

SLATS
StateLine Area Transportation Study
"Promoting the Cost Effective, Expeditious, Safe Movement of People & Freight"

**FY 2014 UNIFIED PLANNING
WORK PROGRAM**

October 8, 2013 Version – Adopted October 28, 2013



Town of Turtle Memorial Clock

This document identifies the transportation planning activities to be conducted in the StateLine Metropolitan Planning Area during the period from 1/1/2014 thru 12/31/2014.

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

MAP 1

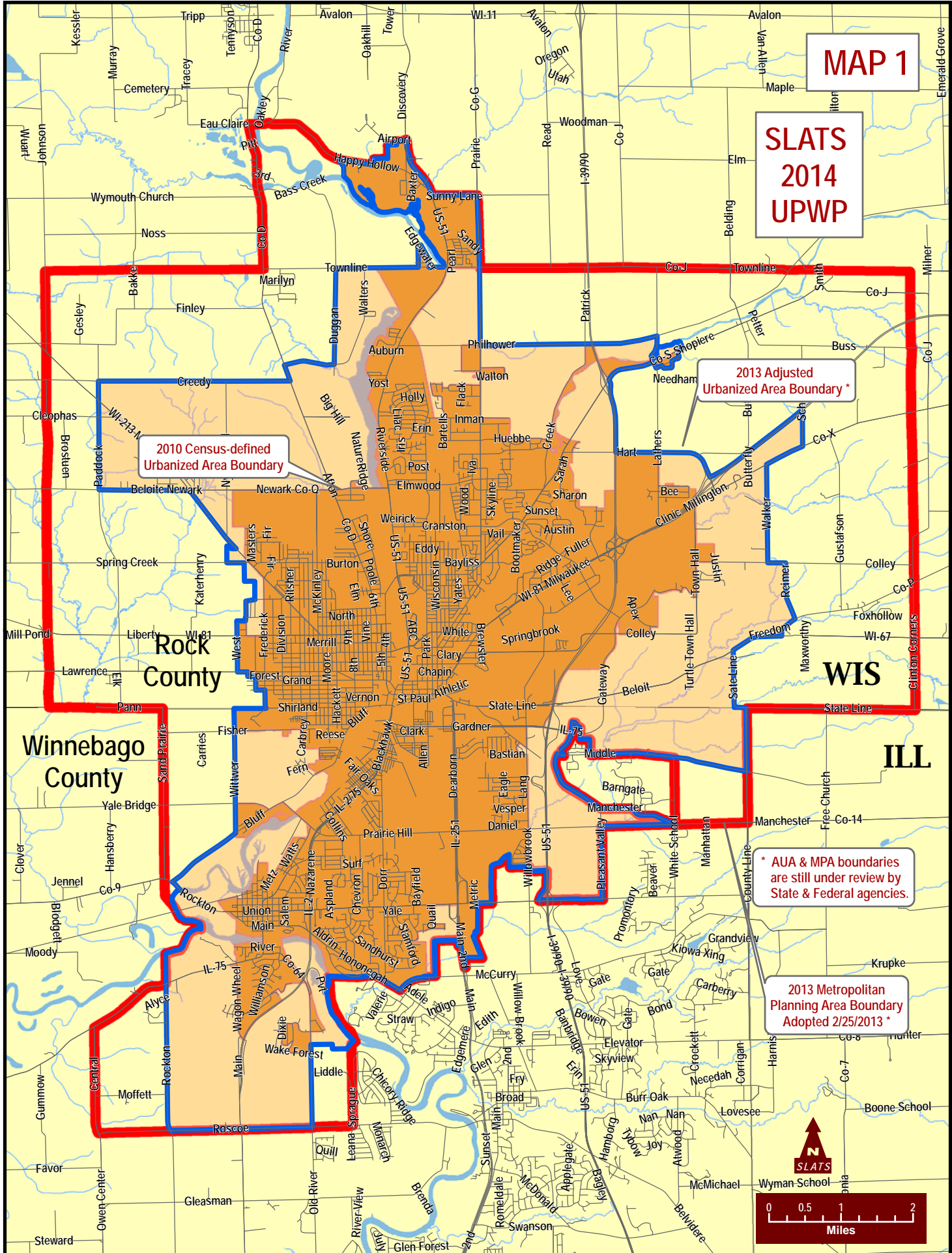
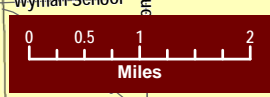
SLATS 2014 UPWP

2010 Census-defined
Urbanized Area Boundary

2013 Adjusted
Urbanized Area Boundary *

* AUA & MPA boundaries
are still under review by
State & Federal agencies.

