and technical assistance / collaboration with agencies such as the North Central Illinois Council of Government, RMAP, JAMPO, area public and private transportation providers, and other area agencies or entities providing human services.	\$ 49,676	1,123	Jan-Dec
	2	Continue work providing assistance to the BTS and SMTD as needed, in meeting Title VI and other Federal requirements including annual Title VI reporting for SLATS, BTS and SMTD.			
	3	Provide continued assistance to the area transit providers, including further refinement of the their route, schedule, guides and other vital documents into Spanish.			
	4	Monitor opportunities for commuter rail, commuter bus and other inter-regional, interstate public transit opportunities.			
Data Collection and Analysis	5	Assist in traffic-related studies, corridor studies, intersection studies, and assist in the development and maintenance of traffic related information including vehicle movements, parking, intersections local truck route/freight planning and intermodal planning (passenger and freight)			
	6	Access to Transportation – Continue work as needed in ongoing Environmental Justice analyses and accessibility analyses.* Note this work also applies to TIP and LRP development, but is listed in this section.			

**WORK ELEMENT 200 – SHORT-RANGE PLANNING (continued from previous page)**

<b>Other</b>	7	Monitor the effectiveness of the PIP (and update - see Work Element 100), seek ways to improve public involvement, and revise the PIP accordingly.	as above	as above	as above
	8	Monitor Air Quality for SLATS and seek ways to improve air quality and remain an "attainment" area.			
	9	Provide technical assistance regarding transportation-related issues that may develop during the course of the year as needed.			
	10	Monitor MAP-21/federal transportation bill processes including NPRMs and any new laws that may be passed or guidance issued. Aspects of this may pertain to the LRPT, the TIP, Performance Measures and other parts of the work program.			
	11	Assist local agencies in bicycle planning and design efforts, application review and prioritization, Bike Friendly application processes as applicable.			
	12	Direct Non-Labor Costs are shown in Element 100			
<b>Totals</b>			<b>\$ 49,676</b>	<b>1123</b>	
* Indicates USDOT Planning Emphasis Area (PEA)					

**WORK ELEMENT 300 – TRANSPORTATION IMPROVEMENT PROGRAM**

YEAR 2015		TRANSPORTATION IMPROVEMENT PROGRAM		ELEMENT 300	
<p><b>OBJECTIVE:</b> Coordinate the programming of all major transportation improvements in the SLATS MPA with priority emphasis on the current year and the following four years.</p>					
<p><b>DESCRIPTION AND METHODOLOGY:</b> Prepare the FY 2016 Transportation Improvement Program (TIP). The TIP will list all Federally-funded and other major projects to be commenced between 2016 through 2019 and prioritize the projects by the year they are to be commenced. Include project costs and funding sources and status of previously approved projects. No project will be listed that does not have a reasonable chance of being funded. Submit the TIP to participating jurisdictions and the general public in accordance with the PIP. During the year, amend the TIP, as needed, to accommodate changes in priority, funding availability, or project scope.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HOURS	SCHED
TIP Development	1	Solicit projects and itemize all transportation improvements (operational, planning, equipment, ROW acquisition, and construction projects) proposed in the Transportation Improvement Program (TIP). Assure the TIP will be developed and approved under a 4-year investment window and follows the process outlined in the PIP (including Draft, Final, Public Review, and amendment processes as needed).	\$ 12,419	281	Jul-Nov
	2	Coordinate with State DOTs on funding for local roads and other improvements (STP, TAP, etc). Coordinate with SLATS on setting and maintaining project priorities based on available funding/timing.			
	3	Conduct analysis and develop maps and illustrations to evaluate the impact of programmed and illustrative transportation improvements on minority groups/persons and on low-income populations / households.			
	4	Continue to work with as requested by FHWA, FTA, WisDOT, and IDOT .			
	5	Coordinate TIP with the State DOT STIP development and maintenance.			
Public Participation	6	Provide opportunities for public review and comment before adoption of the TIP and other SLATS planning. Maintain and update lists of stakeholders, publish required legal notices, provide timely information on meetings and the TIP process, provide open houses at convenient times and locations as needed, and provide timely information on projects proposed or under consideration.	\$ -		Jan-Dec
	7	Direct Non-Labor Costs are shown in Element 100			
<b>Totals</b>			<b>\$ 12,419</b>	<b>281</b>	

