

# SLATS

## State Line Area Transportation Study

“Promoting the Cost Effective, Expeditionary, Safe Movement of People and Freight”

### FY 2014 TRANSPORTATION IMPROVEMENT PROGRAM

October 8, 2013 Version – Adopted October 28, 2013



*South Beloit Memorial Clock*

*This document specifies the transportation improvements to be implemented within the State Line Metropolitan Planning Area during the period from 1/1/2014 thru 12/31/2017.*

**SLATS is the METROPOLITAN PLANNING ORGANIZATION** federally recognized to coordinate and conduct transportation planning for the Beloit Urbanized Area as designated by the US Census Bureau. Agencies involved in the SLATS Organization include the following:

*Beloit Transit System; City of Beloit, Wisconsin; City of South Beloit, Illinois; Federal Highway Administration; Federal Transit Administration; IL Dept. of Transportation; Rock County, Wisconsin; Rockton Township, Illinois; Stateline Mass Transit District; Town of Beloit, Wisconsin; Town of Turtle, Wisconsin; US Dept. of Transportation; Village of Rockton, Illinois; WI Dept. of Transportation; Winnebago County, Illinois.*

**THE CONTENTS, VIEWS, POLICIES AND CONCLUSIONS EXPRESSED IN THIS REPORT ARE NOT NECESSARILY THOSE OF THE ABOVE AGENCIES**

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



Questions or comments pertaining to this document or any other SLATS activities should be directed to the SLATS Coordinator at 608-364-6702

Exhibit 1 – Acronyms & Codes

Acronyms Used throughout the text of this TIP		Codes used in Table 1		Exhibit 1		
		FEDERAL - New MAP- 21 Programs		Lead Agency Codes & Shorter Codes for Funding		
<b>ADA</b>	Americans with Disabilities Act	<b>ACST</b>	Alcohol & Controlled Substance Testing	<b>BSD</b>	Beloit School District	bs
<b>ARRA</b>	American Recovery & Reinvestment Act	<b>BBF</b>	Bus & Bus Facilities	<b>BTS</b>	Beloit Transit System	bt
<b>AUA</b>	Adjusted Urbanized Area as defined by SLATS	<b>CMAQ</b>	Congestion Mitigation & Air Quality Improvement	<b>CBeI</b>	City of Beloit	cb
<b>BTS</b>	Beloit Transit System	<b>EM</b>	Enhanced Mobility of Seniors & Individuals with Disabilities	<b>IL</b>	State of Illinois	il
<b>CAD</b>	Computer- assisted design	<b>ER</b>	Public Transportation Emergency Relief Program	<b>ISTHA</b>	Illinois State Toll Highway Authority	is
<b>CFR</b>	Code of Federal Regulations	<b>GRFG</b>	State of Good Repair Formula Grants	<b>RCCA</b>	Rock County Council on Ageing	ra
<b>DOT</b>	U.S. Department of Transportation	<b>HRT</b>	Human Resources Training	<b>RCo</b>	Rock County	rc
<b>EIS</b>	Environmental Impact Study	<b>HSIP</b>	Highway Safety Improvement Program	<b>SBeI</b>	City of South Beloit	sb
<b>FIIPS</b>	Financial Integrated Improvement Programming System	<b>NHPP</b>	National Highway Performance Program	<b>SMTD</b>	State Line Mass Transit District	sm
<b>FTA</b>	Federal Transit Administration	<b>RAF</b>	Formula Grants for Rural Areas (5311)	<b>TBeI</b>	Town of Beloit	tb
<b>FWHA</b>	Federal Highway Administration	<b>RDD</b>	Research, Development, Demonstration & Deployment Projects	<b>TRktn</b>	Rockton Township	tn
<b>GIS</b>	Geographic Information System	<b>RHC</b>	Railway- Highway Crossing Program	<b>TRock</b>	Town of Rock	tr
<b>IDOT</b>	Illinois Department of Transportation	<b>SF</b>	Significant Freight Provisions	<b>TRos</b>	Roscoe Township	ts
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act	<b>SPR</b>	State Planning & Research	<b>TTrtI</b>	Town of Turtle	tt
<b>JAMPO</b>	Janesville Area Metropolitan Planning Organization	<b>STP</b>	Flexible Funding Programs - Surface Transportation Program	<b>VRktn</b>	Village of Rockton	vn
<b>LRP</b>	Long Range Plan	<b>TAP</b>	Flexible Funding Programs – Transportation Alternative Program	<b>VRos</b>	Village of Roscoe	vs
<b>LUP</b>	Land Use Plan, sometimes called a Comprehensive Plan	<b>TIGER</b>	Transportation Investment Generating Economic Recovery	<b>WC</b>	Winnebago County	wc
<b>MAP- 21</b>	Moving Ahead for Progress in the 21st Century; most recent Federal Transportation Bill	<b>TODP</b>	Transit- Oriented Development Planning Pilot	<b>WI</b>	State of Wisconsin	wi
<b>MPA</b>	Metropolitan Planning Area	<b>TP</b>	Metro & Statewide & NonMetro Transportation Planning	<b>Mode Codes</b>		
<b>MPO</b>	Metropolitan Planning Organization	<b>UAF</b>	Urbanized Area Formula Grants	<b>B&amp;P</b>	Bike and Pedestrian improvements	
<b>NHS</b>	National Highway System	<b>FEDERAL - Funding Sources Prior to MAP- 21</b>		<b>Brdg</b>	Bridge improvements	
<b>PIP</b>	Public Involvement Plan	<b>7</b>	FTA Section 7 funding for public transit services	<b>MT</b>	Projects for mass transportation	
<b>PL</b>	Planning funds from US DOT	<b>9</b>	FTA Section 9 funding for public transit services	<b>RD</b>	Roads & highways for motoring traffic	
<b>RATS</b>	Rockford Area Transportation Study, now RMAP	<b>AR</b>	American Recovery & Reinvestment Act ( <b>also TIGER</b> )	<b>RR</b>	Improvements to RR crossings	
<b>RCST</b>	Rock County Specialized Transit	<b>BR</b>	Federal or State bridge funds	<b>ILLU</b>	Unfunded Illustrative Project	
<b>RMAP</b>	Rockford Metropolitan Agency for Planning, formerly RATS	<b>D</b>	Special demonstration funds	<b>Purpose Codes</b>		
<b>RMTD</b>	Rockford Mass Transit District	<b>EN</b>	Federal enhancement funds	<b>E</b>	System or service expansion	
<b>ROW</b>	Right- of- Way	<b>HP</b>	Congressional determined high priority projects	<b>EP</b>	Expansion & preservation.	
<b>SAFTEA- LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	<b>IT</b>	Intelligent Transportation System funds	<b>P</b>	System or service preservation	
<b>SCWCTS</b>	South- Central Wisconsin Commuter Transportation Study	<b>JARC</b>	Job Access Reverse Commute	<b>S</b>	A study or evaluation.	
<b>SLATS</b>	StateLine Area Transportation Study	<b>NH</b>	NHS, National Highway System funds	<b>TSM</b>	Efficiency, effectiveness, or safety	
<b>SMTD</b>	StateLine Mass Transit District	<b>RR</b>	Funds for railroad- related and railroad safety work	<b>ILLU</b>	Unfunded Illustrative Project	
<b>SPR</b>	Special Planning & Research funds from US DOT	<b>SA</b>	Safety funds	<b>Project Phase Codes</b>		
<b>STIP</b>	State Transportation Improvement Program	<b>SF</b>	Surface Transportation Program (STP) - Flexible funds	<b>aII</b>	All phases or phase not yet differentiated	
<b>STP</b>	Surface Transportation Program	<b>SR</b>	Surface Transportation Program (STP) - Rural funds	<b>CON</b>	Roadway construction work (not transit)	
<b>TAZ</b>	Traffic Analysis Zone	<b>SU</b>	Surface Transportation Program (STP) - Urban funds	<b>O&amp;M</b>	Operate & maintain non- transit facilities	
<b>TDP</b>	Transit Development Plan	<b>SS</b>	Safe Routes to School funding	<b>PE</b>	Planning and/or engineering aspects	
<b>TIP</b>	Transportation Improvement Program	<b>Other Special Funding Codes Used</b>		<b>ROW</b>	Acquisition of land / ROW	
<b>Title VI</b>	Federal laws prohibiting discrimination	<b>F</b>	Federal funds from the above and/or other sources	<b>TC</b>	Public transit capital equipment or facilities	
<b>UA</b>	Urbanized area as defined by US Census	<b>L</b>	Local funding	<b>TOP</b>	Public transit operations	
<b>UPWP</b>	Unified Planning Work Program, sometimes shortened to UWP	<b>S</b>	State funding (WI or ILL)	<b>UTL</b>	Major ancillary utility work	
<b>US DOT</b>	United States Department of Transportation	<b>ILLUS</b>	An Illustrative project (not funded, informational)	<b>ILLU</b>	Unfunded Illustrative Project	
<b>USC</b>	United State Code	<b>INF</b>	Informational project			
<b>WisDOT</b>	Wisconsin Department of Transportation	<b>cont'</b>	Funding is continued from a previous year			

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## Summary of Changes Made to Early Drafts

The First Draft of the proposed 2014 SLATS TIP (dated 9/10/13) was mailed to all persons on the SLATS mailing list and posted on the SLATS Web site on September 16, 2013. The Draft was officially placed on file by the Policy and Technical Committees at their public meeting, held September 30, 2013 at 10:00 AM in the Rotary River Center in Beloit, Wisconsin. Subsequent to the release of the First Draft, the following changes were requested by stakeholders and have been incorporated into the October 8, 2013 Version.

1. The Lead Agency for **Project 34** (Quick Reference # on Table 1) has been changed from the State of Wisconsin to Rock County and moved to the Rock County section of Table 1. All other aspects remain the same as detailed in the First Draft. **The Project Quick Reference # is now 55a.**
2. **Project 45** (Table 1), intersection reconstruction on IL-2 at Roscoe Rd., has increased in both estimated cost and funding assigned by \$1,729,750. The total cost for the project is now \$7.33 million. The added funding does not affect other projects in the TIP.
3. The **Vice Chairman of the Policy Committee** listed in Exhibit 2 is changed to Greg Boysen, the Public Works Director of the City of Beloit.
4. At their request, the **WisDOT logo** has been added to the TIP cover page. The **IDOT logo** was also added.
5. Regarding **Map 1**, illustrating the SLATS Planning Area, note that the AUA and MPA boundaries on this map have been approved by the SLATS Policy Committee but are still under review by the appropriate State and Federal agencies.
6. The SLATS **Public Involvement Plan (PIP)** is referenced in several places in the TIP. The PIP currently in effect for SLATS was adopted on November 5, 2012. That effective date is now noted in the TIP.
7. Several non-substantive spelling/grammar errors were corrected throughout the document.

**RESOLUTION of ADOPTION – SLATS 2014-2017 TIP**

WHEREAS, the Stateline 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, 23 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2014-2017 Transportation Improvement Program; and

WHEREAS, the Stateline 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 transportation projects programmed in the 2014-2017 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, 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 21st Century Act (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.

WHEREAS, the SLATS Policy and Technical Committees have reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

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

NOW, THEREFORE, BE IT RESOLVED that the Policy Committee of the Stateline Area Transportation Study adopts this 2014-2017 Transportation Improvement Program (Version Dated October 8, 2013) and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Adopted this 28 Day of Oct., 2013

Chairman, SLATS Policy Committee

ATTESTS:

SLATS Planning Coordinator

## I. BACKGROUND

### MPO ORGANIZATION

The Stateline Area Transportation Study (SLATS) is the federally-required Metropolitan Planning Organization (MPO) for the Beloit (WI-IL) urbanized area (as defined by the US Census Bureau).

SLATS is responsible for coordinating all major transportation decisions in the Beloit or Stateline Metropolitan Planning Area (MPA). The current Stateline MPA encompasses all or parts of the Cities of Beloit (WI) and South Beloit (IL); the Village of Rockton (IL); the Towns of Beloit (WI), Turtle (WI), and Rock (WI); the Townships of Rockton (IL) and Roscoe (IL); and significant parts of south-central Rock County (WI) and north-east Winnebago County (IL).

Centering on the Census-defined Beloit (WI-IL) urbanized area, the Stateline MPA includes all of the Beloit urbanized area; plus, those surrounding lands expected to become urbanized within the next 5 years (i.e., the Adjusted Urbanized Area); plus, those surrounding lands having strong possibilities for urbanization in the next 25 years (i.e., the MPA). See **Map 1 in the Maps Section**, located at the end of this document.

The work of the SLATS MPO is directed by and under the authority of the SLATS Policy Committee. The Policy Committee receives advice from SLATS staff and the SLATS Technical Committee (see **Exhibits 2 and 3**, on the following page). The lead agency for SLATS is the City of Beloit. The lead agency provides office facilities, automobiles when needed, computer services, and administrative support including accounting and payroll services for SLATS. 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. Please refer to the annual SLATS Unified Work Program for more details regarding the exact amounts and shares of funding. The work program is prepared annually and is preparation simultaneously with the development of this TIP.

SLATS employs one person full-time (the MPO Coordinator), receives part-time staff support from City of Beloit staff (primarily Public Works Department staff), and engages the services of private consultants (as needed for special projects).

The SLATS office is located at 2400 Springbrook Court, Beloit Wisconsin (this is the former site of the Alliant Energy service center). The MPO Coordinator, Bob Soltau<sup>1</sup>, can be reached by phone at 606-364-6702 or by Email at [soltaub@ci.beloit.wi.us](mailto:soltaub@ci.beloit.wi.us). SLATS has an official webpage as part of the City of Beloit website: <http://www.ci.beloit.wi.us/> (the page is part of the Public Works / Engineering section).

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<sup>1</sup> Mr. Soltau is contemplating retirement around or shortly after the scheduled adoption of this TIP. Other knowledgeable persons who can be consulted regarding the TIP or SLATS planning are: Colleen Gill at 608-364-6691, [GillC@ci.beloit.wi.us](mailto:GillC@ci.beloit.wi.us); Jason Dupuis at 608-364-6735, [DupuisJ@ci.beloit.wi.us](mailto:DupuisJ@ci.beloit.wi.us); or Mike Flesch at 608-364-2870, [FleschM@ci.beloit.wi.us](mailto:FleschM@ci.beloit.wi.us); all located at 2400 Springbrook Court in Beloit. Also, Russ Petrotte serves as a consultant to SLATS and may be reached at 217-369-4560, [Russ.Petrotte@gmail.com](mailto:Russ.Petrotte@gmail.com).

**Exhibits 2 & 3 – SLATS Committees**

<b>SLATS POLICY COMMITTEE</b>
Rockton, Village, President Dale Adams, CHAIRMAN
Beloit, City, Public Works Director Greg Boysen, VICE CHAIRMAN
Beloit, Town, Town Supervisor
IDOT, District 2, District Engineer
Rock, County, County Supervisor
Rockton, Township, Township Supervisor
South Beloit, City, Designated Council Member
Turtle, Town, Town Supervisor
Winnebago, County, Board Chairman
WisDOT, Southwest Region, Director
<b>SLATS Technical Committee</b>
<b><i>Voting Members</i></b>
Beloit, City, City Engineer Mike Flesch, CHAIRMAN
Beloit, Town, Town Engineer Frank McKearn, VICE CHAIRMAN
Beloit, City, Public Works Director
Beloit, City, Transit System Director
FHWA, Illinois, Designated person
FHWA, Wisconsin, Designated person
IDOT, District 2, Designated person
Rock, County, Planning Director
Rock, County, Public Works Director
Rockton, Village, Director of Public Works
South Beloit, City, City Engineer
Stateline Mass Transit District, Director
Turtle, Town, Town Engineer
Winnebago, County, County Engineer
Winnebago, County, Planning Director
WisDOT, Central Office, Designated person
WisDOT, Southwest Region, Designated person
<b><i>Non-Voting Members</i></b>
FTA, Region V-Chicago, Designated person
IDOT, Bureau of Urban Program Planning, Designated person
Janesville Area Transportation Study, Designated person
Rockford Metropolitan Agency for Planning, Designated person
Roscoe, Village, Village Engineer

14TIP Codes Plus.xlsx



## II. INTRODUCTION

The **Transportation Improvement Program (TIP)** is a staged four-year program of transportation improvement projects. Each year the Metropolitan Planning Organization (MPO) updates the TIP for the Stateline Metropolitan Planning Area (MPA). Federal rules require that certain federally-funded transportation projects (including but not limited to highway, bicycle, pedestrian, and transit forms of ground transportation) in the MPA must be included in a TIP. The TIP must also include all regionally significant transportation improvements funded by the States and local governments. The TIP must be endorsed 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.

Last year, a new transportation bill was signed into law by the US Congress and the President of the United States -- "**Moving Ahead for Progress in the 21<sup>st</sup> Century Act,**" **MAP-21**, for short. However, transportation guidelines specific to the new act have not yet been developed. Therefore, this TIP has been prepared in accordance with the provisions of and guidelines related to SAFETY-LU (the "Safe Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users") which was signed into law in 2005. This TIP has also been prepared in accordance with the "TIP Preparation Guidance" as updated by the Wisconsin DOT (April 2009). During 2014, SLATS staff will work with State and Federal officials to modify this TIP to better comply with MAP-21.

In general the TIP must:

- **Include a four-year priority list of projects and studies** using federal transportation funds and also include major local projects of regional significance. Table 1 of this TIP includes such a list.
- **Be fiscally/financially constrained.** This means that projects cannot be included that do not have a reasonable chance of being funded unless they are specifically noted as unfunded "**illustrative projects**". Table 1 shows all programmed (funded) projects and all known major illustrative projects and the projects are clearly noted regarding those that are funded and those that are not.
- **Include the use of inflation factors** to account for probable cost increases beyond the first year. Projects in Table 1 are adjusted accordingly where appropriate.
- **Include all modes of surface transportation** (air transportation need not be included). All major roadway, public transit, and bike and pedestrian projects are listed in Table 1.
- **Provide public notice and public comment opportunities** for interested parties, prior to TIP approval, in accordance with an adopted and approved Public Involvement Plan (11/5/12). SLATS has an adopted PIP and the public has been duly notified. This TIP is available on the SLATS web site.
- **Receive approval of WISDOT and IDOT.** This document will be submitted for review and approval. Modifications will be made as per suggestions when offered

- **Be updated every 4 years, at a minimum.** SLATS updates all tables annually, at a minimum; more often in the event of significant amendments. Updates to this explanatory text are made whenever there are significant changes.
- **Adhere to the annual self-certification provisions** (see the fifth “Whereas” in the TIP adopting resolution at the beginning of this TIP).

### **III. PURPOSE**

The goal of the transportation planning activities of SLATS is to develop a transportation system for the Greater Beloit, Wisconsin-Illinois area which will provide for the safe, efficient, and economical movement of people and freight in a manner that encourages harmonious community interaction while protecting the aesthetic and ecological features of the physical environment. The purpose of this TIP is to further that goal by coordinating and prioritizing all major transportation improvements in the Stateline Area over the next 4 plus years. Stateline Area priorities that have influenced the choice or staging of projects are based on the following objectives:

- Maximize the cost-effectiveness of transportation system investments;
- Promote the development and integration of non-motorized transportation modes;
- Improve the mobility of all persons, regardless of social and economic status or physical or mental conditions;
- Improve overall safety of the transportation system;
- Increase auto and public transit occupancy rates;
- Minimize vehicle-miles of travel;
- Minimize fuel consumption;
- Limit air, noise, and water pollution;
- Reduce congestion; and
- Minimize environmental disruptions.

### **IV. PROCESS**

The TIP is the result of a comprehensive, coordinated, and continuing urban transportation planning process encompassing the entire Stateline Metropolitan Planning Area (MPA). The TIP is a constantly evolving listing of short- and mid-range improvements, aimed at achieving a balanced and responsive transportation system for the MPA. All improvements in the TIP must be consistent with and flow from the Long-Range Transportation Plan. Also, there must be a firm commitment to fund and implement all listed projects, especially those listed in the first year. However, because priorities and other factors can change, the TIP is a flexible and amendable document. Although the TIP can be amended at any time, the common practice of SLATS is to comprehensively update the document every year. Simple changes, such as advancing or delaying a project's implementation, can sometimes be done administratively. More significant changes, such as adding or deleting a project, usually requires full public notification in accordance with the SLATS Public Involvement Plan (11/5/12) and formal amendment by the SLATS Policy Committee. See **Stage Six in Section V**, below, for clarification of when and how the TIP can be changed or amended.

## V. PROJECT SELECTION AND PRIORITIZATION

Projects for the TIP are selected and prioritized as follows:

### **Stage One — Project Solicitation:**

Requests for projects to be included in the TIP are solicited from all units of government in the SLATS area including the Wisconsin and Illinois Departments of Transportation. Participants are asked to list all major projects proposed for implementation during the coming four years. Participants are also asked to provide detailed progress reports on projects that were funded and initiated in previous years and are being continued. **Part B of Table 1** provides these reports. Projects that have been recently completed are documented in **Table 2**.

#### Special Efforts in the Solicitation of STP and TAP Projects.

Of particular importance to SLATS are the two Flexible Funding Programs of MAP-21: the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP). Large sums of STP money are apportioned to the States annually. In turn, the States are required to suballocate parts of these monies into TAP, SPR (Special Planning and Research), and for bridge projects.

Then further, sizable parts of the STP monies are suballocated on the basis of population. SLATS and its member communities fall into the STP suballocation category of “Areas with Population Over 5K and under 20K.” In turn, within the Stateline Area, the use of these monies requires the cooperative planning/programming efforts of the State(s) and the SLATS MPO.

STP monies can be spent on a wide variety of projects. A recent FHWA guidance memorandum on the topic lists 27 different eligible activities ranging from planning to highway construction, to transit capital improvements, to bridge projects, safety projects, and more.

Similar to the above, TAP monies are suballocated to small urban areas and, again, the MPO must be involved in applying for and determining the use of these monies.

Consequently, an important part of the TIP development process is the effort SLATS puts forth involving the public and the area transportation stakeholders in considering, selection and assigning priority to projects eligible for STP and TAP monies.