2013 Metropolitan
Planning Area Boundary
Adopted 2/25/2013 *



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RESOLUTION OF ADOPTION & CERTIFICATION

**ADOPTION OF THE 2014 UNIFIED PLANNING WORK PROGRAM
& ANNUAL MPO CERTIFICATION**

For the Period: January 1, 2014 thru December 31, 2014

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

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

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

WHEREAS, the Policy Committee has reviewed the clarifications of transportation planning activities outlined in the 2014 Unified Planning Work Program and finds them consistent with the transportation planning process.

NOW, THEREFORE, BE IT RESOLVED that the Policy Committee of the State Line Area Transportation Study adopts this **Unified Planning Work Program (October 8, 2013 Version)** and directs the staff to submit this document to the Wisconsin and Illinois Departments of Transportation and to the Federal Highway Administration and Federal Transit Administration; and

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century (MAP-21)(P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Adopted this 28 Day of Oct., 2013



 Chairman, SLATS Policy Committee

ATTEST



 SLATS Planning Coordinator

Adopted October 28, 2013

Acronyms Used in this Document

ADA	Americans with Disabilities Act
ARRA	American Recovery & Reinvestment Act
AUA	Adjusted Urbanized Area as defined by SLATS
BTS	Beloit Transit System
CAD	Computer-assisted design
CFR	Code of Federal Regulations
DOT	U.S. Department of Transportation
EIS	Environmental Impact Study
FIIPS	Financial Integrated Improvement Programming System
FTA	Federal Transit Administration
FWHA	Federal Highway Administration
GIS	Geographic Information System
IDOT	Illinois Department of Transportation
ISTEA	Intermodal Surface Transportation Efficiency Act
JAMPO	Janesville Area Metropolitan Planning Organization
JTS	Janesville Transit System
LRP	Long Range Plan
LUP	Land Use Plan, sometimes called a Comprehensive Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHS	National Highway System
PIP	Public Involvement Plan
PL	Planning funds from US DOT
RATS	Rockford Area Transportation Study, now RMAP
RCST	Rock County Specialized Transit
RMAP	Rockford Metropolitan Agency for Planning, formerly RATS
RMTD	Rockford Mass Transit District
ROW	Right-of-Way
SAFETEA _LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; the most recent Federal Transportation Bill
SCWCTS	South-Central Wisconsin Commuter Transportation Study
SLATS	State Line Area Transportation Study
SMTD	Stateline Mass Transit District
SPR	Special Planning & Research funds from US DOT
State Line Area	The Metropolitan Planning Area under the jurisdiction of SLATS, sometimes called the State Line MPA or the SLATS MPA
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan
TIP	Transportation Improvement Program
Title VI	Federal laws prohibiting discrimination
UA	Urbanized area as defined by US Census
UPWP	Unified Planning Work Program, sometimes shortened to UWP
US DOT	United States Department of Transportation
USC	United State Code
WisDOT	Wisconsin Department of Transportation
	14 Other tables.xlsx