**WORK ELEMENT 400 – LONG-RANGE PLANNING**

YEAR 2015		LONG-RANGE PLANNING		ELEMENT 400	
<p><b>OBJECTIVE:</b> Maintain, amend as needed, and implement the Long Range Transportation Plan. Prepare for and continue the development of the 2016-2045 Long-Range Plan due October 17, 2016.</p>					
<p><b>DESCRIPTION AND METHODOLOGY:</b> The SLATS Long Range Transportation Plan Update was adopted in September of 2011. Activities in this category include on-going consideration of the 2011-2035 LRTP, evaluating the need for modifications, familiarizing the public with the contents of the Plan, assuring the compatibility of the Plan with other community planning efforts, finalizing amendments to the plan as appropriate, and preparing for and continuing the development of the 2016-2045 Long-Range Plan.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HRS	SCHED
Long Range Plan	1	Continue with implementing the Plan or developing refinements that lead toward its implementation.	\$ 65,818	1050	Jan-Dec
	2	Continue development of the 2016-2045 Long Range Plan Update			
	3	Compile, update and maintain GIS base data and layers for mapping and analysis purposes for the 2016 Long Range Plan update.			
	4	Continue work, if needed, with the States and local units of government and adjacent MPOs to refine the Adjusted Urbanized Area and/or Metropolitan Planning Area Boundaries. Encourage greater MPO cooperation, coordination and representation in response to the merging urbanization of the three area MPOs.			
	5	Work with the general public and private stakeholders to incorporate changing needs, conditions, and problems.			
Regional Planning Coordination*	6	Coordinate with the Rockford and Janesville MPOs on regional plans and studies including respective LRTPs.	\$ -		
	7	Work to assure LRP compatibility with area Land Use Plans and other plans developed by State and local governments and other interest groups (environmental groups, public service agencies, and others).			
	8	Undergo traffic simulation modelling efforts throughout the area (coordinated with WisDOT, IDOT, RMAP and JAMPO) as needed and utilize model results to identify and prioritize major expansions or improvement to the roadway system.			
	9	Coordinate with WisDOT, IDOT and other regional plans and studies.			
	10	Direct Non-Labor Costs are shown in Element 100			
<b>Totals</b>			<b>\$ 65,818</b>	<b>1050</b>	



**WORK ELEMENT 500 – SPECIAL STUDIES**

YEAR 2015		SPECIAL STUDIES		ELEMENT 500		
<p><b>OBJECTIVE:</b> Provide for special planning studies, analyses, feasibility studies and other technical work as needed to further the SLATS transportation planning process and facilitate sound transportation decision-making in MPA.</p>						
<p><b>DESCRIPTION AND METHODOLOGY:</b> The SLATS MPO will participate in Special Studies (to be conducted in-house or with consultant assistance as needed).</p>						
ACTIVITY SUB-ELEMENTS				BUDGET	HRS	SCH
Special Projects and Studies	1	Fund (most likely through a consultant) a study with SPR funds (through IDOT). TBD		\$ 25,000	250	Jan thru Dec
	2	Work with local communities to begin implementation of the 2014 SPR study (funded through IDOT and completed by a consultant) to examine the feasibility and priorities of various bike paths between the SLATS member communities in Illinois as well as regional connections to Beloit, WI and beyond the MPA.		\$43,254	589	
	3	Continue to monitor and evaluate the functional classification system and submit reports to the States requesting changes as appropriate. Review and comment on proposed changes to the functional classification system developed by the State DOTs.				
	4	Continue preparation of a Transit Development Program (TDP) for Beloit Transit System (BTS) in coordination with BTS. This TDP will replace the 2011 TDP which was an update of the 2004 TDP. Program development began in and was partially funded in 2014 through the August 25, 2014 UPWP amendment, and now continues into 2015 with additional funding programed in the 2015 UPWP. The TDP is a mid-range strategic plan intended to identify transit needs and proposed improvements for generally a five-year planning horizon. The program will be coordinated by SLATS in conjunction with BTS and prepared by a consultant.				
	5	Performance Based Planning and Programming activities related to updating performance measures/indicators and/or incorporating MAP-21 performance management, measures, targets. Continue collecting and tracking pertinent performance data as required by MAP-21. Analyze trends, identify "hotspots" establish targets as needed for the Wisconsin and Illinois sides of the MPA*				
	6	Direct Non-Labor Costs are shown in Element 100				
<b>Totals</b>				<b>\$ 68,254</b>	<b>839</b>	
* Indicates USDOT Planning Emphasis Area (PEA)						