Periodically, SLATS calls a special meeting of its stakeholders and persons on its notifications lists for solicitation and discussion of potential projects for STP or TAP funding.<sup>2</sup> The meetings are open to the public and persons or entities proposing projects are asked to provide a thorough description of their proposed projects and documentation justifying the purpose and usefulness of the proposed projects. SLATS attempts to encourage multi-jurisdiction projects that benefit the region as a

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<sup>2</sup> At present, approximately \$1.9 million in STP funds are available for use in the SLATS area. On August 12, 2013 a special meeting of the SLATS Technical Committee was held to discuss the use of these and other funds.

whole or projects that would be difficult for a single MPO stakeholder to accomplish alone or strictly with local funds. Also the evaluation of the potential projects involves: the assessment of the roadway condition, the age of existing improvements, the roadway ADT and functional classification, connectivity aspects, and the estimated project cost compared to funding availability. Transit and bike or pedestrian projects are considered based on their expected benefit to the community or benefit special un-served segments of the community's populations.

### ***Stage Two — Preliminary Draft:***

The projects are compiled into a preliminary draft of Table 1 and projects that are funded are clearly differentiated from project that are not funded (Illustrative).

Summary tables are developed to provide a better understanding:

- What projects are affordable (funded and programmed) and what projects are not (Illustrative).
- What agencies are sponsoring the projects and what agencies are participating.
- What agencies are funding the projects and at what levels.
- What types of Federal funding is being applied for or used to fund the projects.
- What mode are being programmed and at what levels.
- What are the primary purposes of the projects; are the projects preserving, expanding, or improving the effectiveness of the transportation system.
- What phases are the projects in and the relative costs of those phases.
- What is the timing of the projects and the overall programmed expenditures.
- What types of projects have been recently funded, at what levels, and by what agencies.

In accordance with the Public Involvement Plan (11/5/12 -- see below), a public notice is then published in the local newspaper announcing the preliminary draft is available to the general public and inviting the public to review and make comments including through a public open house. The preliminary draft is also made available on the SLATS web site. As comments are received, they are included in the draft that is submitted to both Technical and Policy Committee members for final approval.

### ***Stage Three — Final Draft:***

A proposed final draft, including any public comments, is then forwarded to the Technical and Policy Committees for their review. The Technical Committee is charged with evaluating the projects for conformance with the Long-Range Plan and funding capabilities. The Committee also recommends the ranking of projects to be funded under the Surface Transportation Program (STP) in relation to each other and the following criteria: Level of Service (LOS); Safety; Physical Condition; and Miscellaneous.

- **Level of Service** is the ability of existing roadways to safely accommodate traffic by comparing the expected traffic counts for the future years for all the proposed projects.
- **Safety** is based on the number and severity of traffic incidents (crashes and/or fatalities) occurring over the most recent three-year period.

- **Physical Condition** of the street/highway is evaluated by noting the type of surface (gravel, seal coat, asphalt, or concrete), the condition of the surface, and the amount of traffic that currently and is expected to use the roadway.
- **Miscellaneous** criteria that may receive consideration include: demonstrating the ability to reduce traffic incidents; improving air quality; encouraging alternatives to automobile use by including sidewalks, bike trails, or transit lanes in construction design; and promoting economic development.

#### ***Stage Four — Public Comment/Open Meeting:***

An open meeting/open house event is announced and held where the general public is afforded the opportunity to make additional comments before approval of the TIP.

#### ***Stage Five — Adoption and Submittal:***

The full document is presented to the Policy Committee for adoption. After adoption, the TIP is submitted to the respective Departments of Transportation to be included in their Statewide Transportation Improvement Programs (STIPs). Only after approval by the State DOTs and inclusion in their respective STIPs can Federally-funded projects be commenced and implemented.

#### ***State Six — Modification and Amendment:***

Changes to an adopted TIP will be in accordance with the Public Involvement Plan (11/5/12), as categorized and summarized below.

##### **1. Non-significant Changes.**

No formal amendment to the TIP is required for the following changes, provided the changes do not trigger the need to re-demonstrate fiscal constraint:

- Changing the implementation schedule for projects within the first three years of the TIP.
- Changes to the project scope (i.e., the character of work or the project limits) where the project remains reasonably consistent with the approved project.
- Changing the funding source (Federal, State, or local), funding category (the sub-type or source of Federal, State or local funding), or changing the amount of funding for a project without changing the scope of work or the schedule for the project or any other project within the first three years of the TIP.

##### **2. Minor Amendments.**

Minor amendments must be approved by the SLATS Policy Committee and the Governor (Illinois or Wisconsin) and submitted to the State DOTs and FHWA/FTA. Appropriate public involvement for minor amendments is required and may be handled within the context of a SLATS Policy Committee meeting by providing adequate advance notice of the amendment action and public comment opportunity in the published meeting agenda prior to the scheduled action on the amendment by the policy.

- Changing the schedule by adding an exempt/preservation project to the first three years of the TIP, including advancing a project for implementation from an Illustrative List or from the out-years of the TIP.
- Changing the schedule by moving an exempt/preservation project out of the first three years of the TIP.
- Changing the scope (i.e., the character of work or project limits) of an exempt/preservation project within the first three years of the TIP such that the current description is no longer reasonably accurate.
- Changing the project funding in a way that impacts the funding of other projects within the first three years of the TIP forcing any exempt/preservation project out of the three-year window.

### 3. Major Amendments.

Major Amendments require a formal public notice and appropriate comment opportunity as provided in the SLATS Public Participation Plan. Following appropriate consideration of public comments, a major amendment requires approval by the SLATS Policy Committee and the Governor (Illinois or Wisconsin). Approved amendments must be submitted to WisDOT and FHWA/FTA.

- Changing the schedule by adding a non-exempt/expansion project to the first three years of the TIP, including advancing a project for implementation from and illustrative list or from the out-years of the TIP.
- Significantly changing the scope (i.e., the character of work or project limits) of a non-exempt/expansion project within the first three years of the TIP such that the current description is no longer reasonably accurate.
- Significantly changing the funding by changing, adding, or deleting any project to the extent that the change exceeds the lesser of: 50% of the total Federal funding programmed for the calendar year or \$1,000,000.

A major amendment will also be triggered when a non-exempt/capacity expansion project is moved out of the first four years of the TIP.”

Foremost, the changed /amended TIP must remain fiscally constrained within revenues that can reasonably be expected to be available. Any additions to or deletions from the TIP or changes in the schedule or scope of projects in the TIP that are not consistent with an approved conformity determination cannot be approved prior to re-evaluation of conformity and a new USDOT conformity determination.

## **VI. FEDERAL CERTIFICATION**

By the adoption of this TIP by the SLATS Policy Committee, SLATS certifies that all Federal requirements are being met or abided by. The exact laws and provisions that must be abided by are listed as part of the **Resolution of Adoption** (the fifth Whereas), located at the start of this document.

## **VII. PUBLIC INVOLVEMENT PROCESS**

The SLATS Public Involvement Plan (PIP) is a separate detailed document that specifies the policies and procedures SLATS must follow in all aspects of the transportation planning process. Last adopted by the SLATS Policy Committee on November 5, 2012, the development of the PIP itself involved extensive public involvement.

The PIP stresses early involvement of the public, extensive public notices and announcements, open public meetings, the extensive use of illustrations to explain complicated concepts or plans, accessible meeting locations, notification of the press and media, and the provision of information on the Internet via the SLATS WEB page.

Copies of the PIP are available upon request from the SLATS office, at area libraries, and on the SLATS WEB page which is part of the City of Beloit's WEB site <http://www.ci.beloit.wi.us/>. The home page of the Beloit's WEB site has a direct hyperlink to SLATS.

Citizens can offer suggestions regarding the projects programmed and the funding and timing priorities. Citizens can also offer suggestions regarding what ILLUSTRATIVE projects should be move forward first, or if they should be moved forward at all. Sometimes a project cannot be advanced because engineering, right-of-way acquisition, funding and /or various components have not been accomplished. But many times, all of these aspects can be adjusted and the time for implementation can be lessened, especially if the community is unified and vocal.

Citizens can also help address the question of how much funding should be spent on system preservation projects and safety projects, as opposed to system expansion projects.

Finally, all projects contained in the TIP must also be in the area's Long-Range Transportation Plan (LRP). The LRP addresses improvements that are needed in the next 25-30 years and citizens can help determine projects and priorities in that document as well. Like the TIP, the LRP is reevaluated constantly, but is more formally and comprehensively updated every five years. Copies of the LRP are also available at the SLATS office, at the Beloit/SLATS webpage (<http://www.ci.beloit.wi.us/>), and at the public libraries in the area, both during the preparation process and after the document is formally adopted by SLATS.

### **SUMMARY OF PUBLIC INVOLVEMENT OPPORTUNITIES**

The Draft TIP shall be prepared and presented to the Technical Committee for review and referral to the Policy Committee. Upon completion of the Draft, a public notice announcing the 30-day public review period: 1) will be posted on the SLATS website; 2) printed in the local newspaper; and 3) mailed to the Town, Township, Village, and City Clerks for each member agency of SLATS, with a request that they publicize the notice.

The public notice will state that the Draft TIP will be available: 1) at the SLATS Office located at 2400 Springbrook Court in Beloit; 2) at the Beloit, Roscoe, and Rockton Public Libraries; and 3) on the MPO website. It will give contact information for the MPO staff. It will announce when and where the Technical and Policy Committee meeting will be held for consideration of adoption. It will state that public comments and/or discussion will be welcomed, in writing or orally, in the days before or during the meeting.

At the meeting, SLATS staff will inform the Committees of any and all public comments made during the review period. Substantive comments and any changes made to the Draft TIP will be summarized in the **Summary of Changes Made to Early Drafts** section, located at the beginning of the Final Draft of the TIP.

### ***NOTICE OF TIP DEVELOPMENT TO TRANSIT PROVIDERS***

Transportation in the Stateline area is primarily automobile-oriented and most persons travel via privately-owned automobiles. However, significant minorities travel on various forms of public or private mass transportation – buses, paratransit vehicles, or taxis. Both the users and operators of these mass transportation services are regarded as important transportation stakeholders. SLATS makes special efforts to notify these stakeholders of TIP development. The following are known providers. All stakeholders are asked to inform SLATS staff of any other providers, so that those entities can be placed on the SLATS mailing list and notified of all aspect of the transportation planning process.

- Beloit Transit System, Fixed Route Transit Service, 1225 Willowbrook Road, Beloit, WI 53511
- Call-Me-A-Cab, Inc., Taxicab Service, 410 Bluff St., Beloit, WI 53511
- Coach USA (Van Galder Bus) Charter Service, 715 South Pearl St., Janesville, WI 53545
- Janesville Transit System, Fixed Route Transit Service, 900 N. Parker Dr., Janesville, WI 53545
- First Student Education Services, School Bus/ Charter, 2743 S. Bartells Dr., Beloit, WI 53511
- First Student Transit Inc., School Bus/ Charter, 720 N. Blackhawk Road, Rockton, IL 61072
- Rock County Specialized Transit, Rock County Council on Aging, 3530 N. CTH "F", Janesville, WI 53545
- Rockford Mass Transit District, 520 Mulberry St, Rockford, IL 61101, 815-961-2268
- Stateline Mass Transit District, 110 E. Main St., Rockton IL 61072-2520, 815-624-7788
- Yellow Cab of Beloit, Taxicab Service, 454 St. Paul Ave., Beloit, WI 53511
- Flying AJ's Taxi Service, 717 Newfield Dr, Beloit, WI 53511
- Janesville City Taxi, 803 Harding St, Janesville, WI 53545
- Taxi Latino Service, 129, Rudder Rd, Machesney Park, IL 61115



## **NOTICE OF TIP DEVELOPMENT TO THE GENERAL PUBLIC**

Notice regarding the development of this TIP (below) was made via public notice in the Beloit Daily News; via the SLATS Web page; and at SLATS meetings, open houses and public hearings. A certified copy of the notice below is available at the SLATS offices. The first draft of the TIP was distributed and posted on September 10, 2013.

### **PUBLIC NOTICE – STATELINE AREA TRANSPORTATION STUDY OPEN HOUSE SCHEDULED**

The Staseline Area Transportation Study (SLATS), which is the designated Metropolitan Planning Organization (MPO), for the Beloit (WI•IL) Urbanized Area, has scheduled meetings of the Policy and Technical Committees and a Public Open House to solicit opinions on agenda items. The Policy and Technical Committees will meet on 9/30/2013 and 10/28/2013 at 10:00 A.M. *(The meetings were held as scheduled.)*

The Public Open House for the Public Improvement Plan, the Transportation Improvement Program and the Unified Work Program will be held on 9/11/2013 and 10/2/2013 from 3:00 PM to 6:30 PM. *(The Open House meetings were held as scheduled.)*

## **VIII. TIP PROJECTS – GENERAL DISCUSSION**

This TIP makes a good-faith effort to list all significant transportation improvement projects programmed (funded) or under consideration (Illustrative) in the Staseline MPA.

### **FEDERAL & STATE FUNDING SOURCES**

A full discussion of the Federal, State of Wisconsin, and State of Illinois funding sources available to assist with transportation improvements could be the scope of an entire report in itself. For detailed information on funding sources and programs, readers are referred to the following web sites:

- **Federal Highway Administration** --<http://www.fhwa.dot.gov/programs.html>
- **Federal Transit Administration** --[http://www.fta.dot.gov/grants\\_financing.html](http://www.fta.dot.gov/grants_financing.html)
- **IDOT, Public Partners** -- <http://www.dot.state.il.us/ppartners.html>
- **IDOT, Division of Public & Intermodal Transportation** -- <http://www.dot.state.il.us/dpit/index.html>
- **WISDOT, Public Transportation** --<http://www.dot.wisconsin.gov/localgov/transit/index.htm>
- **WISDOT, Other Aid** -- <http://www.dot.wisconsin.gov/localgov/aid/index.htm>

Federal-aid highway and transit funding programs changed effective October 1, 2012 as a result of the 2012 transportation reauthorization act ***Moving Ahead for Progress in the 21st Century Act (MAP-21)***. With the passage of MAP-21 a wide range of funding priorities were changed. Some programs were eliminated, some aspects of programs were shifted or consolidated, and some new priorities were added. Most funding priorities were retained but under programs with slightly different names.

The following listings summarize the transition from the previous SAFETEA-LU programs to the MAP-21 programs.

MAP-21 FHWA Programs	SAFETEA-LU
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Program (STP)	STP & Bridge (non-NHS)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing	Railway Highway Grade Crossing
Transportation Alternatives	Transportation Enhancements, Safe Routes to School, Recreational Trails
MAP-21 FTA Programs	SAFETEA-LU
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307) Job Access & Reverse Commute Program (5316) (Part)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Elderly & Persons with Disabilities Program (5310) New Freedom Program (5317)
Rural Area Formula Grants (5311)	Nonurbanized Area Formula Program (5311) Job Access & Reverse Commute Program (5316) (Part)
State of Good Repair Program (5337) (Formula)	Fixed Guideway Modernization (5309) (Discretionary)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus-Related Projects (5309) (Discretionary)
Fixed Guideway Capital Investment Grants (5309)	New Starts & Small Starts Programs (5309) (Discretionary)

This TIP contains projects programmed with both SAFETEA-LU funds (projects funded prior to 2013 and still underway) and the new MAP-21 funds (projects recently funded).

**Exhibit 4**, on the following page, briefly describes the new MAP-21 programs. Projects funded in this TIP with Federal monies coming from MAP-21 are coded in **Table 1** as per the codes in the left-hand column of **Exhibit 4**.

**Exhibit 5** summarizes the programs in use prior to MAP-21. Projects funded in this TIP with monies coming from those earlier programs are coded in **Table 1** as per the codes in the left-hand column of **Exhibit 5**.

**Exhibit 6** shows six additional funding codes used. “F” refers to a federally funded project where the exact source is unspecified or, perhaps, there are multiple federal sources involved. “L” refers to local funding; usually from the project’s lead agency and further specified in other parts of the TIP. “S” generally refers to funding from the States of Illinois or Wisconsin. “ILLUS” or “ILLU” refers to projects that are not funded but listed as potential projects seeking funding and/or public support. “INF” refers to projects listed for informational purposes. Finally, the abbreviation “cont” is a notation for funding that was approved in a previous year but will be expended, part or all, in later years.

**LEAD AGENCIES, LOCAL FUNDING SOURCES, AND CODES**

All local governments with projects in this TIP have a wide variety of funding sources available to them for use on roadway and public transit improvements. Among these are: revenues from their general funds secured through the entities’ property and sales taxes, General Obligation Bonds sold under their authority, grants issued to the local government through the U.S. Department of Housing & Urban Development, funding secured through Tax Increment Financing Districts, funds from special assessments, motor fuel taxes, vehicle and parking fees, and others. This TIP does not differentiate among these other sources but simply notes which local taxing/funding authority will be participating in the funding of the projects and the amounts of the funding to be provided.

The left-hand side of **Exhibit 7** (on same page with **Exhibit 6**) lists and codes the Lead Agencies typically sponsoring transportation improvements within the Stateline Metropolitan Planning Area. Typically, the Lead Agency is responsible for planning, funding or applying for funds, coordinating, engineering, and constructing the project; or contracting for some or

all of those aspects. A short abbreviation is also provided for these agencies for use in the limited space in the funding portions of **Table 1**.

### ***PROJECTS DEFINED BY MODE, PURPOSE, & PHASE***

For purposes of summary analysis, the projects in this TIP are coded by mode, purpose, and phase. The right-hand side of **Exhibit 7** lists and codes six mode types, five project purposes, and eight project phases. For the most part, the names given are self-explanatory and need no further elaboration.

Somewhat subjective, however, is the differentiation between projects whose purpose is preservation as opposed to expansion.

- **Preservation Projects (P).** The primary purpose of these projects is to maintain, preserve, or rejuvenate components of the existing system. Most simple lane resurfacing projects and reconstruction projects will be preservation projects. Minor lane widenings, signalization upgrades, minor intersection improvements and other projects that do not significantly add to the capacity of the system will also, most often, also be considered preservation projects.
- **Expansion Projects (E).** An expansion project will significantly add to the capacity of the existing system. A completely new roadway or the addition of a full new lane to a roadway would be considered an expansion project. Converting a narrow rural roadway to a full urban cross-section would be an expansion project. Comprehensive intersection expansion, signalization, and technologically intelligent systems applied to a long corridor that would substantially increase the capacity of that corridor would also be considered an expansion project.
- Some large projects both preserve and expand to significant degrees and are coded “EP.” Unspecific, community-wide expenditures, such as chip-seal work or pothole repair, are Preservation (coded “P”, Purpose) projects but are coded in the Phase column as Operations & Maintenance (O&M). More extensive work (complete rebuilds, targeted at a specific roadway but not expanding its capacity), will be code “P” in Purpose but “CON” in Phase.

Perhaps also in need of some explanation are **TSM projects**. TSM stands for Transportation Systems Management, a term that was coined as part of Federal transportation law over two decades ago. TSM projects, as defined for this TIP, are projects designed to improve the efficiency or safety of the existing system but are relatively small footprint projects that do not involve lengthy lane additions and similar large footprint construction. Intersection improvements and signalizations are good examples.