SUMMARY OF CHANGES MADE TO EARLIER DRAFTS

The First Draft of the proposed 2014 SLATS UPWP (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. **On the Wisconsin-side**, in Table 1, Part 1, the WisDOT PL funding was adjusted downward by \$90 and the WisDOT-provided match was adjusted upward by \$1,082; as per WisDOT requests. As a result, the necessary Local-provided match was reduced by \$1,105. The net effect of these changes was to reduce the Wisconsin-side of the Work Program budget by \$113.
2. The reduction in necessary local match (\$1,105, above) was distributed among the City of Beloit, the Town of Beloit, and the Town of Turtle in the amounts of \$905, \$165, and \$34, respectively, in proportion to their AUA populations. Their new match share totals are shown on Table 2 (bottom right).
3. **On the Illinois-side** of Table 1, IDOT informed SLATS that the local communities must now provide a minimum of half of the required match for the Federal PL and FTA funds. This increases the local PL match from \$4,487 to \$5,608 and the local FTA match from \$1,003 to \$1,254. This increase in local match is reassessed among the local communities in Table 2.
4. IDOT determined that it can supply all of the required match for the supplemental funding (Federal SPR funds) requested. Therefore, IDOT will now provide \$5,000 in match instead of \$3,000; and the Illinois-side local communities will provide zero dollars instead of the \$2,000 stated in the First Draft. Also in Table 1, the "Additional IDOT funds (unencumbered...)" (\$565 in the First draft) are now used as part of the matching funds for the S. Beloit Bike Path Feasibility Study. This reduces the total funds available in the SLATS Budget by that same amount.
5. With regard to the South Beloit Bike Path Feasibility Study, SLATS staff has reconsidered and increased the amount of funding by \$5,000. As described in Element 500-1, the effort is likely to take more time than first estimated. Further, IDOT has agreed that the entire Supplemental Funding request (the SPR monies) can be applied to the Study. The Study will now be funded up to \$25,000, with \$20,000 from SPR and \$5,000 from IDOT. No match will be required from the local communities for this special study.
6. In summary, the net effects of the above five changes are as follows and are reflected in Tables 1-3 and in the allocations in all Work Elements:
 - a. The total hours and funding for Regular SLATS staff are decreased by 142 and \$5,678, respectively. The amounts are distributed proportionately over all of the Work Elements.
 - b. The total hours and funding for consultant services for the Feasibility Study are increased by 91 hours and \$5,000, respectively.
 - c. The total Work Program is reduced by 52 hours (mostly because a higher rate is used for the increase in consultant services).
 - d. The total budget is decreased by \$678 (due to the \$113 reduction in funding allocation from WisDOT and the use of the \$565 from IDOT funds for match).
 - e. The local match amounts shown in Table 2 have been reassessed by the same method used in the First Draft, except that S. Beloit is not assessed any match for the Feasibility Study.
7. The following reference to the SLATS Public Involvement Plan was added to Section II: "This document was prepared in accordance with the notification and public involvement terms and procedures of the SLATS Public Involvement Plan as adopted on November 5, 2012, and available for inspection at the SLATS Office and on the SLATS Web page on the City of Beloit's Web site. (Go to <http://www.ci.beloit.wi.us>, then to Departments, Engineering and to SLATS at the bottom of the first Engineering page.)"
8. At the request of WisDOT, their logo has been added to the Work Program cover page. The IDOT logo was also added.

Adopted October 28, 2013

9. The page arrangement was adjusted. **Map 1**, illustrating the SLATS Planning Area, is now positioned on the back of the front cover and no longer numbered. This better facilitates printing the parts of the document that need to be in color. Note also, 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.
10. The **UPWP Checklist** as per *WisDOT Guidelines for Developing Unified Planning Work Programs (September 2009)* was added (**Section XIV**) and cross referenced to this SLATS UPWP.
11. In Section VIII, the tentatively scheduled MPO Directors meetings in Wisconsin were changed to **January 28, 2014, April 22, 2014, July 22, 2014, and October 28, 2014**.
12. A number of non-substantive spelling/grammar errors were corrected.

I. SLATS MISSION & PURPOSE

The State Line Area Transportation Study (SLATS) is the federally-required Metropolitan Planning Organization (MPO) for the Beloit, WI-IL urbanized area and surrounding urbanizing lands, hereafter referred to as the State Line Metropolitan Planning Area (MPA) or the State Line Area, for short. The mission of SLATS is to maintain a cooperative, comprehensive, and continuing (3-C) multi-modal transportation planning process for the State Line Area and to provide technical assistance to the units of government and other transportation stakeholders therein. SLATS has been officially designated and authorized to carryout this mission by the Governors of Illinois and Wisconsin.

II. PURPOSE OF THIS DOCUMENT

The UPWP is one of several federally-required documents and efforts that must be prepared to qualify the State Line Area for federal transportation-related federal grants, awards, and subsidies. Annually, these efforts return thousands, sometimes millions, of federal tax dollars for improvements to the surface transportation system in the State Line Area. Typically, eighty percent of the planning work proposed in the **UPWP** will be funded with federal tax dollars. Development of the UPWP itself, is funded eighty percent by federal monies. For more information on the federal monies spent on transportation improvements in the area please refer to the SLATS Transportation Improvement Program and the Long-Range Transportation Plan. These documents are available on the SLATS Web page on the City of Beloit's Web site.