## ADDITIONAL OR FUTURE ISSUES TO BE ADDRESSED

A number of issues may be presented to SLATS following the first draft of the 2015 UPWP. At that time, the amount of time or effort that would be needed to be to address such issues would be identified. During 2015, the SLATS planning process will make efforts to address such issues to the extent staff time permits. Should extensive work on these issues be necessary, the SLATS Technical and Policy Committee’s will be consulted regarding reprioritization of items in the Work Program. As appropriate, SLATS will endeavor to give such issues priority in the Work Programs of future years. Considerable flexibility is always needed in the activities of SLATS to address additional issues and challenges as they arise.

## COOPERATIVE AGREEMENT

The Cooperative Agreements between the States (Illinois and Wisconsin) the transit operators (SMTD and BTS) and this MPO (SLATS) are included by reference as part of this document. Copies of the agreement are available on the SLATS web page (accessed via the City of Beloit web site [www.beloitwi.gov](http://www.beloitwi.gov) on the Engineering page), at the transit provider’s offices, and at the SLATS office.

## NON-DISCRIMINATION

SLATS is required to ensure that the transportation planning and decision-making processes and activities of SLATS are fair and nondiscriminatory to all persons in accordance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d). In compliance with those regulations, SLATS has formally adopted a Title VI Program. We also have a “MPO Sub Recipient Non-Discrimination Agreement” with WISDOT. These documents are considered part of this UPWP, by reference. Copies are available on the SLATS web page (accessed via the City of Beloit web site [www.beloitwi.gov](http://www.beloitwi.gov) on the Engineering page).

## UPWP CHECKLIST

	COVER PAGE	CHECK
1	Name of MPO agency and area represented	✓
2	FY of UPWP	✓
3	Contact Information for MPO	✓
	<b>TITLE PAGE</b>	✓
4	Name of MPO agency and area represented	✓
5	Contact person and information	✓
6	FY of UPWP	✓
7	Agencies providing funds or support – including agency’s logos	✓
8	USDOT Disclaimer	✓
	<b>INTRODUCTION/Preface</b>	✓
9	Table of contents	✓p.3
10	MPO Approval resolution signed	✓p.4
11	Self-Certification signed	✓p.5
12	Prospectus	✓p.8
13	Committee lists-responsibilities, meeting	✓p.8,9
14	Staff names, positions and responsibilities with percentage of time they will spend on MPO activities	✓p.10
15	Map of regional MPO coverage area	✓p.10
a.	Planning boundary	✓p.10
b.	Urbanized area Boundary	✓p.10

c.*	Air Quality Boundary	N/A
16	Eight Planning Factors	✓p.11,12
17	UPWP	✓
a.	Definition of UPWP purpose	✓p.13
b.	Summary of previous year's accomplishments	✓p.13
c.	Status of current activities	✓p.14
18	WORK ELEMENTS (Description of major work products and tasks)	✓p.19
a.	UPWP	✓p.20
b.	Administration	✓p.20
c.	TIP – Development/maintenance	✓p.23
d.	LRTP – Development/maintenance	✓p.24
e.*	Congestion Management Process/ITS	N/A
f.*	Transit Planning	✓p.21
g.	Multimodal Planning	✓p.22
	i). Bicycle/Pedestrian	✓p.22
*	ii). *Intermodal Freight	✓p.21
*	iii). Intermodal Passenger	✓p.21
h.*	Air Quality Planning	✓p.22
	i). Modelling	✓p.24
*	ii). CMAQ Application Process	N/A
i.	Public Involvement Plan - Update	✓p.20,22
j.	Surveillance (Data Collection)	✓p.21,24
k.	Project/Corridor Studies	✓p.21
l.	Special Studies	✓p.25
m.	TSM/TDM Planning	✓p.21
n.	TE Planning	✓p.23,25
19	Performance Management	✓p.25
20	Summary of Budget Reviews	✓p.18
Table 2	Budget Summary	✓p.16
Table 3	Funding Sources	✓p.17
21	Indirect cost allocation plan	N/A
	Direct costs	N/A
	Indirect costs	N/A
	Indirect cost rate proposal	N/A
22	Carry-over of unspent funds	N/A
23	Current signed Title VI Non-discrimination Agreement	✓p.26
24	Link to current Title VI Program	✓p.26
25	Annual meeting schedule	✓p.14