Exhibit 4 – Descriptions & Codes for New MAP-21 Programs

Description of New MAP-21 Programs			Exhibit 4			
SLATS TIP CODE	Other or common references used	New MAP-21 Programs	Purpose	Primary Federal Control	MAP 21 Refs	USC Sections
ACST	5331	<b>Alcohol &amp; Controlled Substance Testing</b>	Maintain testing	FTA	20022	49USC5331
BBF	5339	<b>Bus &amp; Bus Facilities</b>	Purchase, replace & maintain rolling stock & facilities	FTA	20029	49USC5339
CMAQ	CM	<b>Congestion Mitigation &amp; Air Quality Improvement</b>	Contribute to the attainment of national ambient air quality standards & manage congestion.	FHWA	113	23USC149
EM	5310	<b>Enhanced Mobility of Seniors &amp; Individuals with Disabilities</b>	As stated by program name	FTA	20009	49USC5310
ER	5324	<b>Public Transportation Emergency Relief Program</b>	Compensate for natural disasters & emergencies.	FHWA & FTA	1107, 1508	23USC120e, 23USC125
GRFG	5337	<b>State of Good Repair Formula Grants</b>	Repair & upgrade rail transit, high-intensity bus, high-occupancy lanes.	FTA	20027	49USC5337
HRT	5322	<b>Human Resources Training</b>	1) Workforce development; 2) National Transit Institute.	FHWA & FTA	20015	49USC5322
HSIP	HSP including (HRRR),	<b>Highway Safety Improvement Program</b>	Funds to reduce traffic incidents on all public roads.	FHWA	112	23USC130, 23USC148
NHPP		<b>National Highway Performance Program (NHPP)</b> NHS, IM, & Bridge (on NHS); NH, NHSTP, NI	Aimed at achieving "performance targets" on the National Highway System (NHS); reduce delays, save travel time, improve regional flow.	FHWA	1106	23USC119
RAF	5311(NonUA Formula), JARC (part).	<b>Formula Grants for Rural Areas (5311)</b>	Meet public transportation needs for areas under 50K pop.	FTA	20010	49USC5311
RDD	5312	<b>Research, Development, Demonstration &amp; Deployment Projects</b>	Broad range of transportation-related research projects. State & local govts & most transportation not-for-profits can apply.	FHWA & FTA	20011	49USC5312
RHC		<b>Railway-Highway Crossing Program</b>	Safety improvements to reduce incidents at at-grade crossings.	FHWA	1519	23USC130
SF		<b>Significant Freight Provisions</b>	Wide variety of cooperative efforts to designate a more complete freight network, assess conditions, set performance standards & goals, involve private freight providers, and more. FHWA-effort, cited in numerous parts of MAP-21.			
SPR		<b>State Planning &amp; Research</b>	More for 3C-like planning at the State level	FHWA	52005	23USC505
STP		<b>Flexible Funding Programs - Surface Transportation Program</b> Bridge (non-NHS); STPIBR, STP-D, STPR, STP-S, STPG, STPS, RS, F, FBD,HES,STO, STPI.	Flexible funding for improvements on all types of transportation infrastructure.	FHWA	1108	23USC133, 23USC104f, 49USC5334i
TAP	EN, SS, RT or NRT	<b>Flexible Funding Programs – Transportation Alternative Program (TAP)</b>	New broader program that includes enhancements, trails, safe routes to school, special transit needs, many ???	FHWA & FTA	1122	23USC101, 23USC206, 23USC213
TIGER		<b>Transportation Investment Generating Economic Recovery (TIGER)</b>	Discretionary Grants from the Continuing Appropriations Act of 2013 (not originally part of MAP-21) and similar to monies coming from the American Recovery & Reinvestment Act of 2009.	Competitively awarded by the US DOT for a wide variety of transportation projects.		
TODP		<b>Transit-Oriented Development Planning Pilot</b>	Planning to support transit-oriented development.	FTA	20000 5(b)	
TP	5303, 5304,5305	<b>Metro &amp; Statewide &amp; NonMetro Transportation Planning</b>	3C Planning process as in past	FHWA & FTA	20005, 20006	49USC5303, 49USC5304, 49USC5305
UAF	5307 & 5340, JARC (part).	<b>Urbanized Area Formula Grants</b>	Public transportation capital, planning job access & reverse commute projects. Some transit operating expenses.	FTA	2007, 20026	5307, 5336, 5340
	EN	Enhancements		Federal Transit Admin.	FTA	
	FGM	Fixed Guideway Modernization (discretionary)		National Highway System	NHS	
	FHWA	Federal Highway Administration		National Recreational Trails	NRT	
	JARC	Job Access Reverse Commute		Safe Routes to School	SS	
Sept 2013			2014 TIP Code tables.xlsx			

Exhibit 5 – Descriptions & Codes of Programs Prior to MAP-21

<b>Exhibit 5</b>		<b>Description of Programs Prior to MAP-21</b>
<b>CODE</b>	<b>Program Type</b>	<b>Purpose</b>
<b>7</b>	<b>FTA Section 5307 funds</b>	Funding allocated to States and local communities through the Federal Transit Administration for operating assistance and capitalized maintenance. In the Stateline Area these funds are reserved solely for public transit purposes.
<b>9</b>	<b>FTA Section 5309 funds</b>	Similar to FTA Section 5307, but for capital assistance (buses and facilities, primarily).
<b>10</b>	<b>FTA Section 5310 funds</b>	Elderly and disabled capital assistance program.
<b>11</b>	<b>FTA Section 5311 funds</b>	Rural public operating and capital assistance funds.
<b>AR</b>	<b>ARRA funds</b>	American Recovery & Reinvestment Act.
<b>BR</b>	<b>Federal Bridge Replacement &amp; Rehabilitation</b>	As described by program name.
<b>D</b>	<b>Demonstration funds</b>	Special funds set aside for projects that Congress deems particularly important.
<b>EN</b>	<b>Enhancement funds</b>	A sub-category of funding from a number of different Federal sources. Reserved for improvements that, in the past, were often ignored or neglected as the main components of the highway or public transit systems were built or operated. Bike and pedestrian pathways, transportation-related aesthetic improvements, and some historic preservation improvements are examples.
<b>HP</b>	<b>High Priority funds</b>	Special funds authorized by Congress for specially selected high priority projects.
<b>IT</b>	<b>Intelligent Transportation System funds</b>	Funding from Federal and/or State programs for eligible improvements that utilize new technology to improve the operation of the transportation system.
<b>JARC</b>	<b>Job Access Reverse Commute</b>	
<b>NH</b>	<b>National Highway System (NHS) funds</b>	Federal funds authorized for improvement on specially designated roadways of national significance – i.e., the National Highway System.
<b>RR</b>	<b>Rail Crossing funds</b>	Funds authorized from the States for assistance in the construction or rehabilitation of railroad crossings. Approval and/or participation by the railroads is usually required.
<b>SA</b>	<b>Safety funds</b>	Federal funds allocated specifically for projects that improve safety. Under the old transportation bills, these funds were called STP Hazard Elimination & Safety funds or funds from the Highway Safety Improvement Program.
<b>STP</b>	<b>Surface Transportation Program (STP) funds</b>	Funding authorized through the ISTEA and TEA-21 and administered by the U.S. DOT and subject to further administration or sub-allocation by the States. There are several subcategories, below.
<b>SR</b>	<b>STP-Rural</b>	STP funds allocated for improvements on eligible roadways outside the Census-defined Beloit WI-IL Urbanized Area.
<b>SF</b>	<b>STP-State and/or STP-Flexible</b>	STP funds allocated to the States (Illinois or Wisconsin) for use on State marked or unmarked routes and other qualified projects at the States' discretion.
<b>SU</b>	<b>STP-Urban</b>	STP funds allocated for use on qualified projects within the Stateline Metropolitan Planning Area (see Map 1).
<b>SS</b>	<b>Safe Routes to Schools funds</b>	Special allocations for qualified improvements that will improve the safety of children on their journeys to/from school.
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Exhibit 6 – Other Special Funding Codes; Exhibit 7 – Lead Agency, Mode, Purpose, & Phase Codes

Other Special Funding Codes Used		Exhibit 6
CODE	Funding or Project Status	Description
<b>F</b>	Federal funding	Federal funding, but specific program / source not specified.
<b>L</b>	Local funding	Local funding; usually from the lead agency for the project unless otherwise stated.
<b>S</b>	State funding (WI or ILL)	State funding from Illinois or Wisconsin as specified in other parts of the project table / listing.
<b>ILLUS</b>	An Illustrative project (also ILLU)	A project not funded, only tentatively funded, or listed beyond the four-year span of the TIP.
<b>INF</b>	Informational project	A project listed for informational purposes. This is usually a project that is highly likely to be funded.
<b>cont'</b>	Continued funding.	A notation to show that funding from a previous year continues to be available for a portion or phase of a project.

Lead Agency, Mode, Purpose & Phase Codes			Exhibit 7	
Agency Codes			Mode Codes used in Part A of Table 1	
Abbrv for Lead Agency (2nd Column of Table 1)	Entity	Short Abbrev (Used in Funding columns)	B&P	Bike and Pedestrian improvements
			<b>Brdg</b>	Bridge improvements
			<b>MT</b>	Projects for mass transportation
<b>BSD</b>	Beloit School District	<b>bs</b>	<b>RD</b>	Roads & highways for motoring traffic
<b>BTS</b>	Beloit Transit System	<b>bt</b>	<b>RR</b>	Improvements to RR crossings
<b>CBel</b>	City of Beloit	<b>cb</b>	<b>Oth</b>	Other
<b>IL</b>	State of Illinois	<b>il</b>	Purpose Codes used in Part A of Table 1	
<b>ISTHA</b>	Illinois State Toll Highway Authority	<b>is</b>	<b>E</b>	System or service expansion
<b>RCCA</b>	Rock County Council on Ageing	<b>ra</b>	<b>EP</b>	For both system expansion & preservation, such as a reconstruction with added lane(s).
<b>RCo</b>	Rock County	<b>rc</b>	<b>P</b>	System or service preservation
<b>SBel</b>	City of South Beloit	<b>sb</b>	<b>S</b>	A study or evaluation of a situation to determine future project scope & purpose
<b>SMTD</b>	State Line Mass Transit District	<b>sm</b>	<b>TSM</b>	Improving the efficiency, effectiveness, or safety of the existing system, such as intersection improvements
<b>TBel</b>	Town of Beloit	<b>tb</b>	Project Phase Codes used in Part A of Table 1	
<b>TRktn</b>	Rockton Township	<b>tn</b>	<b>all</b>	All phases or phase not yet differentiated
<b>TRock</b>	Town of Rock	<b>tr</b>	<b>CON</b>	Actual construction work (highway or pedestrian systems, not transit)
<b>TRos</b>	Roscoe Township	<b>ts</b>	<b>O&amp;M</b>	Operation & maintenance work on non-transit facilities
<b>TTrtl</b>	Town of Turtle	<b>tt</b>	<b>PE</b>	Planning and/or engineering aspects
<b>VRktn</b>	Village of Rockton	<b>vn</b>	<b>ROW</b>	Acquisition of land / ROW (for highway, pedestrian or transit)
<b>VRos</b>	Village of Roscoe	<b>vs</b>	<b>TC</b>	Public transit capital equipment or facilities
<b>WC</b>	Winnebago County	<b>wc</b>	<b>TOP</b>	Public transit operations
<b>WI</b>	State of Wisconsin	<b>wi</b>	<b>UTL</b>	Major ancillary utility work

## ***FISCAL CONSTRAINT ASSURANCE & DOCUMENTATION***

As previously stated, funding for transportation improvements is from a wide variety of sources. All projects with funding shown in the four years of this TIP (2014-2017), as detailed in TABLE 1 (Part C), have been approved as funded projects. The Lead Agency for the project has reasonable assurances that this funding will be available in the amounts stated. Projects have been paired with funding source(s) which have been identified and committed to that project through the capital improvements programming processes or a similar budgeting process of the particular agency or governmental unit responsible for the project.

Projects or project parts listed in Part B of Table 1 or in the first year of Part C (Year 2014) have an even greater degree of funding assurance. Funding for these projects or parts has been “authorized or obligated.” These projects or parts are either underway, are in the bidding process, or are about to be bid.

For Federally-funded projects, Table 7 summarizes the amounts of Federal funding “programmed” in this TIP and the amounts of Federal funding “known or reasonably expected to be available” for projects. The two sides of the table are supposed to be identical, thereby demonstrating that the TIP is fiscally constrained. Transit funding is subject to further review by the funding providers.

Projects noted as “Illustrative” (ILLUS) do not have approved funding. It is not known when or if funding will be approved for these projects.

## ***FUNDING FLEXIBILITY CLARIFICATIONS***

Regardless of any of the above statements, the Federal, State and local participants in this TIP agree to the following funding flexibilities:

1. The MPO and WISDOT and IDOT agree that the first year of the TIP, Year 2014, (Table 1) constitutes an agreed-to list of projects for project selection purposes and that no further project selection action is required for WISDOT, IDOT, or the transit operators to proceed with the Federal funding commitment.
2. If WISDOT, IDOT, or the transit operators wish to proceed with a project(s) that is not in the first year of the TIP, the MPO agrees that projects from the second, third, or fourth year of the TIP (2015-2017) can be advanced to proceed with a Federal aid commitment without further action by the MPO.
3. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for Federal funding commitment without requiring any amendment to the TIP.
4. It is the intent of WISDOT and IDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.
5. Concerning the Federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WISDOT and/or IDOT can unilaterally

interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WISDOT and IDOT must seek MPO staff approval to use Entitlement or Allocated STP funds and CMAQ funds for projects not identified for that source of funding in the TIP.

6. WISDOT and IDOT can also unilaterally interchange various FTA capital funds in urbanized areas with populations between 50,000 and 200,000 without necessitating a STIP or TIP amendment. The FTA should be notified of any interchange of funds.

### ***SPECIAL CONSIDERATIONS REGARDING SMTD***

The Stateline Mass Transit District (SMTD) began providing demand-response paratransit services to citizens of the City of South Beloit, the Villages of Rockton and Roscoe, and Rockton Township in the Year 2008. SMTD has a fleet of 3-4 paratransit buses that are dispatched and operated on SMTD's behalf by the Rockford Mass Transit District (RMTD).

Since the day it began offering rides, SMTD's costs have been increasing annually. Because SMTD provides demand-response service, their costs increase in direct proportion to their ridership increases. Unlike a large fixed-route bus, where patrons can be added substantially with no cost increase until the capacity of the bus is reached, demand-response costs increase incrementally with nearly every new passenger, new trip, or new miles traveled.

Over the past five years, SMTD's service numbers (rides per month) have increased by 487%. In turn, SMTD's costs of operation have increased an average of 8.5% per year, thereby far exceeding early projections of 2.8% per year. Throughout the SMTD service area, as the public became increasingly aware of the service, more and more patrons began using the service, for more and more travel purposes. At present, this trend shows no signs of leveling off. In the Stateline area, the costs of private transportation are continuing to rise; thereby pressuring the less fortunate. In addition, growing numbers of senior citizens are in need of alternatives to their automobiles. The services of SMTD provide an increasingly important option to the expense of owning and operating private transportation.

This TIP recognizes the growing need of the services offered by SMTD. Table 1 programs operating cost increases for SMTD at the rate of 8-9% annually, through 2017. Replacement paratransit buses are programmed and additional paratransit buses are added in anticipation of expanded need. Finally, it is also anticipated that a regular fixed-route should be added on an experimental basis. This route will connect the fixed-route services of RMTD and the Beloit Transit System (BTS) via a regular route traveling through the central cores of the Villages of Roscoe and Rockton and the City of South Beloit. This service could begin as early as 2016. Two full-sized buses are programmed for this service addition, the second to be phased in a year later if the experiment proves productive and public support is forthcoming.



## **IX. TIP PROJECT TABLES – CONTENTS DESCRIBED**

The actual projects authorized and/or under consideration in the TIP are presented via the following tables, some of which have been previously discussed:

**Table 1**, the main project table, lists all programmed and “illustrative” projects for the SLATS 2014 TIP. **Chart A**, following **Table 1**, illustrates the total level of funding programmed in Federal, State, and Local funds and also shows an estimate of the funding needed to fund the illustrative projects. **Map 2** in the Maps Section shows the location of all the major projects programmed in the Stateline area. **Map 3** shows the location of the illustrative (not funded) projects listed in **Table 1**. **Map 4** shows the areas served by public transit; including the areas served by the fixed-route services of the Beloit Transit System and the paratransit services provided by the Stateline Mass Transit District and Rock County Specialized Transit.

**Table 2** shows the recently completed major projects in the State Line Area. The pie charts at the bottom show the relative expenditures by mode and purpose. Note the monies shown here are not the final as-built expenditures, but the estimates that were provided for the projects when the projects were programmed.

Somewhat similar to **Table 2**, the federally-required **Annual List of Obligated Projects** will be developed and made available on the SLATS Web site within 90 days of the start of the fiscal year (January 1). (<http://www.ci.beloit.wi.us>)

**Table 3** summarizes the currently programmed projects by both the mode of transportation and the lead agency sponsoring the projects. Note that the funding includes the project authorized prior to 2014, but not yet completed. By far, the majority of projects are roadway related. Seven percent of the funding is, however, for mass transit.

**Table 4** summarizes the active or programmed projects by purpose.

**Table 5** summarizes by project phase.

**Table 6** summarizes only Federal funding authorized or approved, by lead agency and by year.

**Table 7** summarizes the Federal funding, again by lead agency and year; but also lists the specific sources of Federal funding to be used. Federal sources are more certain in the Pre-2014 and 2014 years.

## **X. TIP PROJECT TABLES LISTED (Printed Separately)**

[Table 1 – Main List of Projects – 2014 through 2017 \(12 pages\)](#)

[Chart A – Total Funding Needs – Programmed & Not Programmed](#)

[Table 2 – Recently Completed Projects](#)

[Table 3 – Programmed Projects by Mode](#)

[Table 4 – Programmed Projects by Purpose](#)

[Table 5 – Programmed Projects by Phase](#)

[Table 6 – Federal Funding of Projects by Lead Agency & Stage](#)

[Table 7 – Programmed & Available Federal Funds](#)

## **XI. TITLE VI AND ENVIRONMENTAL JUSTICE**

### **OVERVIEW**

Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socio-economic groups. To do so requires involvement of the public. SLATS is committed to a comprehensive approach to including the public in decisions for projects that impact the human environment.

***Title VI of the 1964 Civil Rights Act (42 USC 2000d-1) states that, “No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”*** Title VI bars intentional discrimination as well as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Environmental Justice (EJ) is an amplification of Title VI that extends the basic principles of Title VI to low-income populations. Recent emphasis on EJ stems from the 1994 *Executive Order 12898* that states, **“Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”**

In 1997, the U.S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of *Executive Order 12898*. DOT notes that the need to consider environmental justice is already embodied in many long-standing laws, regulations

and policies such as: the *National Environmental Policy Act (NEPA)*, Section 109(h) of Title 23, the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA)*, as amended, as well as the *Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)*, and SAFETEA-LU.

In light of the above dictums, this TIP recognizes the following goals as part of its transportation project selection process:

- Minority and low-income populations should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
- Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
- In the process of developing this TIP, a concerted effort should be made to determine what populations are going to be affected by the projects in this TIP.
- SLATS should make a concerted effort to ensure the full and fair participation by all minority and low-income groups and affected communities in the transportation decision-making process.
- In further compliance with recommended guidance, SLATS has formally adopted the "MPO Sub Recipient Non-Discrimination Agreement" as recommended by WISDOT. That agreement is considered part of this TIP, by reference.

### **SUGGESTIONS TOWARD PROJECT FAIRNESS**

With respect to the automobile-oriented component of the area's transportation system, it is hard to think of any road building project that will not have some type of adverse impact on someone. To minimize adverse impact, road planners and designers are encouraged to be proactive and think comprehensively about their projects. The goal is not just to move traffic efficiently and safely. The goal is to do so without causing other physical, environmental, or societal problems. This is especially important in Low-income and/or Minority neighborhoods.

To avoid undue adverse impact on Low-Income/Minority and areas the following factors are considered important:

1. It is a fair assumption that any project with an element of expansion is likely to have a greater effect on nearby residents or businesses than projects that are simple maintenance, pavement resurfacing, or even reconstruction. Extra care should be taken regarding Environmental Justice when planning, designing and constructing projects that involve roadway expansion and the taking of additional ROW.
2. When planning and locating new roadways, the planners and designing engineers should consider the effect of dissecting minority or low-income neighborhoods. If a cohesive neighborhood is split by a new roadway, the social support structure of the neighborhood may also be split, thereby making difficult situations worse, especially for persons with low incomes, language difficulties, and special needs for family or community support.

3. The effects of traffic noise and other vehicular-derived pollutants should be considered for all projects.
4. The effects of increased vehicular traffic or increase vehicle speed should be considered where large numbers of children or elderly persons are present. For pedestrians, especially the young and old, widened roadways present dangerous situations if they must be crossed. In low-income areas it is particularly important for roadways to be pedestrian-friendly; simply because there are more pedestrians in these areas.
5. In low-income areas, new roadways or improvements should be transit-friendly along existing or potential transit routes. Bus turnouts on heavily traveled roads can improve safety for both the motoring and transit public. Sufficient ROW for bus stop shelters is also important.
6. It is important to consider that roadway projects may seriously affect areas or neighborhoods well beyond a project's actual footprint. Connecting two previously unconnected roadways may draw regional thru-traffic, sometimes even beyond the roadway's design capacity.
7. Finally, it is understood that sometimes adverse impacts cannot be avoided and for the overall benefit of the greater community some projects must proceed even though they will adversely affect persons, homes or businesses. In these cases, every effort should be made to identify the impacts, minimize the impacts, and mitigate the damages. Fair mitigation of damages in low-income areas extends beyond the actual cash value of property, especially if the cash value or other circumstances preclude the affected person from finding suitable, and comparable or better housing in an acceptable location.

Conversely, every new roadway or transportation improvement is likely to have positive as well as negative effects. Transportation improvements often bring new commerce to a neighborhood or provide needed community or regional access that will benefit the neighborhood. These diametrical effects, the good as well as the bad, make it very difficult to evaluate projects from EJ and Title IV perspectives.

For example, a struggling low-income- or minority-occupied residential neighborhood may be aggravated by a roadway improvement that increases traffic volume. But, the improvement may also have aspects that beautify the roadway or adds sidewalks, bus turn-outs, landscaping, or features that make the roadway safer to travel and easier to cross. In another instance, a roadway improvement may actually doom some of the uses along it; but at the same time, greatly increase the potential and value of the affected properties for other new uses.

The above aspects transition into another, equally important aspect of EJ and non-discrimination. Low-income/Minority areas should be provided a fair proportion of beneficial transportation improvements. Stated another way, concentrating the area's transportation improvements to the sole benefit of upper income White persons, neighborhoods, or businesses is as discriminatory to the poor and the non-Whites as failing to mitigate the adverse impacts. A balanced Transportation Plan and Improvement Program strives to increase opportunities for safe and efficient travel in all parts of the community, regardless of race, ethnicity, or income levels. This is especially important with regard to transportation alternatives. More than most persons in the Stateline Area, Low-income/Minority persons

need public transit, sidewalks, bikeways and safe ways to cross heavily traveled roads and intersections.

## ***EFFORTS TO EVALUATE THE IMPACTS OF PROJECTS***

### **SLATS Title VI (non-discrimination and Environmental Justice Plans)**

Detailed **Title VI and Environmental Justice Plans** are currently under development by SLATS in accordance with recently issued guidance from the Federal government. These plans are likely to be completed in draft form before the end of 2013 but may not be officially adopted by the Policy Committee until sometime in 2014. Included as part of these Plans is a **Language Assistance Plan**. For the sake of this TIP, a brief summary of the significant findings thus far are provided below.

**At the onset, it is important to emphasize that, to the best of our knowledge, no allegations of discrimination regarding the area's public transportation systems or services have been put forth in the Stateline area throughout the entire history of the transportation planning process as conducted by SLATS. To the best of our knowledge, this statement also holds true for the public transit services offered in the Stateline area: the Beloit Transit System (BTS), Rock County Specialized Transit (RCST), and the Stateline Mass Transit District (SMTD).**

### **Minorities in Relation to Programmed Improvements**

As already noted, the programmed transportation improvements and programmed public transit operation are displayed on **Maps 2 and 4**. Improvement being contemplated (but not funded) are illustrated on **Map 3**.

**Exhibit 8** shows the racial and Hispanic composition of the population in the SLATS MPA. The MPA boundaries are as adopted by the SLATS Policy Committee in early 2013; the population data is from the Year 2010 Census. Also displayed are the populations for the Census-defined Urbanized Area, and the slightly larger SLATS-defined Adjusted Urbanized Area (see Map 1 for these boundaries).

Six categories of persons or households constitute the primary concerns with regard to Title VI (non-discrimination) and Environmental Justice in the Stateline area: Hispanic Persons, Black Persons, Other Minorities, Low-Income Households, and Persons with Limited English Proficiency.

- 1. Hispanic Persons.** Hispanics comprise the only sizable group of persons who could be subject to discrimination from the standpoint of ethnicity. All other ethnicities are so small in number and/or so scattered throughout the area that deliberate discrimination would be highly improbable.