This Unified Planning Work Program (**UPWP**) for SLATS describes the planning activities to be conducted by SLATS during the coming calendar year. The **UPWP** specifies the tasks to be undertaken, the agencies and persons responsible, the sources and amounts of funding, and the schedule for completing the work. Each of these topics are addressed in sections of this document.

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

This document was prepared in accordance with the notification and public involvement terms and procedures of the SLATS Public Involvement Plan as adopted on November 5, 2012 and available for inspection at the SLATS Office and on the SLATS Web page on the City of Beloit's Web site. (Go to <http://www.ci.beloit.wi.us>, then to Departments, Engineering and to SLATS at the bottom of the first Engineering page.)

III. STUDY AREA DESCRIPTION

The State Line or **SLATS Metropolitan Planning Area (MPA)** is a bi-state (Wisconsin and Illinois), multi-jurisdictional area centering around the Beloit WI-IL urbanized area (UA), as defined by the US Census Bureau. Contained within this UA are all or parts of several local jurisdictions that have major surface transportation responsibilities:

- Rock County, Wisconsin
- City of Beloit, Wisconsin
- Town of Beloit, Wisconsin
- Town of Turtle, Wisconsin
- Town of Rock, Wisconsin
- Winnebago County, Illinois
- City of South Beloit, Illinois
- Village of Rockton, Illinois
- Village of Roscoe, Illinois
- Rockton Township, Illinois
- Roscoe Township, Illinois

Map 1 (back-side of front cover) illustrates the SLATS MPA and the above jurisdictional components. In addition to the MPA boundary, **Map 1** shows the **U.S. Census-defined “urbanized area” (UA)** and the **SLATS-defined Adjusted Urbanized Area (AUA)**. Any UA, so designated by the Census Bureau, must establish a comprehensive transportation planning process. That planning process must apply not just to the UA, but to the broader Adjusted Urbanized Area (AUA), and to the even larger **Metropolitan Planning Area (MPA)**.

More specifically, the Federal guidelines for transportation planning define these areas as follows.

- (1) The UA is as designated by the US Census.
- (2) The AUA is the UA plus the following:
 - (a) all lands that appear to have become similarly densely populated and are adjacent or in close proximity to the UA;
 - (b) all lands adjacent or in close proximity that are developed with intense industrial, commercial, or public use activities;
 - (c) all lands that are expected to become intensely populated or urban in nature in the near future (5-10 years); and
 - (d) all other pockets of land surrounded or nearly surrounded by the preceding categories. The relevance of the AUA to this **UPWP** is that it is the basis for the division of the required local matching funds, as discussed under the Program Funding Opportunities section.
- (3) The MPA is the above two areas plus lands adjacent or in close proximity and forecasted with a high likelihood of becoming urbanized or developed in the next 20-30 years.

In summary, the focus of the transportation planning activities covered under this **UPWP** can be anywhere within the MPA or other surrounding lands or transportation issues affecting the MPA.

Chart 1, on the following page, shows the general demographics of the 2010 UA and the recently adopted 2013 AUA and 2013 MPA.