- Denotes items needed on an 'as needed' basis

# SCHEDULE FOR THE DEVELOPMENT OF THE SLATS 2016 LONG-RANGE TRANSPORTATION PLAN

SCHEDULE FOR THE DEVELOPMENT OF THE SLATS 2016 LONG-RANGE TRANSPORTATION PLAN		2015	2016						
The SLATS L RTP was last comprehensively updated in 2011 and adopted in November of 2011. A comprehensive update is due and is scheduled to be adopted by October 17, 2016									
PRIORITY TO 2015									
Introductory Materials	Much of this material is similar for the TIP, the UPWP, and the L RTP. Additional needed base/background information will be gathered and incorporated into the Plan update (e.g., land use).	Incorporate into draft Plan late 2015/early 2016 to help ensure it is as up to date as possible							
Goals	Current adopted L RTP goals are not likely to change significantly.	Early in 2015 provide current L RTP comments and to propose changes to the goals, or to the priorities. Review at Tech/Policy meeting in Spring 2015. Determine public involvement efforts.	Finalize goals in Fall 2015 and incorporate into Plan by early 2016						
Demographics	Continue work as needed through 2014. Update demographic information for Title VI Program and TIP. Revise/Update all proposed TIP and L RTP projects in relation to demographic data. Analyze as per Title VI & EJ guidelines.	2015-2016 refine demographic information, submit Title VI reports, continue EJ analyses as needed. Incorporate latest demographic information into draft Plan late 2015/early 2016 to help ensure it is as up to date as possible.							
Public Transit Services	Late 2014 refresh inventory of all known public and private transit services (bus, paratransit, taxi, etc.)	Early to mid 2015 engage private providers to discuss issues & needs.	Incorporate into draft Plan early 2016						
	Assess, modify/refine the Public Paratransit & Human Services Transportation Plan, as needed	Mid to late 2015 present findings, determine follow-up course of action and goals as needed.							
Airports & Services	Assess, refine, & monitor performance measures for public transit services (BIS and SHPD).	TDP completed in 2015 and presented to Committees	Incorporate BIS/SHPD segments into draft Plan by mid 2016.						
	Changes to current public rail monitored and any updates are presented to Committees for review	2015-2016 present material to Committees and develop public rail section of L RTP							
Bike & Pedestrian Facilities	Alports responsible for their own services / expansion plans. Primary role of SLATS is to assist in assuring adequate surface transportation access.	In 2015, meet with airport planners to determine plans and future needs, summarize and report to Committees	Incorporate brief airport section of draft Plan by late 2015						
	Bike/Pedestrian Plan recently developed by consultant likely to remain valid in need of little update.	Late 2014/early 2015 review & evaluate B&P goals, priorities overall plan & progress with Committees and stakeholders (in conjunction with "South Bay" study). Determine need of Plan update. Integrate into Plan update as needed.	Mid to late 2015 begin update Plan as needed and present to stakeholders & committees. Incorporate update into draft Plan by early 2016.						
Plan for Roadways	Refine, assess & monitor performance measures. Refine and run scenarios on traffic simulation models. Freight & truck route aspects will be part of this process. Update TIP annually and keep consistent with the L RTP.	Ongoing. Roadways monitored extensively for condition, traffic-handling capabilities, & safety.	Continue integration of performance measures and target setting as needed for Wisconsin and Illinois						
Financial Plan		Mid to late 2015 update model as needed, based on updated information (traffic, landuse, etc)	Incorporate revisions and recommendations into draft Plan.						
		Late 2015. Staff begins assembling a Long-Range Transportation Improvement Program. All needed projects included. Rough cost estimates developed in 2015. Inflation factor determined.	Early 2016. Staff develops Long-Range Transportation Availability Forecasts. Projects are prioritized and fundable review & comments, & non-fundable projects reviewed as needed and incorporated into draft Plan.						
<p>Additional Public Participation Activities in 2015 - Leading to L RTP Adoption</p> <table border="1"> <tr> <td>July- August 2015</td> <td>September 2015</td> <td>October 2015</td> </tr> <tr> <td>Organize public hearings</td> <td>Review &amp; present comments and redistribute for final review</td> <td>Adoption by Tech &amp; Policy Committee</td> </tr> </table>				July- August 2015	September 2015	October 2015	Organize public hearings	Review & present comments and redistribute for final review	Adoption by Tech & Policy Committee
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All sections are finalized, a final L RTP is prepared and adopted by October 17, 2016