**Exhibit 8** shows a total of 8,280 Hispanic or Latino persons in the SLATS MPA in 2010. This is 12% of the total population in the MPA and is a number that has more than doubled in the last decade. **Map 5** shows the distribution of Hispanic persons within and around the MPA.

- 2. Black or African American Persons.** **Exhibit 8** shows that the MPA is predominantly White (78.9%) with Blacks comprising less than 7,000 persons or

only 9.6% of the population. **Map 5a** shows the distribution of Black persons within and around the MPA.

- 3. Other Minorities.** Other minorities in the Stateline area consist of a small number of American Indians (237 in Year 2010), a slightly larger number of Asians (744), a very small number of Pacific Islanders (16) and a sizable number of persons who categorized themselves in the Census as belonging to “Other” races (4,593) or “2 or More” races (2,295). Together, these five subgroups comprise 11.5% of the MPA populations and their distribution is illustrated on **Map 5b**.
- 4. White Persons.** For comparative purposes **Map 5c** is included, showing the distribution of White persons in the area. By far, the largest group – they comprise 54,268 persons or nearly 79% of the MPA’s population.
- 5. Low income Households.** Data estimating the number of low-income households was available from the American Community Survey at the Census Tract level. Because Census Tract boundaries do not coincide with the MPA boundaries, we can make only rough estimates of the number of households that are low-income. Further, there is always some debate as to what constitutes low-income. For our purposes, we decided that any household with an annual income of less than \$25,000 should be considered from the standpoint of Environmental Justice. **Map 6** shows the relative distribution of these households, by Census Tract. For comparative purposes, **Map 6a** was developed; the Map shows the relative distribution of household with annual income of \$100,000 or more. Hispanics also comprise the only significant group of persons with
- 6. Limited English Proficiency in the Stateline area.** SLATS has developed a draft Limited English Proficiency Plan addressing the activities of SLATS and the three area public transit operators. That Plan is currently under internal review and will be released for public review in the near future. At present, the only significant group of persons for which special language considerations should be devoted are persons speaking Spanish.

**Maps 7, 8, and 9** were developed to illustrate the distribution of Hispanics with poor or no English (Hispanic PnEs) in relation to TIP’s programmed roadway improvements and public transit services.

Exhibit 8 MPA Demographics

SLATS 2013 Area Parts															Exhibit 8	
Place	Blocks	Land SqMi	Water SqMi	T_Area SqMi	Total	Pop Density	% of Total	White	Black	Amer Ind	Asian	Pac Island	Other	2 or More	Non Hispanic	Hispanic
Metropolitan Planning Area*	2,264	104.53	2.23	106.76	68,764	644	100.0%	54,268	6,611	237	744	16	4,593	2,295	60,484	8,280
Adjusted Urbanized Area*	2,139	62.02	1.81	63.83	66,062	1,035	100.0%	51,712	6,581	234	726	16	4,553	2,240	57,858	8,204
Census Urbanized Area**	1,884	34.35	0.91	35.26	63,835	1,811	100.0%	49,624	6,539	223	709	16	4,512	2,212	55,704	8,131

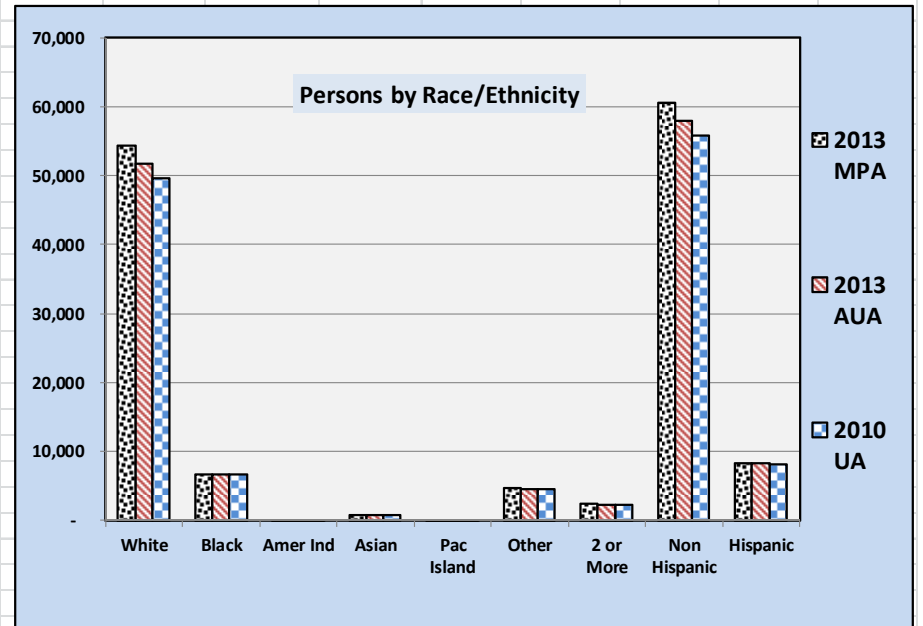
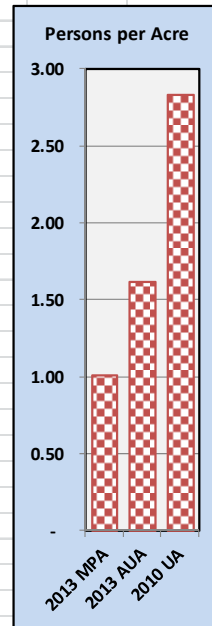
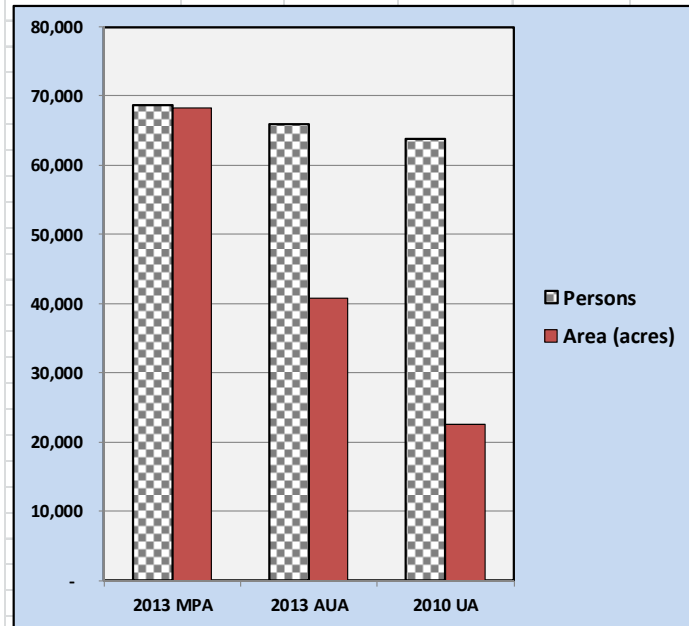
\* As adopted by SLATS Policy Committee in February 2013

Source: 2010 Census Data

\*\* As defined by the US Census Bureau as part of the 2010 Census

RP 9/6/2013

File: BeloitRockfordJanesvilleUAs2010.xlsx



**Conclusions Derived from the above Data and Illustrations**

1. **Map 2** illustrates that the programmed roadway improvement projects are distributed throughout the area. This spread of projects tends to indicate that no single area or population group is receiving the benefits of or the adverse effects of roadway improvements. The only exception being the concentration of work on Interstate 39/90 -- a project of mega-regional significance that cannot be compared to the others and must be evaluated by the State of Wisconsin, not the SLATS MPO.
2. **Map 4** shows that virtually all of the MPA is served by and receives the benefits from some form of public transit.
3. Important from comparing **Maps 5, 5a, 5b, and 5c** is the high degree of racial and ethnic integration existing in the MPA. While most of the Black, Hispanics, and other Minorities are located in the older, more densely populated parts of the MPA, **Map 5c** shows that Whites also reside in these area in very large numbers. This high level of integration is a passive but important deterrent to discrimination.
4. Comparing **Map 4** (public transit) with **Maps 5, 5a, and 5b**, we can see that the most intense public transit services (the fixed routes of BTS) are concentrated to serve the minority groups.
5. Similarly, comparing **Map 4** to **Map 6** we can see that the two Census Tracts with the highest number of low-income household also have excellent public transit service. Conversely, comparing **Map 4** with **Map 6a** shows that Census Tract with the largest number of high-income households has only partial public transit service.
6. Although comparing **Maps 6 and 6a** shows some degree of economic integration in some Tracts, the northwest side of the MPA appears poorer, or at least, less economically integrated than the northeast side. South of the State Line economic conditions seem quite varied.
7. **Maps 7, 8, and 9** mimic the distribution of Hispanics and other minorities. With the exception of a couple areas, Persons Speaking Poor of No English (PnEs) are well served by the fixed-route transit services of BTS. South of the State Line and west of the Rock River there we estimate a sizable number of PnEs may have difficulty accessing public transit. They are, however served by the demand-response services of SMTD and SMTD has its Riders Guide available in Spanish. The north end of the Beloit-Janesville Express misses much of the concentration of PnEs in Janesville but other routes in Janesville (not shown) provide connections.

Overall there is no evidence of discrimination or Environmental Justice violation in the Stateline area. The highway projects programmed are dispersed throughout the area. The fixed-route transit services are somewhat concentrated to serve minority and low-income areas. The paratransit demand-response services are available to all persons in the MPA. There have been zero complaints of discrimination of EJ violation.

To aid persons with limited English, the text of this TIP will be prepared in a format that can be translated to Spanish and other languages via the language widget on the City of Beloit's Website. Maps and some Exhibits will remain in pdf format because the translation widgets



will not translate them. SLATS has access to the services of a staff member of the City of Beloit's Engineering Department who provide English/Spanish translation assistance. On a limited basis, this person will also be available to BTS, RCST, and SMTD.

## ***XII. MAPS (Printed separately)***

The following maps have been prepared or updated as part of this 2014 TIP.

*Map 1 – SLATS Metropolitan Planning Area*

*Map 2 – Projects Programmed*

*Map 3 – Illustrative Projects*

*Map 4 – Areas Served by Public Transit*

*Map 5 – Projects Compared to the Location of Hispanics*

*Map 5a – Projects Compared to the Location of Blacks*

*Map 5b – Projects Compared to the Location of Other Minorities*

*Map 5c – Projects Compared to the Location of Whites*

*Map 6 – Projects Compared to the Location of Low-Income Households*

*Map 6a – Projects Compared to the Location of Other Minorities*

*Map 7 – Projects Compared to the Hispanic PnEs*

*Map 8 – Hispanic PnEs in the Vicinity of Beloit Transit Routes*

*Map 9 – Hispanic PnEs within Places Served by SMTD*

# 2014 SLATS TIP - SECTION X. TIP PROJECT TABLES

Oct. 8, 2013 Version

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SLATS 2014 TIP v2.xlsm

Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus										
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming		
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes	
<b>I CITY OF БЕЛОIT</b>																				
01	CBeI	291-13-002		Henry Ave	Park Ave - Royce	Resurface	\$ 295,000	L	RD	P	CON	-		-				-	New project at start of 2013. Start delayed from 2015 to 2016.	
02	CBeI	291-14-001		Henry Ave	Royce - Prairie	Resurfact	\$ 450,000	L	RD	P	CON								New in 2014 TIP.	
03	CBeI			Annual O & M	Systemwide in Beloit as per criteria & need	LOE programmed annually, includes engineering. Plus \$8k/yr. Total is for 2013-2017.	\$ 7,931,926	L	RD	P	O&M	-		-	1,500	cb	1,500	Conducted as programmed. Increase in activity as per need and inflation programmed at 2.8%/year for future years.		
04	CBeI	291-12-001	5989-01-08	Lenigan Crk Brdg	At Fourth St in City of Beloit	Replacement	\$ 150,000	F&L	Bldg	P	PE	120	BR		-		30	cb	150	Design moved from 2013 to 2015, Construction possible in 2016.
05	CBeI	ILLUS		Colley Road	Willobrook Rd - Gateway Blvd	Reconstruct/Expansion	\$ 1,435,000	ILLU	ILLU	ILLU	ILLU	New project at start of 2013 (291-13-001); was originally programmed with local funds that are no longer available; for 2014 TIP, reclassified as an Illustrative project; City will seek TIGER funds grant to refund this project to 2014.								
06	CBeI	ILLUS		Henry Ave	Riverside Dr - Park Ave	Redurface	\$ 225,000	ILLU	ILLU	ILLU	ILLU	New project at start of 2013 (291-13-003); for 2014 TIP project delayed to 2018; moved to Illustrative list until funding reconfirmed.								
07	CBeI	ILLUS		Shopiere Rd	Prairie to Cranston	Reconstruction	\$ 2,140,000	ILLU	ILLU	ILLU	ILLU	Reconstruction with possible widening for safety. SLATS HIGH-PRIORITY STP-U project. Project added in Feb 2013.								
08	CBeI	ILLUS		Willowbrook Rd	Stateline to Colley Rd	New const, expand	\$ 1,000,000	ILLU	ILLU	ILLU	ILLU	City to seek TIGER grant to advance this project to 2014.								
09	CBeI	ILLUS		Willowbrook Rd	Colley Rd to Milwaukee Rd	New const, expand	\$ 1,200,000	ILLU	ILLU	ILLU	ILLU	City to seek TIGER grant to advance this project to 2014.								
10	CBeI	ILLUS		Milwaukee Rd Bike/Ped Path	White Av to Lee Ln	New bike/pedestrian path with lighting	\$ 2,160,000	ILLU	ILLU	ILLU	ILLU	Project added as Illustrative project by the July 2013 Amendment. Beloit is applying for Transportation Alternative Program (TAP) funds.								
11	CBeI	ILLUS		Milwaukee Rd	I-90 to Lee Ln	Reconst	\$ 500,000	ILLU	ILLU	ILLU	ILLU	Project first appeared in the MAIN TIP Table in 2006 (291-06-004). Project was delayed since then and in 2013 reclassified as an Illustrative Project.								
12	CBeI	ILLUS		Lenigan Crk Brdg	At Fourth St in City of Beloit	Replacement	\$ 200,000	ILLU	ILLU	ILLU	ILLU									
13	CBeI	ILLUS		Wisconsin Av	Woodward to White	Reconstruct	\$ 1,300,000	ILLU	ILLU	ILLU	ILLU									
14	CBeI	ILLUS		Henry Ave	Royce to Prairie	Reconst	\$ 1,000,000	ILLU	ILLU	ILLU	ILLU									
15	CBeI	ILLUS		Cranston Rd	Dewey Av to Prairie Av	Concrete Joint Repair	\$ 800,000	ILLU	ILLU	ILLU	ILLU									

		<b>Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects</b>															<b>SLATS 2014 TIP v2.xlsm</b>												
Project quick reference #	Lead Agent	2014					2015					2016					2017												
		<b>Cost below are in 1000s of dollars.</b> See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																											
		14 Fed	source	14 State	source	14 Local	source	14 Total	15 Fed	source	15 State	source	15 Local	source	15 Total	16 Fed	source	16 State	source	16 Local	source	16 Total	17 Fed	source	17 State	source	17 Local	source	17 Total
<b>I</b>		<b>CITY OF BELOIT</b>																											
01	CBeI	-		-		-	-	-		-		-		-	-		-		295 cb		295	-		-		-		-	
02	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		450 cb		450	
03	CBeI	-		-		1,542 cb	1,542	-		-		1,585 cb	1,585	-		-		1,630 cb		1,630	-		-		-		1,675 cb		1,675
04	CBeI	-	cont	-		cont	-	-	cont		-	cont	-	-		-		-		-	-		-		-		-		
05	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
06	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
07	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
08	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
09	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
10	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
11	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
12	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
13	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
14	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	
15	CBeI	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-	

Table 1 - PART A: Project Descriptions								Table 1 - Part B: Project History, Progress & Prospectus											
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)					See Part C for 2014-2017 funding / programming		
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
16	CBeI	ILLUS		Milwaukee Rd	White Av to East Ridge	Concrete Joint Repair	\$ 100,000	ILLU	ILLU	ILLU	ILLU								
17	CBeI	ILLUS		Milwaukee Rd	East Ridge to Willowbrook	Concrete Joint Repair	\$ 100,000	ILLU	ILLU	ILLU	ILLU								
18	CBeI	ILLUS		Milwaukee Rd	Willowbrook Rd to Lee Ln	Concrete Joint Repair	\$ 100,000	ILLU	ILLU	ILLU	ILLU								
19	CBeI	ILLUS		Milwaukee Rd	Lee Ln to Cranston Rd	Concrete Joint Repair	\$ 100,000	ILLU	ILLU	ILLU	ILLU								
20	CBeI	ILLUS		Milwaukee Rd	Cranston St to Ford St	Concrete Joint Repair	\$ 100,000	ILLU	ILLU	ILLU	ILLU								
21	CBeI	ILLUS		Prairie Av	Cranston Av to Elmwood Av	Concrete pavement repair	\$ 400,000	ILLU	ILLU	ILLU	ILLU								
22	CBeI	ILLUS		Prairie Av	Elmwood Av to Huebbe Pkwy	Concrete pavement repair	\$ 300,000	ILLU	ILLU	ILLU	ILLU								
23	CBeI	ILLUS		Lathers Rd Brdg	over I-43	Expansion project	\$ 4,500,000	ILLU	ILLU	ILLU	ILLU								
24	CBeI	ILLUS		Creek Rd	Shopiere Rd to Huebbe Pkwy	2" Overlay	\$ 87,000	ILLU	ILLU	ILLU	ILLU								
25	CBeI	ILLUS		McKinley Ave	Co-Q to Burton St	Reconditioning	\$ 1,250,000	ILLU	ILLU	ILLU	ILLU								
26	CBeI	ILLUS		McKinley Ave	Burton St to Shirland Av	Reconditioning	\$ 3,975,000	ILLU	ILLU	ILLU	ILLU								
II	STATE OF WISCONSIN																		
27	WI	291-10-003	1001-03-06/76	I-39	Colley Road to CMSTPP (Chicago Milwaukee, St. Paul, Pacific Railroad)	Bridge Maintenance - epoxy deck overlay to four bridges (B-53-0048,0051,0216,0217)	\$ 22,000	S	Brdg	P	PE	-		22	wi	-		22	Cost of PE determined at \$22K, funded by State, to be completed in 2012.
						\$ 372,000 Total all parts:	\$ 372,000	F&S	Brdg	P	CON								Const revised downward from \$381K to \$372K & moved to 2014 and Fed funding now all SA as per 2014 TIP.
28	WI	291-11-001	1001-10-01/11	I-39/90	IL State Line to US 12/18	Design & Construction, Program Controls	\$ 12,200,000	F&S	RD	W	PE	2,331	NH	9,869	wi	-		12,200	No changes, part of project continued thru 2021.
						\$ 13,300,000 Total all parts:	\$ 1,100,000	F&S	RD	E	CON	220	NHPP	880	wi	-		1,100	July 2013: NHPP funding added; plus Wis match. Continue thru 2021.
29	WI	291-11-001	1001-10-02/12	I-39/90	IL State Line to US 12/18	Design & Construction Corridor Tasks	\$ 1,000,000	S	RD	W	PE	-		1,000	wi	-		1,000	Cost reduced to \$1M; ROW aspect removed in 1st 2013 TIP
						\$ 2,150,000 Total all parts:	\$ 1,150,000	S	RD	E	CON	-		1,150	wi	-		1,150	July 2013: Const \$ added.

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects														SLATS 2014 TIP v2.xlsm														
Project quick reference #	Lead Agent	2014						2015						2016				2017												
		Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																												
		14 Fed	source	14 State	source	14 Local	source	14 Total	15 Fed	source	15 State	source	15 Local	source	15 Total	16 Fed	source	16 State	source	16 Local	source	16 Total	17 Fed	source	17 State	source	17 Local	source	17 Total	
16	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
17	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
18	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
19	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
20	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
21	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
22	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
23	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
24	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
25	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
26	CBeI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
II	STATE OF WISCONSIN																													
27	WI	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
		285	SA	87	WI	-		372		-		-		-		-		-		-		-		-		-		-		
28	WI	-	cont'	-	cont'	-		-	cont'	-	cont'	-		-	cont'	-	cont'	-		-	cont'	-	cont'	-		-	cont'	-		
29	WI	-		-	cont'	-		-		-	cont'	-		-		-	cont'	-		-		-		-	cont'	-		-		

Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus										
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming		
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes	
30	WI	291-11-002		I-39/90	IL State Line to CoO	Reconst & expand from 4 to 6 lanes	\$ 14,700,000	F&S	RD	E	PE	4,410	NH	10,290	wi	-		14,700	Starting in 2011, design is phased and ongoing thru 2017.	
		291-11-002	1003-10-01/21/22/23/24/25/27/29/40/41/42/43/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/91; 1003-11-20/21/22/23				\$ 13,955,000	S	RD	E	ROW			13,955	wi	-		13,955	Prior to 2014 TIP, ROW was increased from \$5.3M to \$10.6M. As per 2014 TIP, ROW increased to \$14M wi and advance to occur in 2013 instead of outer yrs.	
		291-11-002					\$ 1,200,000	S	RD	E	UTL								1,200,000	Prior to 2014 TIP, utility decreased from \$1.5M to 1.2M wi.
		291-11-002					\$ 140,076,000	F&S	RD	E	CON	1,155	NHPP	4,596	wi	-		5,751	Cost for const aspects have changed as design has progressed. From \$24M to \$125M (F&S) by late 2012; to \$56.6M as per the July 2013 Amendment. As per 2014 TIP First Draft, construction revised down to \$110M but with substantial efforts advanced to 2013 season.	
31	WI	291-12-003	5340-00-31/61	WI-81	WI-11 to Willow Crk Brdg & Paddock Rd to Beloit City limit	Resurface pavement surface and overlay bridge decks, B-53-0101 & 0102 (4.52 mi)	\$ 683,000	S	RD	P	PE	-		683	wi	-		683	Design underway. Total cost revised down from \$5.005M F&S to \$3.015M.	
						\$ 3,015,000	F&S	RD	P	CON								2,332,000	Const confirmed for 2017 and moved from illustrative by 2014 TIP.	
32	WI	291-12-004	5350-00-04/24/74	US-51	Cranston Rd Intersection	Reconstruct, add left turn lane	\$ 120,000	F&S	RD	TSM	PE	96	SF	24	wi	-		120	Design obligated in 2012 and underway. Total cost increased from \$120K to \$1.5M F&S. Increase for const in 2015. ROW moved from 2013 to 2014 as per 2014 TIP. Const obligated in 2015, to be built in 2016.	
						\$ 300,000	S	RD	TSM	ROW								-		
						\$ 1,545,000	F&S	RD	TSM	CON									-	
33	WI	291-12-08	1001-10-89	I-39/90	Between IL State Line & US-12/18	Dynamic Message Sign, sign bridge, and installation. Also in Janesville & Madison TIP.	\$ 144,000	S	RD	TSM	CON	-		144	wi	-		144	Continue thru 2014 by July 2013 Amendment.	





Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus									
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming	
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
34	Moved to 55a	291-12-10	5966-10-01	Co-G	Beloit to Janesville, Huebbe Prky to WI-11	PE to Reconstruct - I-39 Incident / Alternate route (6 miles), o in Janesville TIP.													
35	WI	291-12-005	5105-02-06	Various Highways	SW Region Wide Planning	Park & Ride Location Study	\$ 220,000	F&S	RD	TSM	PE	176	SF	44	wi	-	220	Included for informational purposes. Funding to be obligated in 2012. Region-wide planning study. Funding and fiscal constraint is being handled at State level. Ongoing thru CY 2014.	
36	WI	291-13-007	3621-00-06/21/76	Hart Road (in Town of Turtle)	Co-S to Co-X	Reconstruct: Grade, Base & Surface (1.75 mi). This will be an alternate routing for I-39.	\$ 325,000	S	RD	EP	PE	-		325	wi	-	325	This new project added to 2013 TIP by the July 2013 Amendment. NOTE: Anticipate obligation of const funds in 2015 with const in 2016. Project may be advanced if possible.	
							\$ 189,000	S	RD	EP	ROW	-		189	wi	-	189		
					\$ 2,719,000	Total all parts:	\$ 2,205,000	S	RD	EP	CON	-		-	-	-	-		
37	WI	291-14-001	1003-10-02	I39/90 & I/43 Interchange	I39/90 & I43	Reconstruct / modify	\$ 825,000	S	RD	EP	PE			825	wi		825	Environmental Assessment is an agreement with FHWA and Environmental Services to reassess the area separately.	
38	WI	291-14-002	1009-11-90	Expoxy Pavement Marking - CY 2014	SW Region, Eastern Counties	STN locations as per annual plan	\$ 455,000	S	RD	EP	O&M			-	wi		-	Region-wide project listed for information purposes. Fiscal Constraint is accounted for in STIP	
39	WI	291-14-003	1009-11-94	Expoxy Pavement Marking - CY 2015	SW Region, Eastern Counties	STN locations as per annual plan	\$ 455,000	S	RD	EP	O&M			-	wi		-	Region-wide project listed for information purposes. Fiscal Constraint is accounted for in STIP	
40	WI	ILLUS		Safety Projects	As determined by criteria	Assume WI spends a similar amt as IDOT	\$ 2,574,563	ILLU	ILLU	ILLU	ILLU								
III	STATE OF ILLINOIS																		
41	IL	02-10-002	2-13330-000	Prairie Hill Rd Bridge	Over Rock R iver	PE Phase I for Reconst & Expansion	\$ 300,000	S	Brdg	EP	PE	-		300	il	-	300	Engineering and negotiation for jurisdictional transfer underway.	
42	IL	IL-06-001	02-06-001; 291-03-004; 2-97290-0200	I-39 / 90	Rockton Rd to IL/WI Stateline	Additional lanes, bridge replacement, reconstruction, ramp repair & culvert replacement. Design in 2012.	\$ 48,200,000	F&S	RD	E	PE	43,380	NH	4,820	il	-	48,200	Underway; scheduled to be completed by end of CY 2013.	

		<b>Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects</b>																<b>SLATS 2014 TIP v2.xlsm</b>										
Project quick reference #	Lead Agent	2014						2015						2016						2017								
		<b>Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.</b>																										
		14 Fed	source	14 State	source	14 Local	source	14 Total	15 Fed	source	15 State	source	15 Local	source	15 Total	16 Fed	source	16 State	source	16 Local	source	16 Total	17 Fed	source	17 State	source	17 Local	source
34	Moved to 55a																											
35	WI		cont																									
36	WI																											
										2,205	wi			2,205				cont							cont			
37	WI																											
38	WI			455	wi		455																					
39	WI									455	wi		455															
40	WI																											
III		STATE OF ILLINOIS																										
41	IL																											
42	IL																											

Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus									
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming	
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
43	IL	IL-14-001	2-10060-0111	IL-75 (Blackhawk Blvd)	Rock River to IL-2 in Rockton	Expand cross-section, resurface (3R)curb & gutter, new storm sewer drainage	\$ 189,000	S	RD	EP	ROW	-		-				-	New project added by July 2013 Amendment.
			2-10060-0100		\$ 9,939,000	Total all parts	\$ 9,750,000	F&S	RD	EP	CON	-		-					-
44	IL	IL-14-002		Highway Safety Improvement Program	Various to be selected by IDOT by criteria	Various locations throughout IDOT District 2	\$ 1,780,000	F&S	RD	P	CON	-		-				-	New project added by July 2013 Amendment.
45	IL	IL-14-003	2-30154-0100	IL-2	at Roscoe Rd	Intersection reconstruction, horizontal realignment	\$ 4,583,750	F&S	RD	EP	CON	-		-				-	New project added by July 2013 Amendment.
					\$ 7,330,000	Total all parts	\$ 2,746,250	F&S	RD	EP	CON	-		-					
46	IL	IL-15-001		Highway Safety Improvement Program	Various to be selected by IDOT by criteria	Various locations throughout IDOT District 2	\$ 964,000	F&S	RD	P	CON	-		-				-	New project added by July 2013 Amendment.
47	IL	IL-16-001		Highway Safety Improvement Program	Various to be selected by IDOT by criteria	Various locations throughout IDOT District 2	\$ 3,164,000	F&S	RD	P	CON	-		-				-	New project added by July 2013 Amendment.
48	IL	ILLUS		Highway Safety Improvement Program	Various locations throughout IDOT District 2 to be selected by IDOT by safety criteria	\$931K HSIP w/ \$233K State Match -- will be placed in SLATS 2014 TIP	\$ 1,164,000	ILLUS	ILLUS	ILLUS	ILLUS								New project added by July 2013 Amendment. Project will be placed in 2014 TIP as the estimate of funds to be available for 2017.
49	IL	ILLUS		Prairie Hill Rd Bridge	Rock River 0.4 Mi W of IL-2, N of Rockton	Proposed bridge repair/replacement with possible jurisdictional transfer to Winnebago County.	\$ 3,913,000	ILLUS	ILLUS	ILLUS	ILLUS								New project added by July 2013 Amendment. Engineering is underway. Construction funding possible in 2018. Project has STP funding priority.
50	IL	ILLUS		Highway Safety Improvement Program	Various locations throughout IDOT District 2 to be selected by IDOT by safety criteria	\$2,848K HSIP w/ \$316K State Match -- will be placed in SLATS 2015 TIP	\$ 3,164,000	ILLUS	ILLUS	ILLUS	ILLUS								New project added by July 2013 Amendment. Project will be placed in 2015 P as the estimate of funds to be available for 2018.

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects															SLATS 2014 TIP v2.xlsm										
Project quick reference #	Lead Agent	2014					2015					2016					2017										
		Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																									
		14 Fed	SOURCE	14 State	SOURCE	14 Local	SOURCE	14 Total	15 Fed	SOURCE	15 State	SOURCE	15 Local	SOURCE	15 Total	16 Fed	SOURCE	16 State	SOURCE	16 Local	SOURCE	16 Total	17 Fed	SOURCE	17 State	SOURCE	17 Local
43	IL	-		189	ii	-	189	-	STPU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-		-		-	7,800	STPU	1,950	ii	-	-	-	9,750	-	-	-	-	-	-	-	-	-	-	-	-	-
44	IL	1,601	HSIP	179	ii	-	1,780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	IL	3,667	STPU	917	ii	-	4,584	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2,471	HSIP	275	ii	-	2,746	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	IL	-		-		-	-	862	HSIP	102	ii	-	-	964	-	-	-	-	-	-	-	-	-	-	-	-	-
47	IL	-		-		-	-	-		-	-	-	-	2,531	HSIP	633	ii	-	-	-	3,164	-	-	-	-	-	-
48	IL	-		-		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	IL	-		-		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
50	IL	-		-		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus									
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming	
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
51	IL	ILLUS		Highway Safety Improvement Program	Various locations throughout IDOT District 2 to be selected by IDOT by safety criteria	\$ 3,164,000	ILLU	ILLU	ILLU	ILLU								New project added by July 2013 Amendment. Project will be placed in 2016 TIP as the estimate of funds to be available for 2019.	
52	IL	ILLUS		IL-2	Latham to Rockton	\$ 20,000,000	ILLU	ILLU	ILLU	ILLU									
53	IL	ILLUS		Safety Projects	As determined by criteria	\$ 2,574,563	ILLU	ILLU	ILLU	ILLU									
IV	ROCK COUNTY WISCONSIN																		
54	RCo	291-06-007	5989-05-21/40/71	Inman Prky (Rock Co lead w/ City Beloit part.)	Prairie Ave to Shopiere Rd	New roadway	\$ 582,900	L	RD	RD	PE	430	D	-	153	rc cont'	583	PE Cost estimates adjusted based on 6/26/12 chart from Rock County. Local funds reduced to \$369K as per chart Local funding split between Rock Co & Beloit in same proportions as prior to the chart. Possible that all funds are expected from Beloit??  ROW approved for 2013; ROW acquisition will be by local and amts in excess of 30% shall be applied elsewhere in the budget.  Utility moved from 2013 to 2014 by July 2013 Amendment.  Const obligated in 2014 (advanced from 2015), to be built in 2015. Parts of local to be funded by City of Beloit as per local agreement.	
							\$ 76,000	L	RD	RD	PE	-	-	76	cb	76			
							\$ 93,000	L	RD	RD	PE	-	-	93	rc	93			
							\$ 48,000	L	RD	RD	PE	-	-	48	cb	48			
							\$ 700,000	SL	RD	RD	ROW	490	wi	210	rc	700			
							\$ 100,000	SL	RD	RD	UTL	-	-	-	-	-			
\$ 6,099,900	Total all parts	\$ 4,500,000	SL	RD	RD	CON	-	-	-	-									
55	RCo	291-08-001; 371-09-008;	5966-00-00/72/73	Co-G / Townline Rd Intersection (with Janesville MPA)	Reconstruction & improvement of the intersection including turn lanes, approaches & signalization	\$ 400,000	FL	RD	RD	EP	320	SR	-	80	rc	400	PE Cost estimate adjusted upward as per 6/26/12 chart from Rock County.  ROW acquisition will be by local and amts in excess of 30% shall be applied elsewhere in the budget.  Construction originally programmed for 2015 but advanced to be obligated in 2014 & be built in 2015 by 2014 TIP. Advancement achieved by infusion of \$612K in Federal (SA) funds, \$802 State, & \$412K County in 2014. Total project cost increased from \$1.714M to \$1.826M by 2014 TIP.		
						\$ 375,000	SL	RD	RD	EP	-	263	wi	112	rc	375			
						\$ 2,601,000	Total all parts	\$ 1,826,000	FSL	RD	RD	CON	-	-	-	-			
55a	RCo	291-12-10	5966-10-01	Co-G	Beloit to Janesville, Huebbe Prky to WI-11	PE to Reconstruct - I-39 Incident / Alternate route (6 miles) in Janesville TIP.	\$ 802,000	S&L	RD	RD	EP	-	561	wi	241	rc	802	Design obligated in 2012 and underway. 1st adopted version of 2013 TIP increased total cost from \$802K to \$13.7M State & Local. Construction obligated in 2014, to be built 2014 & 2015.	
							\$ 100,000	S&L	RD	RD	EP	-	-	-	-	-	-		
							\$ 13,739,000	Total all parts:	\$ 12,837,000	S&L	RD	RD	CON	-	-	-	-		



Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus									
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming	
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
<b>V WINNEBAGO COUNTY ILLINOIS</b>																			
56	WCo	ILLUS		Old River Road	Rosco Rd to IL-75	Widen & resurf	\$ 2,000,000	ELLU	ELLU	ELLU	ELLU								Project was initiated in 2009 but deferred each year through 2013 because funding was needed for other projects; as of the 2014 TIP, the project is relegated to the illustrative category.
<b>VI TURTLE TOWN WISCONSIN</b>																			
57	TTrtl			Annual Overlay Program	to be determined by criteria	LOE programmed annually, includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 536,223	L	RD	P	O&M	-		-		101	tt	101	Conducted as programmed. Similar funding continued in future years.
58	TTrtl	ILLUS		Huebbe Pkwy	Ehle Dr to Creek Rd	2' Mill & overlay	\$ 104,000	ELLU	ELLU	ELLU	ELLU								
<b>VII BELOIT TOWN WISCONSIN</b>																			
59	TBel			Annual Overlay Program	to be determined by criteria	LOE programmed annually, includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 658,333	L	RD	P	O&M	-		-		124	tb	124	Conducted as programmed. Similar funding continued in future years.
60	TBel	291-11-004	5989-00-11/12	Sidewalk on Inman Prky	Riverside to Prairie	New Safe Routes to School	\$ 48,000	F	B&P	U	PE	48	SS	-	-			48	Design obligated in 2012.
					\$ 347,000	Total all parts	\$ 299,000	F	B&P	U	CON	-		-	-			-	Construction moved to 2015 by the July 2013 Amendment.
60	TBel	ILLUS		Bartells Drive	Huebbe Pkwy to Inman Pkwy	2' Mill & overlay	\$ 94,000	ELLU	ELLU	ELLU	ELLU								
62	TBel	ILLUS		Huebbe Pky	Bartells Dr to Prairie Av	2' Mill & overlay	\$ 141,000	ELLU	ELLU	ELLU	ELLU								
63	TBel	ILLUS		Park Avenue	Inmann to Elmwood	Reconstruction	\$ 2,440,000	ELLU	ELLU	ELLU	ELLU								
<b>VIII ROCKTON TOWNSHIP ILLINOIS</b>																			
64	TRktn			Annual O & M	work to be determined by criteria (including road overlays)	LOE programmed annually, includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 1,529,031	L	RD	P	O&M	-		-		288	tn	288	Conducted as programmed. Similar funding continued in future years.
<b>IX ROCKTON VILLAGE ILLINOIS</b>																			
65	VRktn			Annual O & M	Village-wide	LOE programmed annually, includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 1,247,647	L	RD	P	O&M	-		-		235	vn	235	O&M conducted as programmed. Similar funding continued in future years.

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects															SLATS 2014 TIP v2.xlsm											
Project quick reference #	Lead Agent	2014					2015					2016					2017											
		Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																										
		14 Fed	source	14 State	source	14 Local	source	14 Total	15 Fed	source	15 State	source	15 Local	source	15 Total	16 Fed	source	16 State	source	16 Local	source	16 Total	17 Fed	source	17 State	source	17 Local	source
<b>V</b>		<b>WINNEBAGO COUNTY ILLINOIS</b>																										
56	WCo	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-
<b>VI</b>		<b>TURTLE TOWN WISCONSIN</b>																										
57	TRtl					104 t	104					107 t	107						110 t	110						114 t	114	
58	TRtl	-		-		-	-	-		-		-		-	-		-		-		-	-		-		-		-
<b>VII</b>		<b>BELOIT TOWN WISCONSIN</b>																										
59	TBel	-		-		128 tb	128	-		-		132 tb	132	-		-		135 tb	135	-		-		-		140 tb	140	
60	TBel	-		-		-	-	-		-		-		-		-		-		-		-		-		-		-
60	TBel	-		-		-	-	-		299 SS		-		299	-		-		-		-		-		-		-	
62	TBel	-		-		-	-	-		-		-		-		-		-		-		-		-		-		
63	TBel	-		-		-	-	-		-		-		-		-		-		-		-		-		-		
<b>VIII</b>		<b>ROCKTON TOWNSHIP ILLINOIS</b>																										
64	TRktn	-		-		297	297	-		-		306 tn	306	-		-		315 tn	315	-		-		-		324 tn	324	
<b>IX</b>		<b>ROCKTON VILLAGE ILLINOIS</b>																										
65	VRktn	-		-		242 vn	242	-		-		249 vn	249	-		-		257 vn	257	-		-		-		264 vn	264	

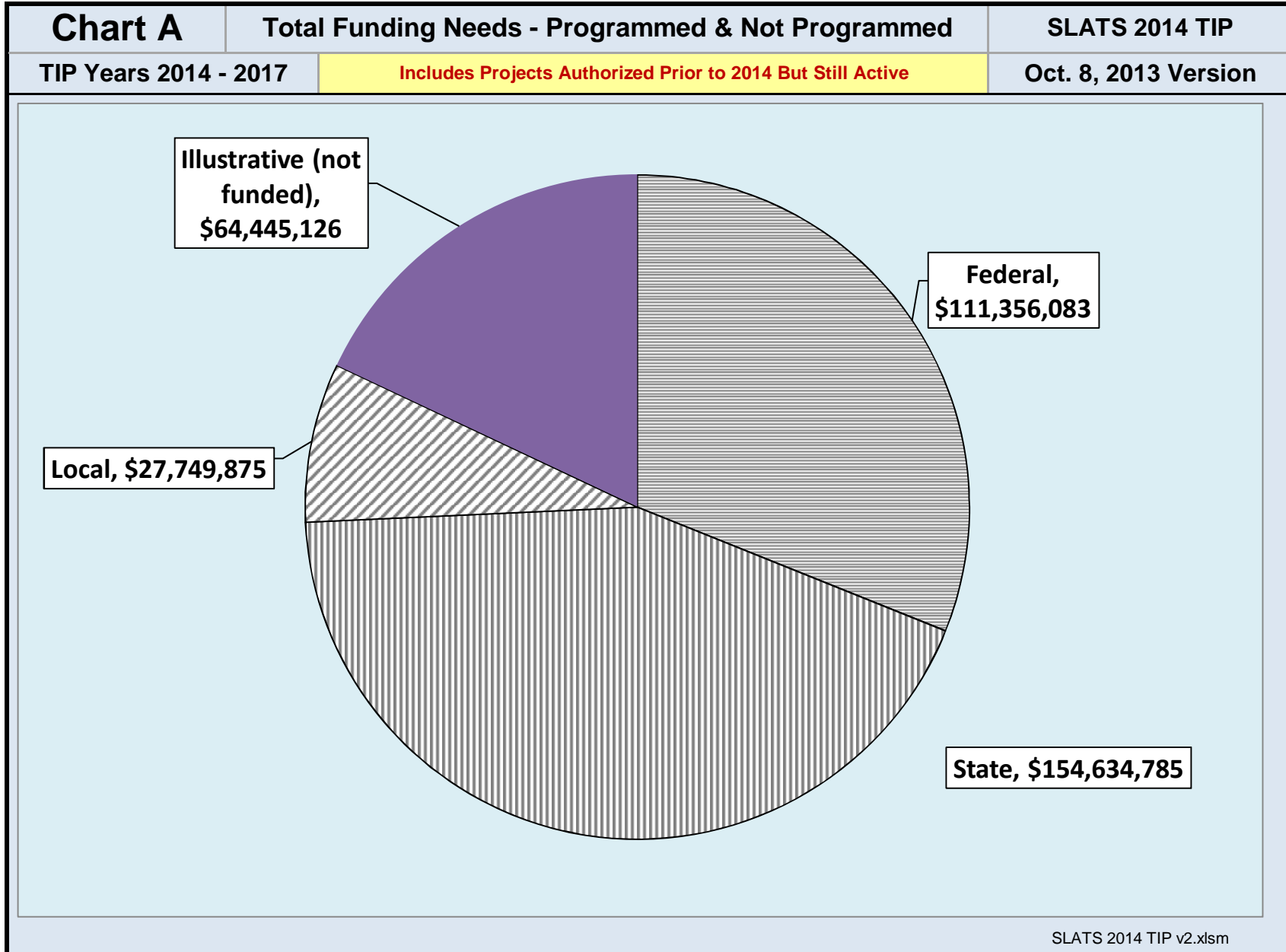


Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus									
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming	
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
<b>X</b>	<b>CITY OF SOUTH BELOIT ILLINOIS</b>																		
66	SBeI			Annual Overlay Program	City-wide, to be determined by criteria	LOE programmed annually, includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 642,405	L	RD	P	O&M	-		-		121	sb	121	O&M conducted as programmed. Similar funding continued in future years.
67	SBeI	02-13-002		South Beloit Bike Path	New bike path connection via the Wheeler Ave Bridge over Turtle Creek		\$ 109,313	F&L	B&P	E	PE	87	EN	-		22	sb	109	-
						\$ 546,563	Total all parts	\$ 437,250	F&L	B&P	E	CON	350	EN	-		87	sb	437
<b>XI</b>	<b>STATE LINE MASS TRANSIT DISTRICT</b>																		
70	SMTD	02-13-001; 02-14-001; 02-15-001; 02-16-001; 02-17-001		Operations	Continuing operation of service initiated in 2008. Cost estimated to increase 8.5%/yr due to service growth. Total to the right includes 2013-2017.		\$ 3,807,000	FSL	MT	P	TOP	236	7	325	il	77	sm	638	Operated successfully in 2013. Ridership increasing substantially; costs expected to increase by 8% to 9% annually.
71	SMTD	02-14-002		Passenger shelter	Improve safety & service		\$ 15,000	F	MT	E	TC								New project in 2014, 2014 TIP. Local match to be provided via Transportation Development Credit (TDC). Federal funds may be JARC funds or the MAP-21 counterpart.
73	SMTD	02-16-002		Full-sized transit bus	Initiate fixed-route connection through service area, linking BTS & RMTD.		\$ 350,000	F	MT	W	TC								New project for 2016, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
74	SMTD	02-16-003		Replacement PT buses (3)	Maintain service		\$ 232,488	F	MT	D	TC								New project for 2016, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
75	SMTD	02-17-002		Full-sized transit bus	Booster fixed-route service/connection		\$ 350,000	F	MT	W	TC								New project for 2017, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
76	SMTD	02-17-003		Replacement PT buses (3)	Maintain service		\$ 246,642	F	MT	D	TC								New project for 2017, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
77	SMTD	02-17-004		Replace radio & antenna	Maintain service		\$ 18,000	F	MT	D	TC								New project for 2017, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects																SLATS 2014 TIP v2.xlsm											
Project quick reference #	Lead Agent	2014						2015						2016						2017									
		<b>Cost below are in 1000s of dollars.</b> See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																											
		14 Fed	source	14 State	source	14 Local	source	14 Total	15 Fed	source	15 State	source	15 Local	source	15 Total	16 Fed	source	16 State	source	16 Local	source	16 Total	17 Fed	source	17 State	source	17 Local	source	17 Total
<b>X</b>		<b>CITY OF SOUTH BELOIT ILLINOIS</b>																											
66	SBeI	-		-		125 sb	125	-		-		128 sb	128	-		-		132 sb	132	-		-		136 sb	136				
67	SBeI	-		-		- sb	-	-		-		- sb	-	-		-		- sb	-	-		-		- sb	-				
		-		-		-	-	-		-		-	-	-		-		-	-	-		-		-	-				
<b>XI</b>	<b>SI</b>	<b>STATE LINE MASS TRANSIT DISTRICT</b>																											
70	SMTD	256	7	366	il	75	sm	697	282	7	403	il	75	sm	760	304	7	443	il	75	sm	822	328	7	487	il	75	sm	890
71	SMTD	15	F		T D C	-		15	-		-		-		-	-		-		-		-	-		-		-		-
73	SMTD	-		-		-		-	-		-		-		-	350	F		T D C	-		350	-		-		-		-
74	SMTD	-		-		-		-	-		-		-		-	232	F		T D C	-		232	-		-		-		-
75	SMTD	-		-		-		-	-		-		-		-	-		-		-		-	350	F		T D C	-		350
76	SMTD	-		-		-		-	-		-		-		-	-		-		-		-	247	F		T D C	-		247
77	SMTD	-		-		-		-	-		-		-		-	-		-		-		-	18	F		T D C	-		18