SLATS MPO General Population & Area Statistics															Chart 1		
SLATS 2013 Metropolitan Planning Area*																	
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	
Beloit City	971	17.37	0.33	17.70	36,966	2,089	53.8%	25,485	5,572	158	415	10	3,705	1,621	30,634	6,332	
Beloit Town	233	26.20	0.69	26.89	7,662	285	11.1%	6,689	427	21	73	2	269	181	7,151	511	
Rock Town	43	4.30	0.33	4.63	1,686	364	2.5%	1,509	53	3	6	-	90	25	1,543	143	
Rockton Twp	132	10.87	0.33	11.19	3,066	274	4.5%	2,770	68	11	7	-	164	46	2,761	305	
Rockton Vill	245	5.50	0.21	5.71	7,685	1,347	11.2%	7,307	105	10	85	1	38	139	7,407	278	
Roscoe Twp	65	5.42	0.00	5.42	1,522	281	2.2%	1,466	7	1	16	-	13	19	1,472	50	
Roscoe Vill	27	0.82	-	0.82	6	7	0.0%	6	-	-	-	-	-	-	6	-	
South Beloit	353	5.77	0.23	6.00	7,783	1,296	11.3%	6,790	316	30	128	3	283	233	7,175	608	
Turtle Town	196	28.28	0.12	28.41	2,388	84	3.5%	2,246	63	3	14	-	31	31	2,335	53	
TOTAL	2,265	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	
SLATS 2013 Adjusted Urbanized Area*																	
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	
Beloit City	970	17.37	0.33	17.70	36,966	2,089	56.0%	25,485	5,572	158	415	10	3,705	1,621	30,634	6,332	
Beloit Town	197	11.19	0.67	11.86	6,738	568	10.2%	5,837	416	19	68	2	253	143	6,260	478	
Rock Town	27	1.45	0.01	1.45	1,384	951	2.1%	1,218	49	3	1	-	90	23	1,248	136	
Rockton Twp	121	6.35	0.33	6.67	2,594	389	3.9%	2,326	58	11	6	-	156	37	2,302	292	
Rockton Vill	245	5.50	0.21	5.71	7,685	1,347	11.6%	7,307	105	10	85	1	38	139	7,407	278	
Roscoe Twp	63	4.59	0.00	4.59	1,513	330	2.3%	1,459	5	1	16	-	13	19	1,463	50	
Roscoe Vill	26	0.82	-	0.82	6	7	0.0%	6	-	-	-	-	-	-	6	-	
South Beloit	353	5.77	0.23	6.00	7,783	1,296	11.8%	6,790	316	30	128	3	283	233	7,175	608	
Turtle Town	137	8.98	0.05	9.03	1,393	154	2.1%	1,284	60	2	7	-	15	25	1,363	30	
TOTAL	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	
SLATS 2010 Urbanized Area**																	
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	
Beloit City	918	14.82	0.32	15.14	36,818	2,432	57.7%	25,360	5,559	156	415	10	3,700	1,618	30,493	6,325	
Beloit Town	159	4.41	0.26	4.67	5,942	1,272	9.3%	5,081	406	15	66	2	239	133	5,487	455	
Rock Town	27	1.45	0.01	1.45	1,384	951	2.2%	1,218	49	3	1	-	90	23	1,248	136	
Rockton Twp	94	1.83	0.05	1.88	2,302	1,225	3.6%	2,039	56	11	6	-	155	35	2,021	281	
Rockton Vill	210	3.24	0.03	3.27	7,388	2,261	11.6%	7,033	102	7	76	1	38	131	7,116	272	
Roscoe Twp	47	1.96	-	1.96	1,312	669	2.1%	1,273	4	-	11	-	8	16	1,271	41	
Roscoe Vill	26	0.82	-	0.82	6	7	0.0%	6	-	-	-	-	-	-	6	-	
South Beloit	325	4.20	0.23	4.43	7,704	1,737	12.1%	6,717	315	30	128	3	278	233	7,101	603	
Turtle Town	78	1.62	0.01	1.63	979	599	1.5%	897	48	1	6	-	4	23	961	18	
TOTAL	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															File: BeloitRockfordJanesvilleUAs2010.xlsx		
*** IL Township stats are for unincorporated lands only																	

Chart 1 – General Population & Area Statistics

IV. ORGANIZATION AND REPRESENTATION

The SLATS MPO is governed by a 10-member Policy Committee consisting of the top officials from the major jurisdictions within the MPA. Before making decisions, the Policy Committee solicits information and advice from a 22-member Technical Committee. The Technical Committee is comprised of transportation planning and engineering experts from all of the jurisdictions within the MPA as well as key representatives from the Federal and State governments. **Charts 2 & 3**, below, lists the member agencies / representatives of both committees. To encourage broader regional planning, coordination, and information exchange, the Janesville and Rockford MPOs are included as non-voting members of the SLATS Technical Committee. The three MPOs frequently attend the meetings of their adjoining neighbors and review their respective plans, studies and proposals. Because the Rock River corridor, extending from Janesville through Rockford, is now almost continuously urbanized, this inter-MPO participation and coordination is becoming more and more important.

Note also, because the Village of Roscoe is an abutting neighbor to SLATS (small parts of the Village are actually in the SLATS MPA), the Village Engineer has been appointed as a non-voting member.

The City of Beloit is the lead agency for SLATS and is responsible for administering the operation of SLATS. Beloit employs one full-time staff person on behalf of SLATS and administers the compensation and benefits for that person. Beloit also provides limited supervisory and support staff for the planning effort, provides office space, procurement services, vehicles for travel, and other administrative services.

The full-time staff person, the SLATS MPO Coordinator, devotes 100% of his (or her) time to SLATS work. Other City of Beloit staff are assigned to SLATS, part-time, approximately as follows: a Transportation Engineer (15%); an Administrative Coordinator (5%); a GIS/CAD Operator (15%); and the Beloit City Engineer who serves as the MPO Executive Director and supervises all the staff work (5%). SLATS occasionally engages the services of private consultants for special work. A breakdown of the expenditures related to the work provided by the Coordinator and the regular City staff and the consultant is provided in **Table 4**. All work is reported to the Technical and Policy Committees.

The SLATS office is located at 2400 Springbrook Court (formerly the Alliant Energy service center). The MPO Coordinator, Bob Soltau, can be reached at 608-364-6702, by e-mail at SoltauB@ci.beloit.wi.us. The SLATS web page can be accessed via the City of Beloit web site: <http://www.ci.beloit.wi.us/>.

Charts 2 & 3 - SLATS Committees

SLATS POLICY COMMITTEE		Chart 2
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		
SLATS Technical Committee		Chart 3
Voting Members		
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		
Non-Voting Members		
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		
		14 Other tables.xlsx

V. PROGRAM FUNDING NEEDS & OPPORTUNITIES

As mentioned in Part II, above, much of the work proposed in this **UPWP** can be funded through federal grants. Specifically, transportation planning grants are available to qualified MPOs from the Federal Highway Administration. FHWA Planning (PL) funds and State Planning & Research (SPR) funds are two frequently used examples. Planning funds are also available from the Federal Transit Administration (FTA). FTA Section 5303 funds are often awarded to MPOs. Typically, these funds are not awarded to MPOs directly from the federal agencies. Most often, the funds are awarded to the States with the requirement that the States sub-allocate large parts to qualified MPOs. Both Wisconsin and Illinois receive sizable amounts of these funds and annually pass them through, under contract, to the MPOs. The pass-through funds are awarded partly on the basis of population, road mileage, and transit statistics and partly on the basis of special needs as requested and documented by the MPOs.

Federal funds can only be awarded to MPOs to carry out “eligible” planning activities. The funds must be used for planning activities recognized as important from the perspective of the US Congress as set forth in the most recent federal transportation act, rules and regulations, and/or the annual appropriation bills. Further, to assure that local communities sincerely endorse the proposed planning or study activity, the Federal government requires a non-Federal contribution of funds (typically called the “local match” or the “non-Federal match”). The minimum non-Federal match is usually 20% of the total cost of the project or activity. That is, for every 80 dollars provided from the Federal grant, 20 dollars must be provided in local or state (non-Federal) funds. (In some rare instances identified by Congress the local share may be lower or even eliminated entirely.) The total budget proposed for SLATS for the Year 2014 is shown below in **Table 1**. This budget is based upon estimates from the City of Beloit and SLATS staff. This is the amount needed to effectively carry out the SLATS transportation planning process in 2014.

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

From **Table 1** it can be seen that the estimated funding need for SLATS for 2014 is approximately \$207,000. **Part 1 of Table 1** shows the planning funds already committed to SLATS by IDOT and WisDOT; together amounting to roughly \$182,000. Compared to the estimated funding need, this leaves a shortfall of \$25,000 as shown in **Part 2**. To cover this shortfall SLATS has been granted an additional discretionary allocation of \$25,000 by IDOT.

Table 2 shows how the division of required local matching funds has been determined. Locally, within the MPO, the established practice for providing the local match funds is as follows. First, separate the match requirements north and south of the State line. Second, apply whatever matching funds the States have offered. Third, divide the remaining required match among the local participants, proportionate to their population within the Adjusted Urbanized Area (AUA). **Table 2** details this procedure.