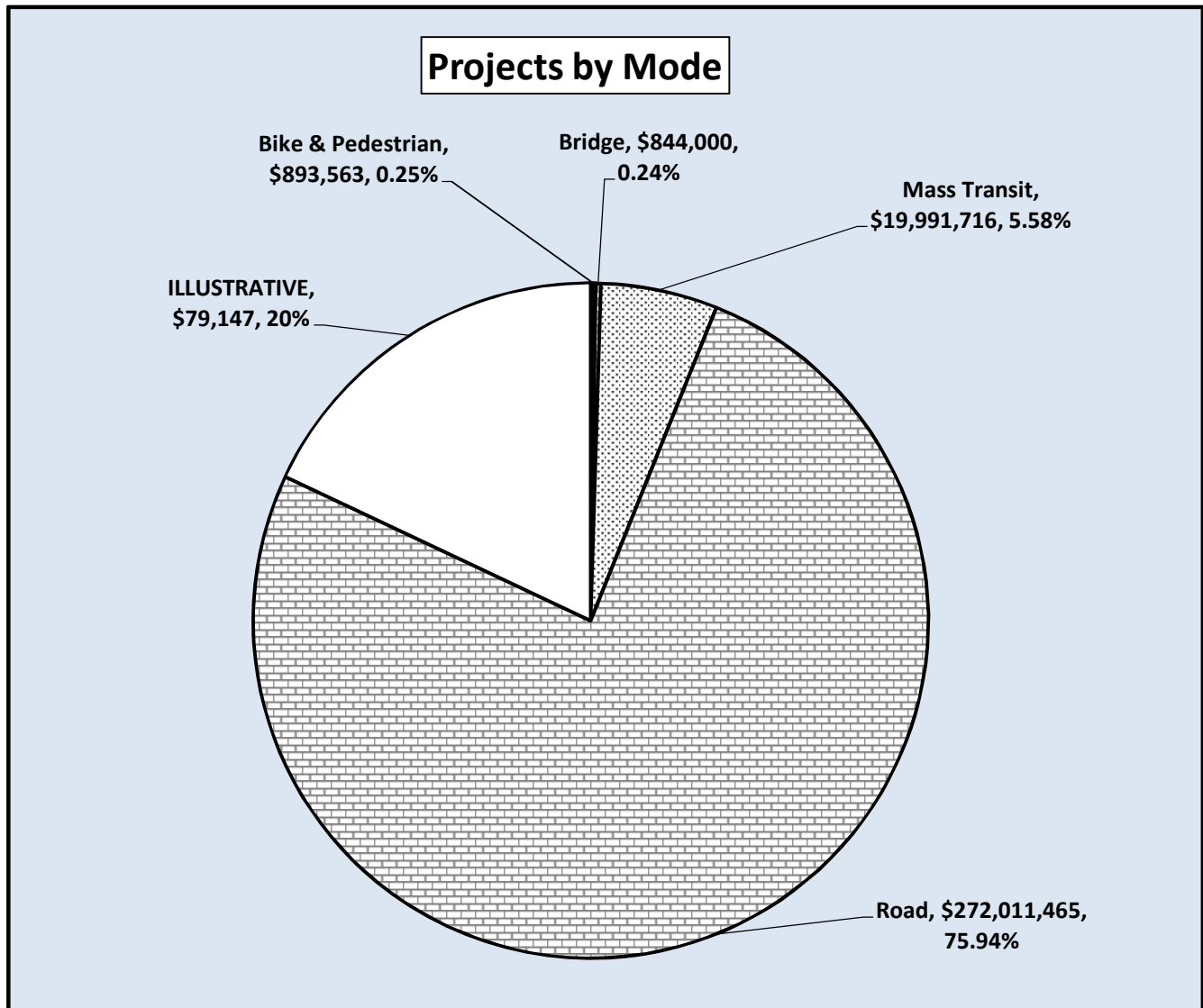
Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus									
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm			Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version			Codes (see accompanying table)				ACTIVITY PRIOR TO 2014 (\$1,000s)						See Part C for 2014-2017 funding / programming	
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	Comments, Change, & Amendment Notes
<b>XII</b>	<b>BELOIT TRANSIT SYSTEM</b>																		
80	BTS	291-13-050		Operations	Daily fixed-route & complimentary ADA services	No cost increase for 2013 but increase by 3% annually thru 2016. Total to the right includes 2012-2016.	\$ 2,010,000	FSL	MT	P	TOP	574	7	480	wi	956	cb	2,010	Operated successfully in 2013, continue services at similar level in future years. Costs increased at 3% annually.
81	BTS	291-14-050; 291-15-050, 291-16-050, 291-17-050		Operations	Daily fixed-route & complimentary ADA services	No cost increase for 2013 but increase by 3% annually thru 2016. Total to the right includes 2012-2016.	\$ 8,661,364	FSL	MT	P	TOP	-	-	-	-	-	-	-	Operated successfully in 2013, continue services at similar level in future years. Costs increased at 3% annually.
82	BTS	291-13-051; 291-14-051; 291-15-051; 291-16-051		Capital Equipment	General parts & equipment	Programmed amts vary thru the years. Funded with FED & local funds.	\$ 71,122	FL	MT	P	TC	-	-	-	-	-	-	-	Project programmed in 2013 deferred.
83	BTS	291-13-052; 291-14-052; 291-15-052; 291-16-052;		Office Equipment	Major office equipment & furniture	Programmed amts vary thru the years. Funded with FED & local funds.	\$ 4,100	FL	MT	P	TC	-	-	-	-	-	-	-	Project deferred to 2015.
84	BTS	291-12-053 or 291-13-053		Vehicles	Transit Coaches	Transit coaches: 2 in 2013; 4 in 2014.	\$ 850,000	FL	MT	P	TC	680	9	-	-	170	cb	850	Vehicles programmed for 2013 were ordered and will be delivered in early 2014.
85	BTS	291-15-053; 291-17-053		Vehicles	Transit Coaches	Transit coaches: 2 in 2013; 4 in 2014.	\$ 3,238,000	FL	MT	P	TC	-	-	-	-	-	-	-	As per 2014 TIP, four vehicles are now programmed for 2015 and three vehicles in 2017. Cost estimated at \$425K in 2013 dollars, inflated by 3% annually; split 80% Federal, 20% Local.
86	BTS	291-13-054; 291-15-054; 291-16-054		Operations Facility	General maintenance: New roof in 2013; parking lot resurface in 2015.	Programmed amts vary thru the years. Funded with FED & local funds.	\$ 138,000	FL	MT	P	TC	-	-	-	-	-	-	-	Roof and parking maintenance deferred to 2015.
87	BTS	ILLUS		Admin/Maint Facility	Strip/seal/repair concrete floor		\$ 70,000	ILLU	ILLU	ILLU	ILLU								
88	BTS	ILLUS		Admin/Maint Facility	Replace/rehab HVAC		\$ 70,000	ILLU	ILLU	ILLU	ILLU								
Filename: SLATS 2014 TIP v2.xlsm				<b>ILLUS / Funded / Total</b>	\$ 64,445,126	\$ 293,740,743	\$ 358,185,869					54,614		51,235		4,724		110,572	

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects														SLATS 2014 TIP v2.xlsm														
Project quick reference #	Lead Agent	2014				2015				2016				2017																
		14 Fed	source	14 State	source	14 Local	source	14 Total	15 Fed	source	15 State	source	15 Local	source	15 Total	16 Fed	source	16 State	source	16 Local	source	16 Total	17 Fed	source	17 State	source	17 Local	source	17 Total	
		Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																												
<b>XII</b>		<b>BELOIT TRANSIT SYSTEM</b>																												
80	BTS	-		-		-		-		-		-		-		-		-		-		-		-		-		-		
81	BTS	591	UAF	494	wi	985	cb	2,070	609	UAF	509	wi	1,014	cb	2,132	627	UAF	525	wi	1,045	cb	2,196	646	UAF	540	wi	1,076	cb	2,262	
82	BTS	14	BBF	-		3	cb	17	14	BBF	-		4	cb	18	14	BBF	-		4	cb	18	15	BBF	-		4	cb	19	
83	BTS	-		-		-		-	3	BBF	-		1	cb	4	-		-		-		-		-		-		-		
84	BTS	-		-		-		-	-		-		-		-		-		-		-		-		-		-			
85	BTS	-		-		-		-	1,443	BBF	-		361	cb	1,804	-		-		-		-		1,147	BBF	-		287	cb	1,434
86	BTS	-		-		-		-	110	BBF	-		28	cb	138	-		-		-		-		-		-		-		
87	BTS	-		-		-		-	-		-		-		-		-		-		-		-		-		-			
88	BTS	-		-		-		-	-		-		-		-		-		-		-		-		-		-			
Filename:		9,512		15,068		10,495		35,075	36,363		78,113		3,989		118,465	6,251		8,725		3,997		18,973	4,617		1,493		4,545		10,656	

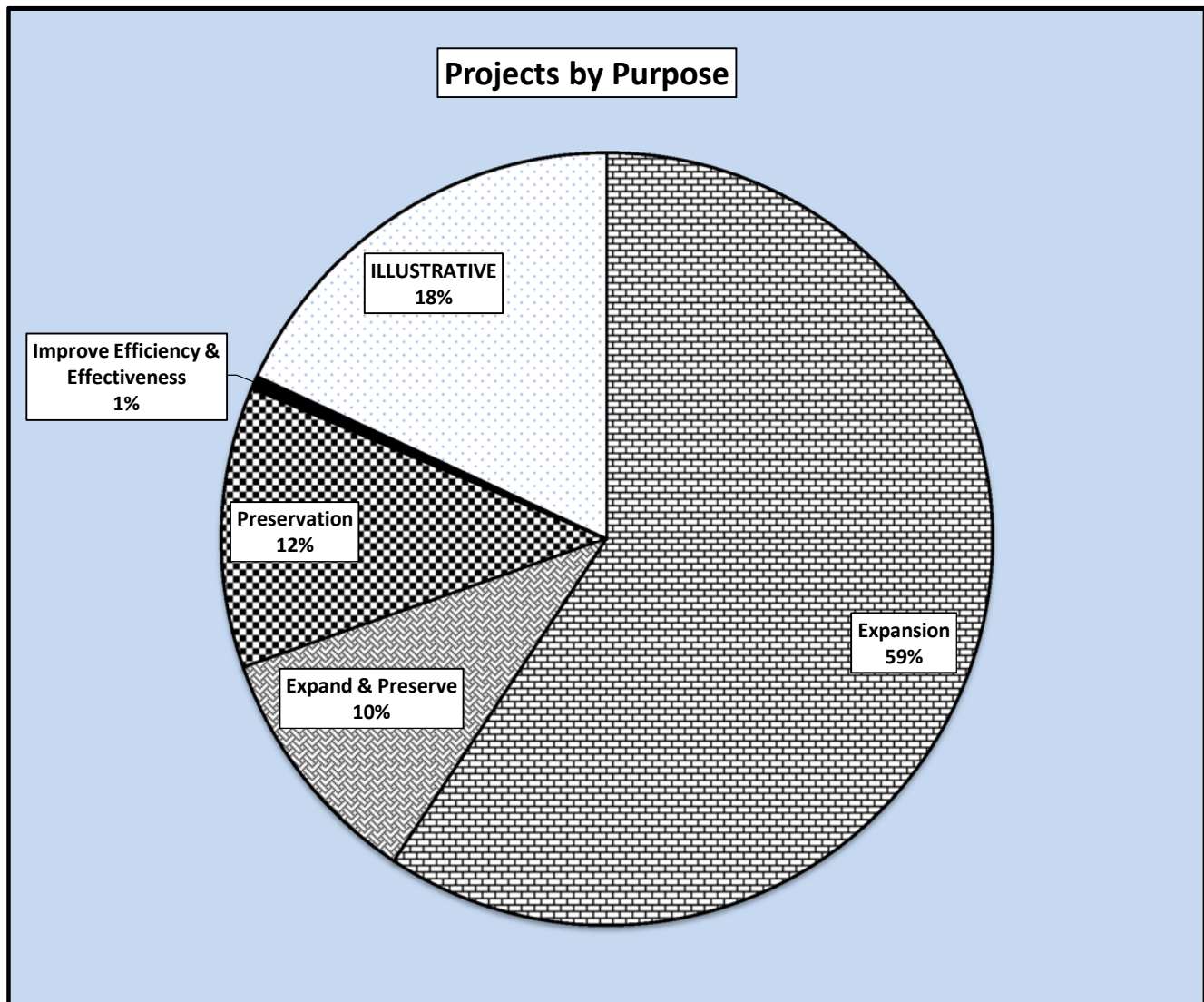


Project quick reference #	TABLE 2		SLATS 2014 TIP		<u>Recently Completed Projects</u>			Codes		Year Completed
	Primary Sponsor:	TIP #	State Project #s	Name	Location / Description	Total \$	\$ Sources	Mode	Purpose	
A	Wisconsin	291-13-04	1009-10-97	SW Region-Wide Pavement Marking	Various Highways - eastern Counties	\$ 303,000	Federal & State	RD	TSM	2013
B	Wisconsin	291-13-05	4753-38-25	Rock County Signing	Various Highways	\$ 6,000	Federal & State	RD	TSM	2013
C	Wisconsin	291-13-06	4713-38-10	Waterborne pavement marking	Various Highways within Rock County	\$ 234,000	Federal & State	RD	TSM	2013
D	City of Beloit			Annual O & M	Roadway maintenance throughout the jurisdictions	\$ 1,500,000	Local	RD	P	2013
E	Town of Beloit			Annual Overlay Program		\$ 124,000	Local	RD	P	2013
F	Town of Turtle			Annual Overlay Program		\$ 101,000	Local	RD	P	2013
G	Rockton Township			Annual O & M		\$ 288,000	Local	RD	P	2013
H	Village of Rockton			Annual O & M		\$ 235,000	Local	RD	P	2013
I	City of South Beloit			Annual Overlay Program		\$ 121,000	Local	RD	P	2013
J	Stateline Mass Transit District	02-13-001		Operations		Paratransit services	\$ 638,000	Federal, State & Local	MT	P
K	Beloit Transit System	291-13-050		Operations	Fixed-route & paratransit services	\$ 2,010,000	Federal, State & Local	MT	P	2013

Projects by Mode			Table 3			
Oct. 8, 2013 Version		TIP Years 2014 - 2017				
		Also includes active projects started/funded prior to 2014				
Sum of Total\$	Column Labels					
Lead Agency	Bike & Pedestrian	Bridge	Mass Transit	Roadways	ILLU	Totals
Beloit Transit System			14,972,586		140,000	\$ 15,112,586
City of Beloit		150,000		8,676,926	22,972,000	\$ 31,798,926
State of Illinois		300,000		71,377,000	33,979,563	\$105,656,563
Rock County				22,439,900		\$ 22,439,900
City of South Beloit	546,563			642,405		\$ 1,188,968
State Line Mass Transit			5,019,130			\$ 5,019,130
Town of Beloit, WI	347,000			658,333	2,675,000	\$ 3,680,333
Rockton Township, IL				1,529,031		\$ 1,529,031
Town of Turtle, WI				536,223	104,000	\$ 640,223
Village of Rockton				1,247,647		\$ 1,247,647
Winnebago Co. IL					2,000,000	\$ 2,000,000
State of Wisconsin		394,000		164,904,000	2,574,563	\$167,872,563
<b>Totals</b>	<b>\$ 893,563</b>	<b>\$844,000</b>	<b>\$19,991,716</b>	<b>\$272,011,465</b>	<b>\$64,445,126</b>	<b>\$358,185,869</b>

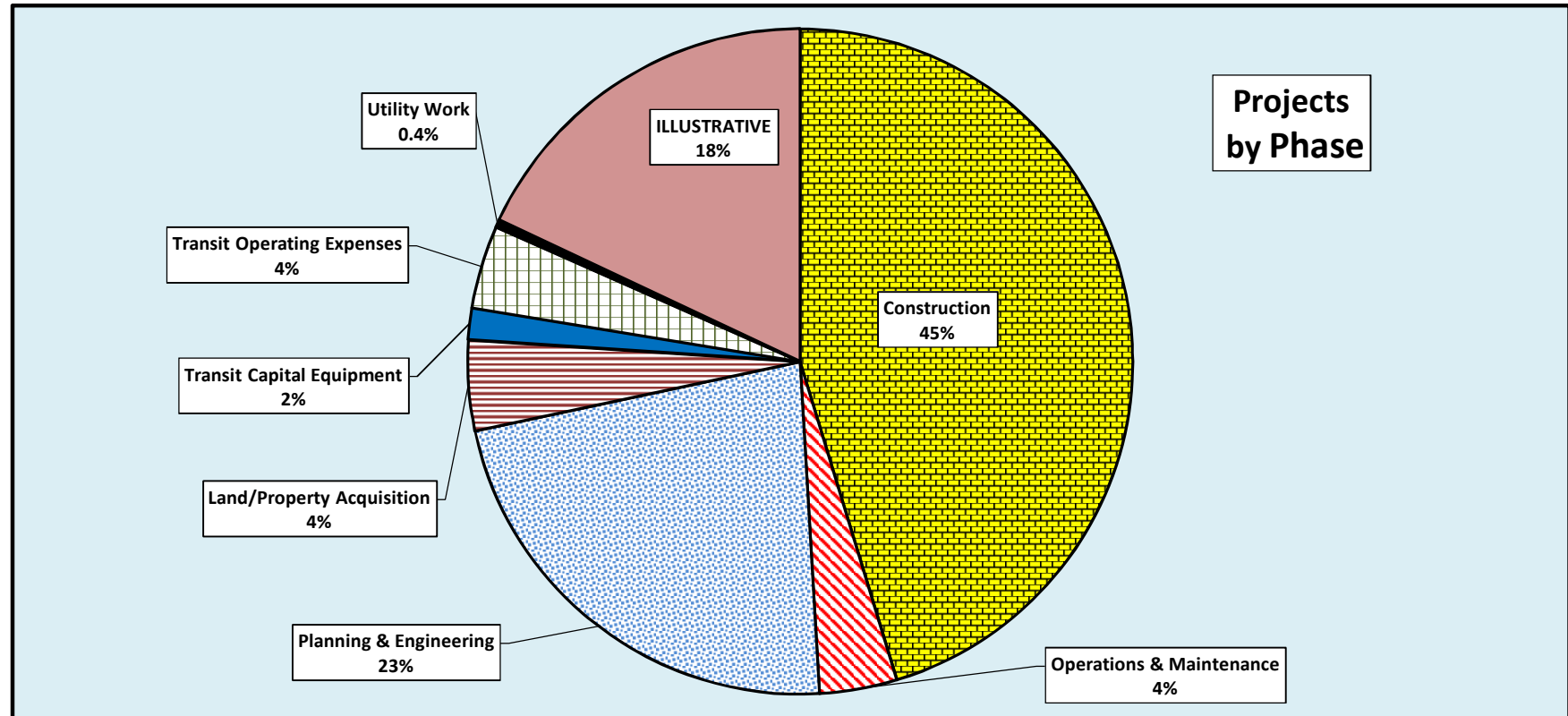


Projects by Purpose				Table 4		
Oct. 8, 2013 Version		TIP Years 2014 - 2017				
Lead Agency	Expansion	Expansion & preservation	Preservation	TSM (improvements to the systems efficiency & effectiveness)	ILLUSTRATIVE	Totals
Beloit Transit System			14,972,586		140,000	\$ 15,112,586
City of Beloit			8,826,926		22,972,000	\$ 31,798,926
State of Illinois	48,200,000	17,569,000	5,908,000		33,979,563	\$105,656,563
Rock County WI	6,099,900	16,340,000				\$ 22,439,900
South Beloit	546,563		642,405			\$ 1,188,968
State Line Mass Transit	715,000		4,304,130			\$ 5,019,130
Town of Beloit	347,000		658,333		2,675,000	\$ 3,680,333
Rockton Township			1,529,031			\$ 1,529,031
Town of Turtle			536,223		104,000	\$ 640,223
Village of Rockton			1,247,647			\$ 1,247,647
Winnebago County IL					2,000,000	\$ 2,000,000
State of Wisconsin	155,526,000	4,454,000	3,409,000	1,909,000	2,574,563	\$167,872,563
<b>Totals</b>	<b>\$ 211,434,463</b>	<b>\$38,363,000</b>	<b>\$42,034,281</b>	<b>\$1,909,000</b>	<b>\$64,445,126</b>	<b>\$358,185,869</b>