Table 1 - Total Budget

Total Budget for SLATS				Year 2014				Table 1	
PART 1: FUNDING COMMITTED				via State & Federal Sources (plus required match)					
	Illinois-side			Wisconsin-side			Total		
		<i>Fed \$</i>	<i>State \$</i>	<i>Local \$</i>		<i>Fed \$</i>	<i>State \$</i>	<i>Local \$</i>	
Federal funds	IL PL	44,866			WisDOT PL	89,990			
Total Match required	\$ 11,217	= (0.25 x Fed)			\$ 22,498	= (0.25 x Fed)			
State Match Provided	(0.5 X TotM)		5,608				5,282	10,890	
Local Match	(0.5 X TotM)			5,608	(TotM-State)			17,216 10,890	
Federal funds	IL FTA	\$ 10,033							
Total Match required	\$ 2,508	= .25 x Fed)							
State Match Provided	(0.5 X TotM)		1,254					1,254	
Local Match	(0.5 X TotM)			1,254				1,254	
	Additional IDOT funds (unencumbered, no match required).		-					-	
Totals:		\$ 54,899	\$ 6,862	6,862		\$ 89,990	\$ 5,282	\$ 17,216 \$ 181,111	
PART 2: FUNDING NEEDED									
Amount to Conduct necessary SLATS activities								\$ 206,111	
Shortfall								\$ (25,000)	
PART 3: SUPPLEMENTAL FUNDING REQUESTED FROM IDOT									
Purpose: \$25K for S. Beloit Bike Path Feasibility Study									
Federal from IDOT								\$ 20,000	
Total Match required:		\$ 5,000	0.25	Part by State (100%)				5,000	
Local Match from Ill-side communities		Part by Locals (0%)				-			
Total								\$ 25,000	
PART 4: SUMMARY				Committed & Requested Supplemental Funding				\$ 206,111	
<i>Source</i>	<i>Illinois-side</i>		<i>Wisconsin-side</i>		<i>Total</i>				
Federal funds	74,899		89,990		164,889				
Matching funds from States	11,862		5,282		17,144				
Other State funds	-		-		-				
Local Matching funds	6,862		17,216		24,078				
Totals	\$ 93,624		\$ 112,488		\$ 206,111				

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Table 2 – Matching Funds

DIVISION OF MATCHING FUNDS				Year 2014	Table 2		
Total Funding from Table 1:		\$	206,111	Federal Amount:	\$ 164,889		
Total Matching Fund Requirement (80/20 Fed/Match = 0.25 x Federal Amount)				\$	41,222		
Illinois-side Requirement			\$ 18,725	Wisconsin-side Requirement \$22,498			
PART 1: MATCH PORTION PROVIDED BY STATES							
State of Illinois			\$ 11,862	State of Wisconsin \$ 5,282			
Providing <u>half</u> of the match requirement for Federal PL & FTA funds and <u>all</u> of the match for the Federal SPR funds (the S. Beloit Bike/Ped feasibility study).				In 2014, Wisconsin has only the above amount available; all remaining match must be provided by the local communities.			
PART 2: MATCH PROVIDED BY LOCAL COMMUNITIES							
<i>Local communities are required to fund the remaining matching fund needs after the State's amounts are subtracted.</i>							
Illinois-side remaining			\$ 6,862	Wisconsin-side remaining \$ 17,216			
<i>Local communities that participate provide matching funds proportionate to their population components in the Adjusted Urbanized Area (see Map 1), as per the Year 2010 Census. Some small communities* are not asked to participate.</i>							
South Beloit match share for Bike/Ped Study			Provided by IDOT above \$ -				
Illinois Communities		Remaining \$ 6,862		Wisconsin Communities		Remaining \$ 17,216	
Community	AUA Pop	%	Match Share	Community	AUA Pop	%	Match Share
S. Beloit, City	7,783	43%	\$ 2,957	Beloit, City	36,966	82%	\$ 14,112
Rockton, Vill	7,685	43%	\$ 2,920	Beloit, Town	6,738	15%	\$ 2,572
Rockton Twp	2,594	14%	\$ 986	Turtle, Town	1,393	3%	\$ 532
Roscoe Twp*	1,513	0%	\$ -	Rock, Town*	1,384	0%	\$ -
Roscoe Vill*	6	0%	\$ -				
Participants	18,062	100%	\$ 6,862	Participants	45,097	100%	\$ 17,216

VI. MAJOR ACCOMPLISHMENTS IN PREVIOUS YEAR

Before delving into the proposed work for FY 2014 it will be useful to recap the major accomplishments completed or expected to be completed in FY 2013. It will likely be necessary to continue work on some of these items in FY 2014 and some is recurring work that will be part of all future SLATS work programs.