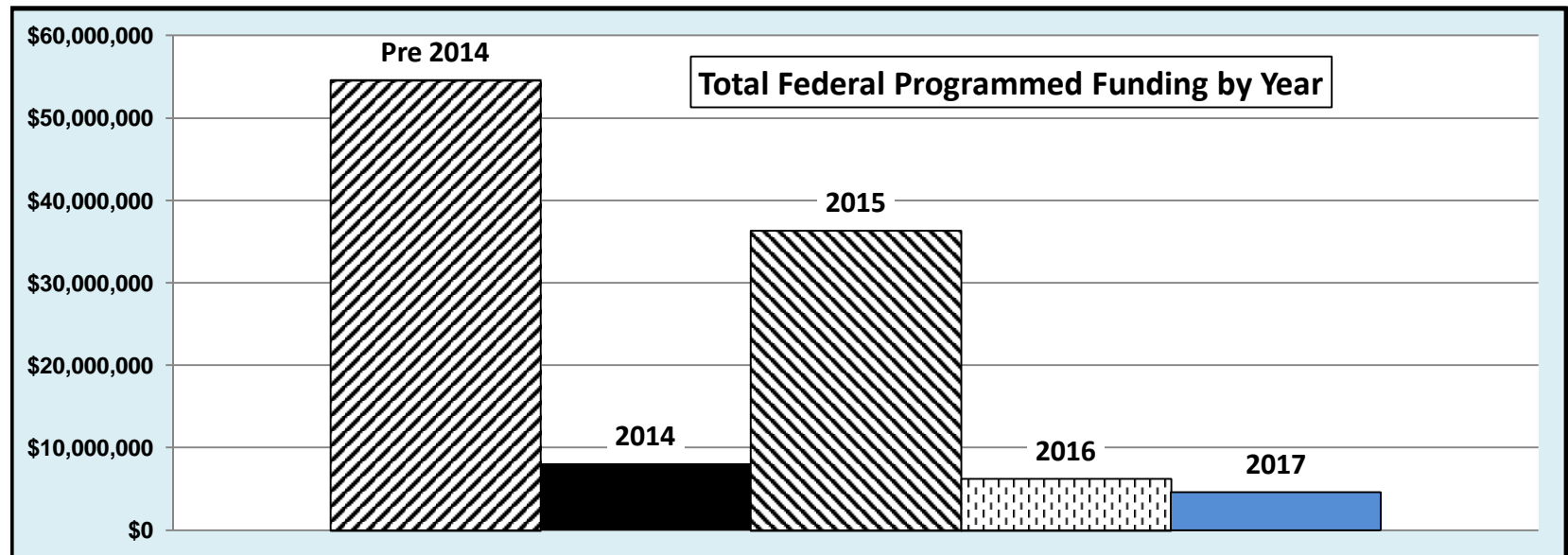




Projects by Phase					Table 5				
Oct. 8, 2013 Version				TIP Years 2014 - 2017					
Lead Agency	Construction	Operations & Maintenance	Planning & Engineering	Land/Property Acquisition	Transit Capital Equipment	Transit Operating Expenses	Utility Work	ILLUSTRATIVE	Totals
Beloit Transit System					\$4,301,222	\$10,671,364		\$140,000	\$15,112,586
City of Beloit	\$745,000	\$7,931,926	\$150,000					\$22,972,000	\$31,798,926
State of Illinois	\$22,988,000		\$48,500,000	\$189,000				\$33,979,563	\$105,656,563
Rock County WI	\$19,163,000		\$2,001,900	\$1,075,000			\$200,000		\$22,439,900
City of South Beloit	\$437,250	\$642,405	\$109,313						\$1,188,968
State Line Mass Transit					\$1,212,130	\$3,807,000			\$5,019,130
Town of Beloit	\$299,000	\$658,333	\$48,000					\$2,675,000	\$3,680,333
Rockton Township		\$1,529,031							\$1,529,031
Town of Turtle		\$536,223						\$104,000	\$640,223
Village of Rockton		\$1,247,647							\$1,247,647
Winnebago County IL								\$2,000,000	\$2,000,000
State of Wisconsin	\$118,649,000	\$910,000	\$30,095,000	\$14,444,000			\$1,200,000	\$2,574,563	\$167,872,563
<b>Totals</b>	<b>\$162,281,250</b>	<b>\$13,455,565</b>	<b>\$80,904,213</b>	<b>\$15,708,000</b>	<b>\$5,513,352</b>	<b>\$14,478,364</b>	<b>\$1,400,000</b>	<b>\$64,445,126</b>	<b>\$358,185,869</b>



Federal Funding of Projects by Lead Agency & Stage of Commitment					TABLE 6	
Oct. 8, 2013 Version	Authorized / Obligated		Approved / Programmed			Authorized or Approved
Lead Agency	Pre 2014	2014	2015	2016	2017	Total
Beloit Transit System	1,254,000	604,820	2,179,825	641,654	1,808,104	6,488,403
City of Beloit	120,000					120,000
State of Illinois	43,380,000	7,739,000	8,662,000	2,531,000		62,312,000
Rock County	750,300	612,000				1,362,300
City of South Beloit	437,250					437,250
State Line Mass Transit	236,000	271,000	282,000	886,488	942,642	2,618,130
Town of Beloit, WI	48,000		299,000			347,000
Rockton Township, IL						
Town of Turtle, WI						
Village of Rockton						
Winnebago Co. IL						
State of Wisconsin	8,388,000	285,000	24,940,000	2,192,000	1,866,000	37,671,000
<b>Totals</b>	<b>\$ 54,613,550</b>	<b>\$ 9,511,820</b>	<b>36,362,825</b>	<b>\$ 6,251,142</b>	<b>\$ 4,616,746</b>	<b>\$ 111,356,083</b>



Programmed & Available Federal Funds (\$1,000s)								SLATS 2014 TIP		Oct. 8, 2013 Version				Table 7	
Funding Source	Programmed Expenditures							Estimated Available Funding							
See Code Tables	Pre-2014 Prgmd	Yr 2014 Prgmd	Yr 2015 Prgmd	Yr 2016 Prgmd	Yr 2017 Prgmd	Yrs 14-17 Prgmd	Total Prgmd	Pre-2014 Avlb	Yr 2014 Avlb	Yr 2015 Avlb	Yr 2016 Avlb	Yr 2017 Avlb	Yrs 14-17 Avlb	Total Avlb	
7	810,000	256,000	282,000	304,000	328,000	1,170,000	1,980,000	810,000	256,000	282,000	304,000	328,000	1,170,000	1,980,000	
9	680,000	-	-	-	-	-	680,000	680,000	-	-	-	-	-	680,000	
BBF	-	13,600	1,570,868	14,428	1,162,061	2,760,957	2,760,957	-	13,600	1,570,868	14,428	1,162,061	2,760,957	2,760,957	
BR	120,000	-	-	-	-	-	120,000	120,000	-	-	-	-	-	120,000	
D	430,300	-	-	-	-	-	430,300	430,300	-	-	-	-	-	430,300	
EN	437,250	-	-	-	-	-	437,250	437,250	-	-	-	-	-	437,250	
F	-	15,000	-	582,488	614,642	1,212,130	1,212,130	-	15,000	-	582,488	614,642	1,212,130	1,212,130	
HSIP	-	4,072,000	862,000	2,531,000	-	7,465,000	7,465,000	-	4,072,000	862,000	2,531,000	-	7,465,000	7,465,000	
NH	50,121,000	-	-	-	-	-	50,121,000	50,121,000	-	-	-	-	-	50,121,000	
NHPP	1,375,000	-	23,927,000	2,192,000	1,866,000	27,985,000	29,360,000	1,375,000	-	23,927,000	2,192,000	1,866,000	27,985,000	29,360,000	
SA	-	897,000	1,013,000	-	-	1,910,000	1,910,000	-	897,000	1,013,000	-	-	1,910,000	1,910,000	
SF	272,000	-	-	-	-	-	272,000	272,000	-	-	-	-	-	272,000	
SR	320,000	-	-	-	-	-	320,000	320,000	-	-	-	-	-	320,000	
SS	48,000	-	299,000	-	-	299,000	347,000	48,000	-	299,000	-	-	299,000	347,000	
STPU	-	3,667,000	7,800,000	-	-	11,467,000	11,467,000	-	3,667,000	7,800,000	-	-	11,467,000	11,467,000	
UAF	-	591,220	608,957	627,226	646,043	2,473,446	2,473,446	-	591,220	608,957	627,226	646,043	2,473,446	2,473,446	
(blank)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Totals</b>	<b>54,613,550</b>	<b>9,511,820</b>	<b>36,362,825</b>	<b>6,251,142</b>	<b>4,616,746</b>	<b>56,742,533</b>	<b>111,356,083</b>	<b>54,613,550</b>	<b>9,511,820</b>	<b>36,362,825</b>	<b>6,251,142</b>	<b>4,616,746</b>	<b>56,742,533</b>	<b>111,356,083</b>	

SLATS 2014 TIP v2.xlsm

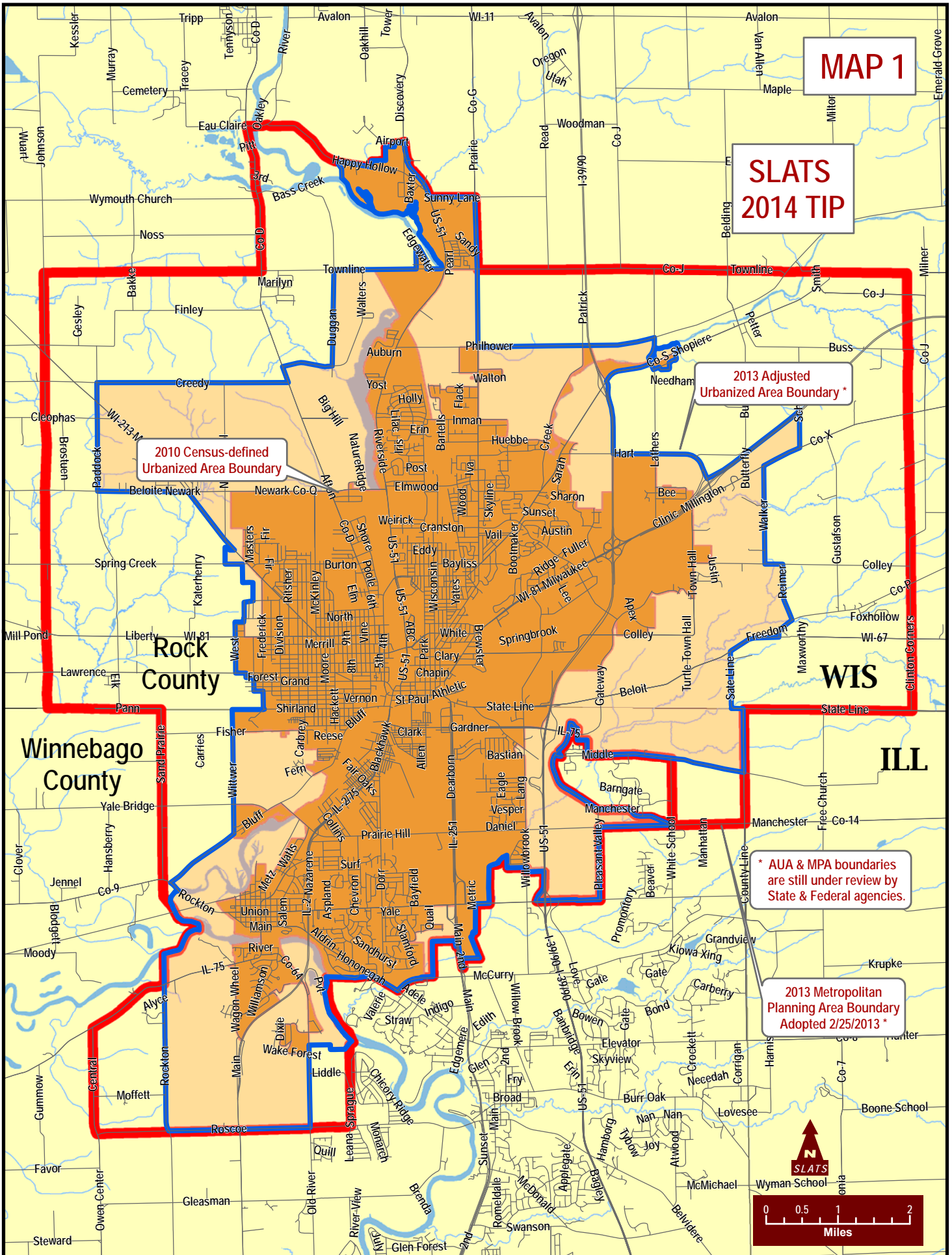
## 2014 SLATS TIP - SECTION XII - MAPS

Oct. 8, 2013 Version

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SLATS 2014 TIP v2.xlsm

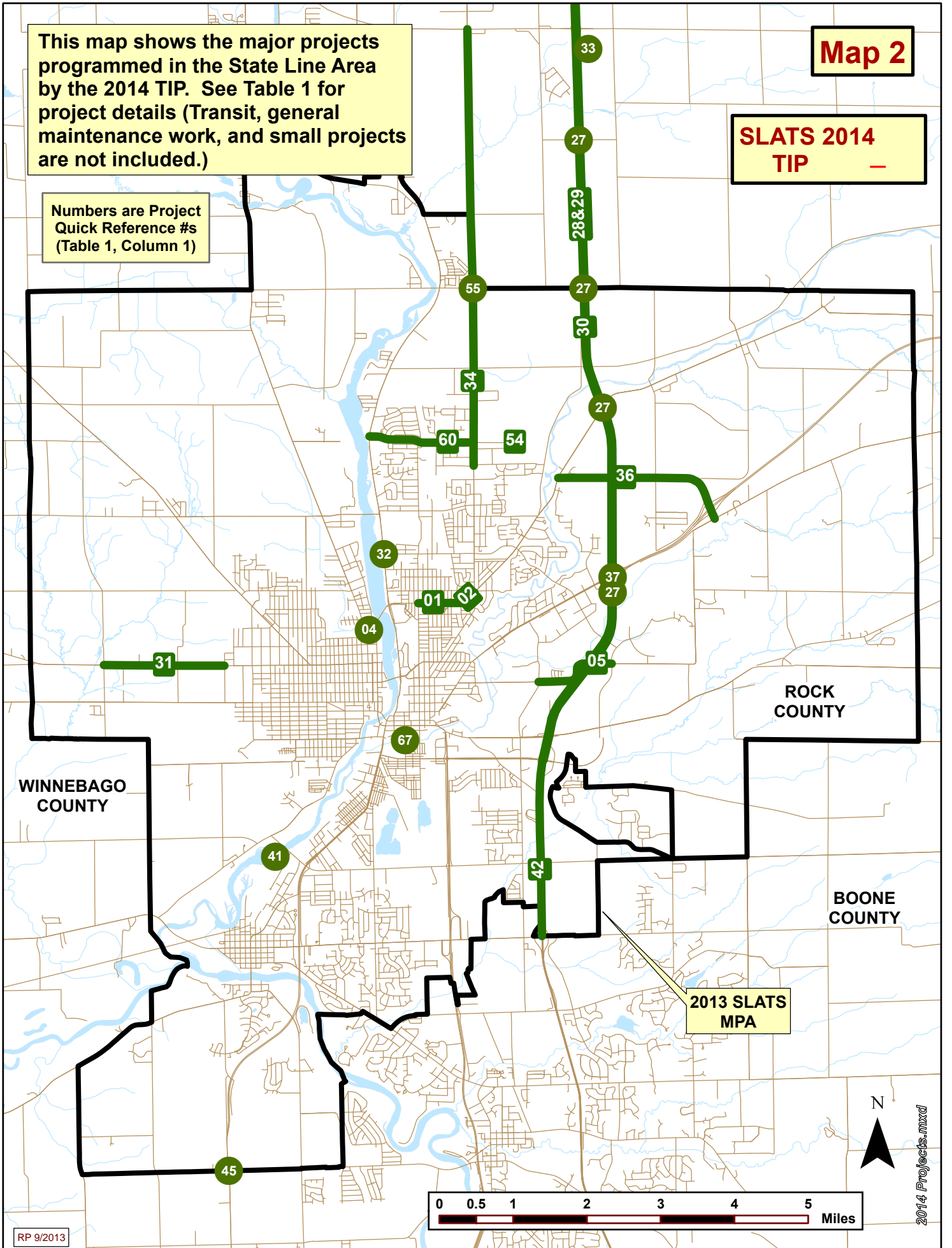


This map shows the major projects programmed in the State Line Area by the 2014 TIP. See Table 1 for project details (Transit, general maintenance work, and small projects are not included.)

Map 2

SLATS 2014 TIP

Numbers are Project Quick Reference #s (Table 1, Column 1)

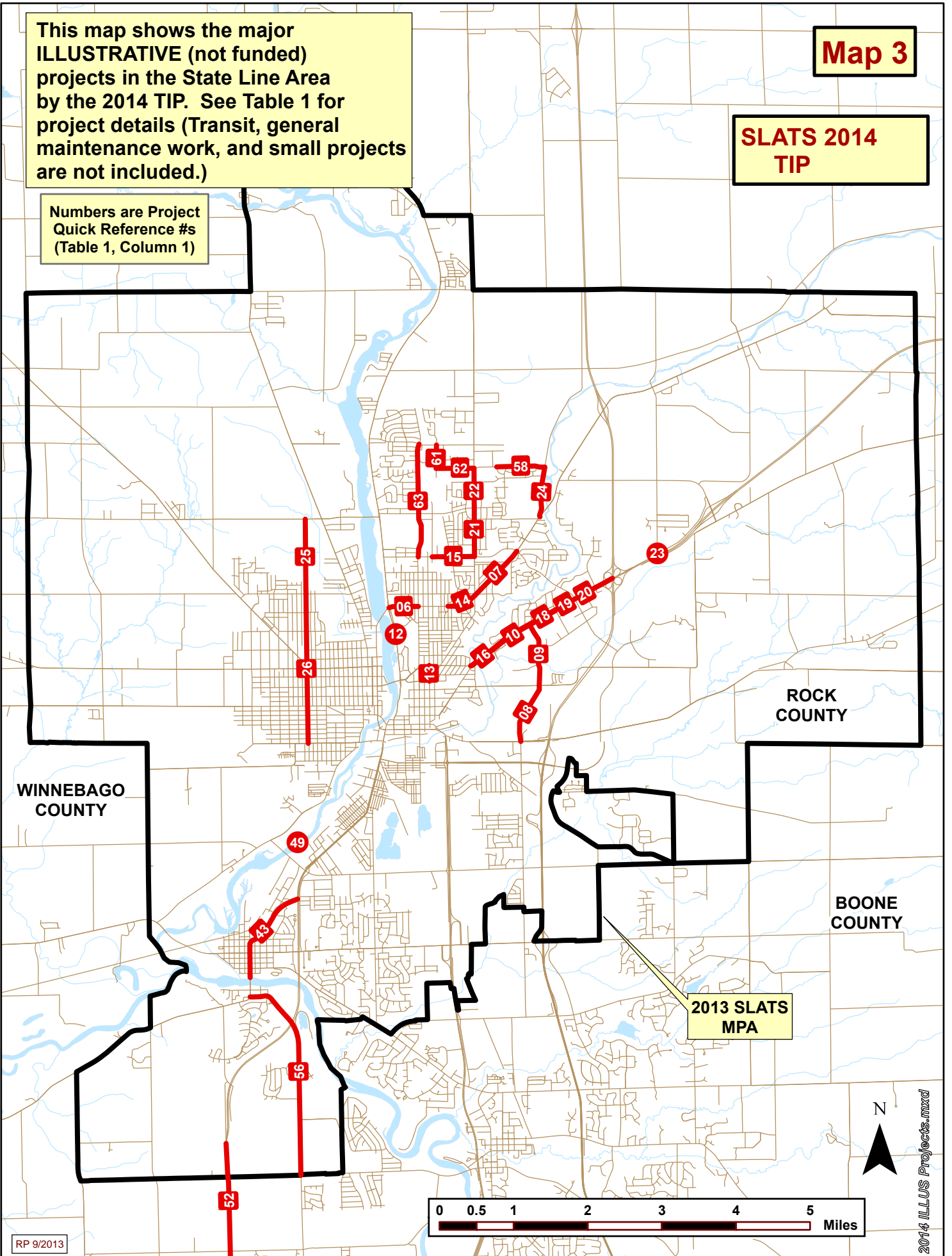


This map shows the major **ILLUSTRATIVE** (not funded) projects in the State Line Area by the 2014 TIP. See Table 1 for project details (Transit, general maintenance work, and small projects are not included.)

**Map 3**

**SLATS 2014 TIP**

Numbers are Project Quick Reference #s (Table 1, Column 1)



RP 9/2013

2014 ILLUS Projects.mxd

**Map 4**

**SLATS 2014  
TIP**

**Areas Served by  
Public Transit within  
and in the Vicinity of  
the SLATS MPA**

Paratransit services are provided  
throughout all of Rock County, WI  
(and on behalf of BTS) by  
Rock County Specialized Transit

Areas within 1/2 mile of  
the fixed-route buses of  
the Beloit Transit System

**SLATS  
MPA  
2013**

**Rock County, WI**

**Winnebago  
County, IL**

**Boone Co, IL**

Paratransit services provided  
in this area by the  
Stateline Mass Transit District



RP-9/13 2014 Transit Services.mxd



# Map 5

## SLATS 2014 TIP

**Major Projects Programmed**

**Small Footprint**  
●

**Large Footprint**  
—

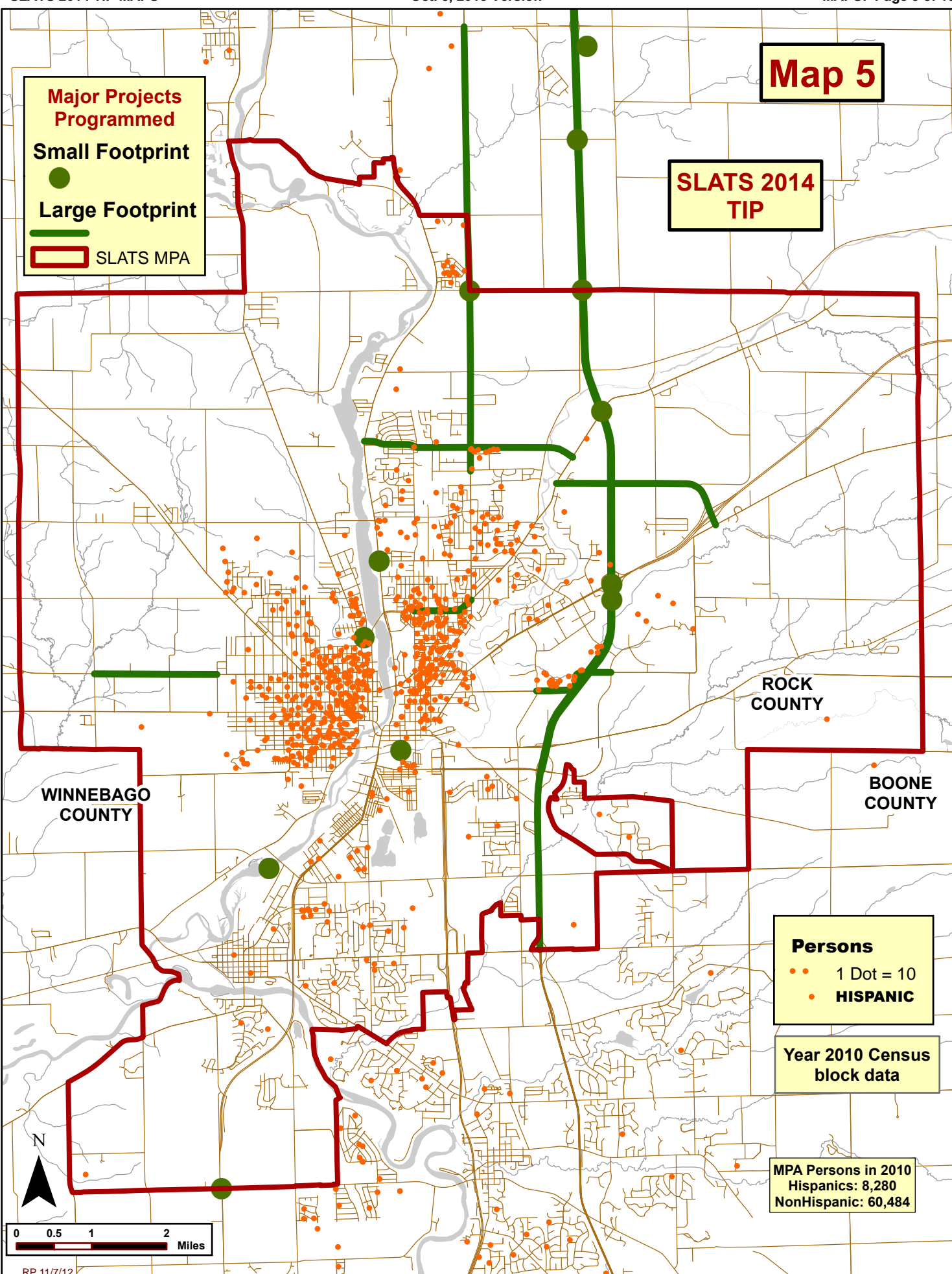
— SLATS MPA

**Persons**

- 1 Dot = 10
- HISPANIC

Year 2010 Census block data

MPA Persons in 2010  
Hispanic: 8,280  
NonHispanic: 60,484



RP 11/7/12

# Map 5a

## SLATS 2014 TIP

**Major Projects Programmed**

**Small Footprint**

**Large Footprint**

SLATS MPA

ROCK COUNTY

WINNEBAGO COUNTY

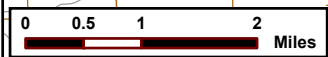
BOONE COUNTY

**Persons**

- 1 Dot = 10
- **BLACKS**

Year 2010 Census block data

MPA Persons in 2010  
 Black or African American: 6,611  
 Other Races or Mixed: 62,153



RP 11/7/12

# Map 5b

## SLATS 2014 TIP

**Major Projects Programmed**

**Small Footprint**  
●

**Large Footprint**  
■

■ SLATS MPA

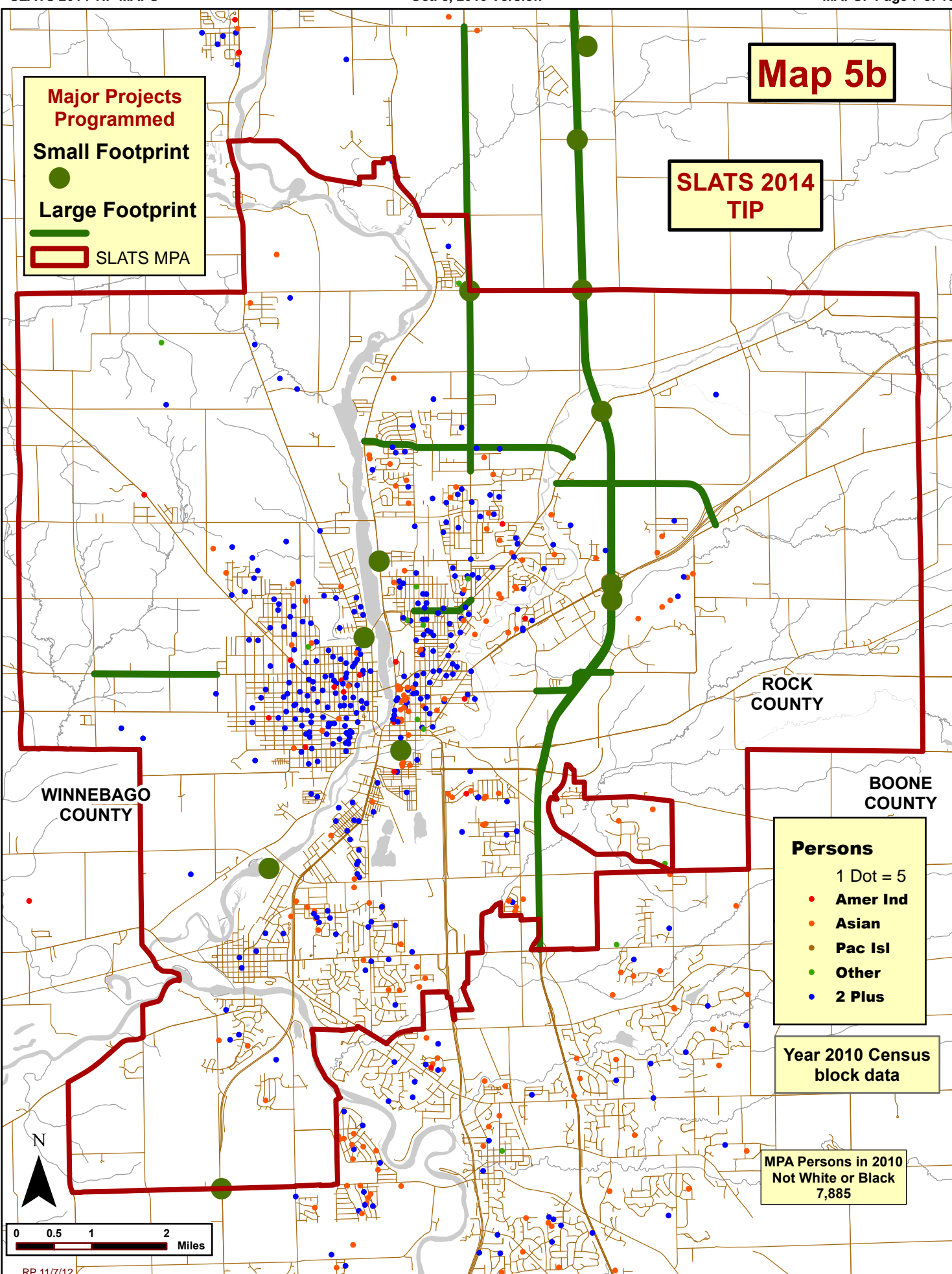
**Persons**

1 Dot = 5

- Amer Ind
- Asian
- Pac Isl
- Other
- 2 Plus

Year 2010 Census block data

MPA Persons in 2010 Not White or Black 7,885



RP 11/7/12

# Map 5c

## SLATS 2014 TIP

**Major Projects Programmed**

**Small Footprint**

**Large Footprint**

SLATS MPA

ROCK COUNTY

WINNEBAGO COUNTY

BOONE COUNTY

**Persons**

1 Dot = 60 Whites

Year 2010 Census block data

MPA Persons in 2010  
White Persons  
54,262

N

0 0.5 1 2 Miles

RP 9/5/2010 C:\UA AUA MPA stuff\White 2010 and Projects 2014.mxd

# Map 6

## SLATS 2014 TIP

**Major Projects Programmed**

Small Footprint ●

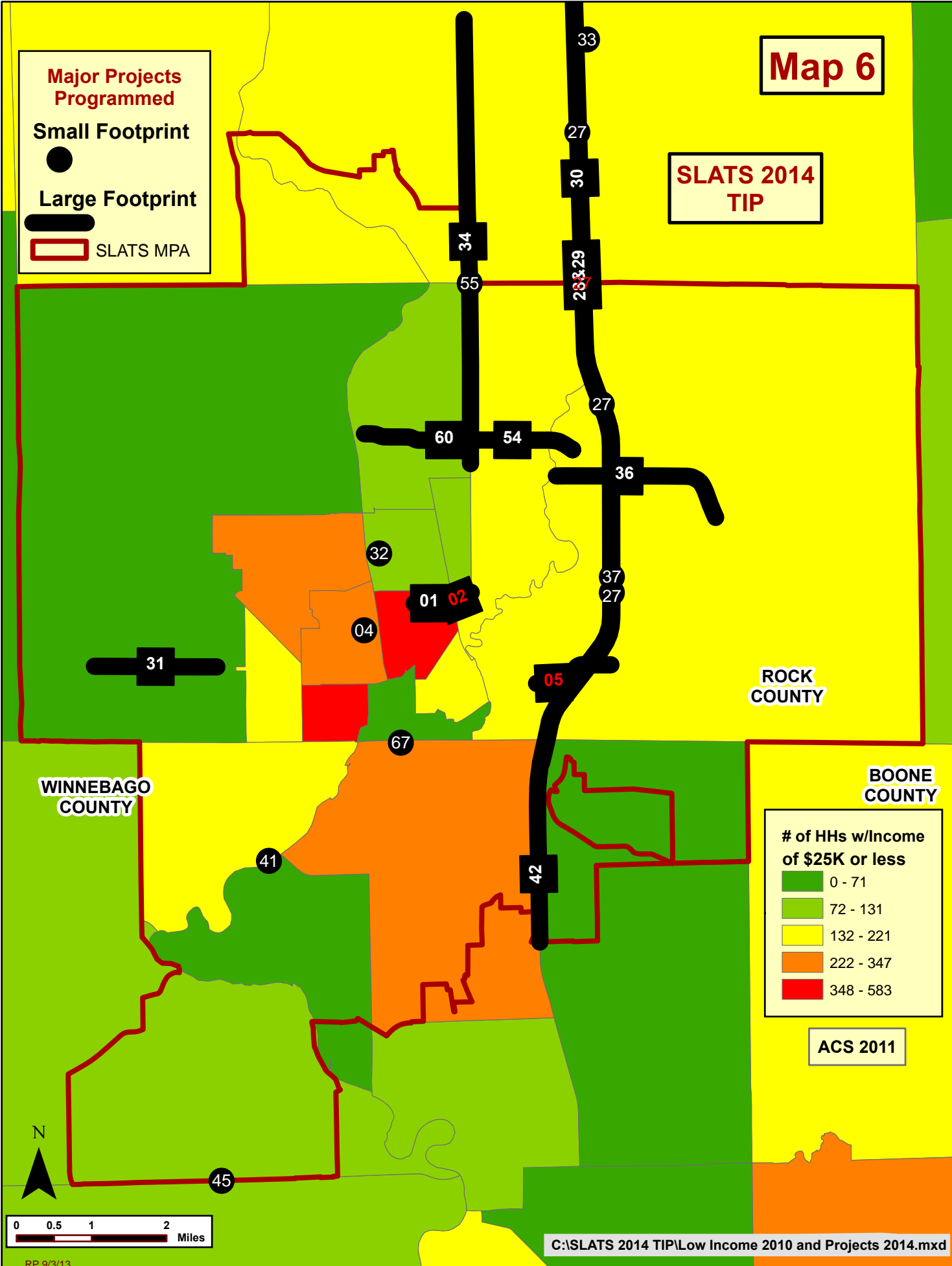
Large Footprint

SLATS MPA

**# of HHs w/Income of \$25K or less**

- 0 - 71
- 72 - 131
- 132 - 221
- 222 - 347
- 348 - 583

ACS 2011



C:\SLATS 2014 TIP\Low Income 2010 and Projects 2014.mxd

RP 9/3/13

# Map 6a

## SLATS 2014 TIP

**Major Projects Programmed**

**Small Footprint**  
●

**Large Footprint**  
▬

▬ SLATS MPA

ROCK COUNTY

WINNEBAGO COUNTY

BOONE COUNTY

**# of HHs w/Income 100Kplus**

- 0 - 115
- 116 - 263
- 264 - 430
- 431 - 744
- 745 - 1602

ACS 2011

N

0 0.5 1 2 Miles

C:\SLATS 2014 TIP\High Income 2010 and Projects 2014.mxd

RP 9/6/13

Hispanics\* with Poor or No English (PnE)

MAP 7

Estimated Hispanic PnEs inside the MPA = 2,909 or 4.2% Total MPA Population

2014 TIP Programmed Projects

SLATS MPA 2013

Rock County, WI

Winnebago County, IL

Boone County, IL

Estimated Location of Hispanic PnEs\*\*  
1 Dot = 10 Persons

\*\* Dot density & distribution based on 2010 Census Block data (SF1) of Hispanic persons by block.

\*\*\*Source: US Census, ACS, 2011, 5-yr








# Hispanics with Poor or No English in the Vicinity of Beloit Transit Routes

## MAP 8

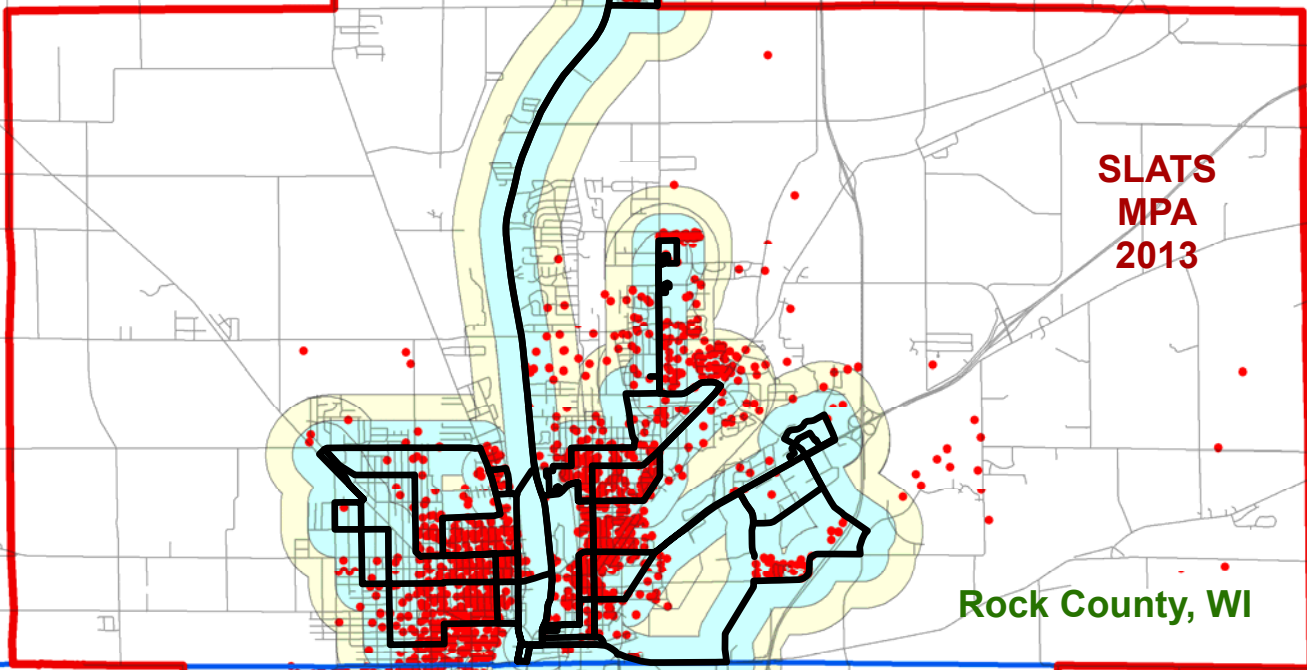
**Hispanic PnEs near Routes & % of Total Population:**

*Within 1/4 mi = 3,125 & 5.3%*  
*Within 1/2 mi = 3,621 & 4.9%.*

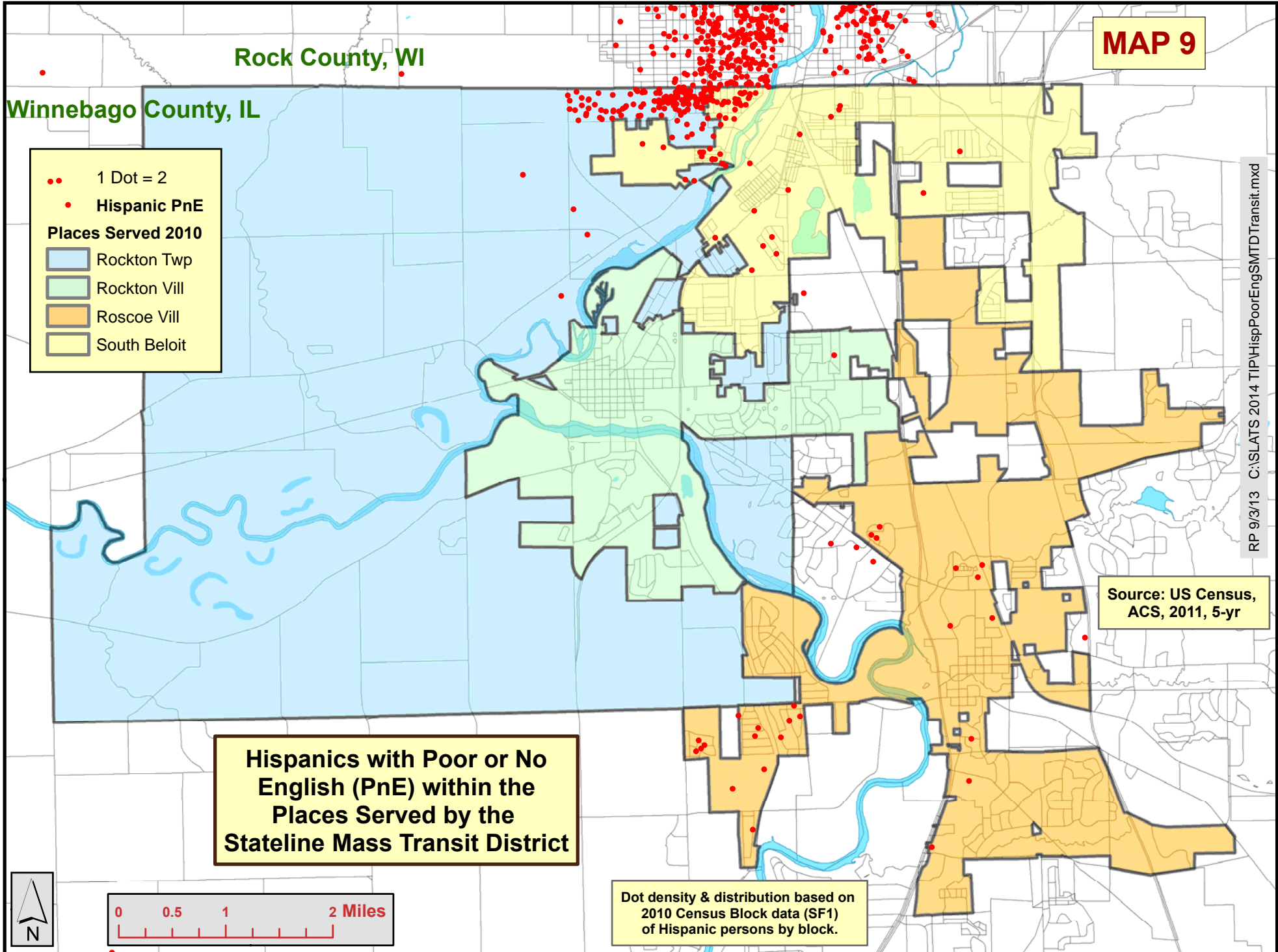
-  2012\_BTS\_Routes
-  1 Dot = 2
-  PnE Persons
-  Quarter-mile buffer
-  Half-mile buffer

Dot density & distribution based on 2010 Census Block data (SF1) of Hispanic persons by block.

Source: US Census, ACS, 2011, 5-yr







**MAP 9**

Rock County, WI

Winnebago County, IL

1 Dot = 2  
 • Hispanic PnE

**Places Served 2010**

- Rockton Twp
- Rockton Vill
- Roscoe Vill
- South Beloit

Source: US Census, ACS, 2011, 5-yr

**Hispanics with Poor or No English (PnE) within the Places Served by the Stateline Mass Transit District**

Dot density & distribution based on 2010 Census Block data (SF1) of Hispanic persons by block.



RP 9/3/13 C:\SLATS 2014 TIP\HispPoorEngSMTDTransit.mxd