1. Developed the FY 2014 UPWP and the 2014-2017 TIP.
2. Two Major Amendments to-date for the FY 2013 TIP and FY 2013 UPWP.
3. Attended numerous training sessions to-date sponsored by IDOT, WisDOT, and the FHWA, including:

1/18/13	Social Media Training workshop
1/21/13	National Highway System webinar
2/13/13	Environmental Linkage webinar
2/14/13	Scenario Planning webinar
3/18/13	AMPO conference call with FHWA Assistant Secretary
4/11/13	Public-Private Partnership Training webinar
6/18/13	Collaborative Strategies for Scaling Suburban Projects webinar
7/30/13	Rightsizing Streets webinar
8/9/13	TIFIA webinar

Before the end of 2013, staff will also attend the Fall Planning Conferences of IDOT & WisDOT.
4. Represented SLATS at numerous meetings pertaining transportation planning including:
 - RMAP and Janesville MPO Policy and Technical Committee meetings.
 - Illinois Modeling Users Group meetings.
 - Illinois Metropolitan Planning Organization Advisory Council Committee meeting.
 - Tri-State Alliance meetings
 - Beloit Chamber of Commerce meetings.
 - IDOT Open House on planning for the next five years and long range planning.
 - Stateline Mass Transit District meetings.
 - Rock County HSTP meetings.
 - HSTP meetings for Winnebago County.
 - HSTP meetings for the Rockford Metropolitan Agency for Planning in re: overlapping areas and projects
 - WisDOT Press Conference on the I-39/90 add lane project.
 - WisDOT MPO Directors meetings.
 - Budget Briefings of the Beloit City Manager.
 - WisDot / FHWA Midyear Review.
 - Rock River Trail Committee meeting.
 - Meetings on South Beloit bike path, streetscape and comprehensive planning.
 - Meetings on new UA, AUA, and MPA delineations with RMAP and JAMPO.
 - Citizen Group meetings on Bikeway connectivity between Janesville and Beloit.
5. Prepared Quarterly Reports and billings.
6. Assisted in coordinating the activities of the area transit systems: BTS, SMTD, and RMTD.

7. Notified the public and all SLATS stakeholders of ongoing transportation planning activity including the TIP and UPWP development through several Public Open Houses.
8. Monitored developments at the Rochelle Inter-Modal Hub.
9. Monitored air quality reports for Rock and Winnebago Counties.
10. Worked with SLATS member agencies on TIP issues and the selection of the next STP-U project.
11. Sought funding opportunities for the Inman Parkway Extension and the County G reconstruction and Townline Road intersection upgrade project in Wisconsin and the Roscoe Road intersection with Illinois Route 2 safety project requiring a complete shift of the intersection and safety improvement upgrade.
12. Worked with South Beloit on corridor study and streetscape planning.
13. Continue efforts in Preservation of ROW for future roadways throughout the area.
14. Reviewing information on the MAP-21 Act. This work will continue in the remainder of 2013 and will be an extensive part of the 2014 Work Program.
15. General SLATS Program Support and Administration: Meetings with SLATS Coordinator, Supervision, Coordination and Contract Management with City Hall.
16. Short Range Planning: Work on early-on Planning Phases of various SLATS projects mostly in Wisconsin related to Environment, Public Involvement, Corridor, and Scoping Analysis. Also is the SLATS Representative on Alternative Routing Analysis and Coordination, and Transportation Modeling.
17. Work on SLATS maps with some emphasis this year on transferring work more in-house that previously and is still currently done by a consultant. This includes both maps and the management of documents.
18. Many areas of secretarial, administrative and office support attributable to SLATS including preparation of minutes, attendance at meetings, fiscal processing, and all office support function to keep SLATS operating.

VII. PROPOSED WORK FOR FY 2014

The planning work for FY 2014 is divided into five **Work ELEMENT TABLES (100, 200 . . . 500)**, on the following pages and summarized in **Table 3**. Funding for the proposed work corresponds to the figures presented in **Tables 1 and 2**.

In addition to the proposed labor described in the Element Tables **direct non-labor costs** are budgeted under Element 100 and are also shown in **Table 3**. The estimated direct non-labor costs are based on a review of past expenditures and the budget for SLATS prepared by the Coordinator and City accounting staff. Only costs that are easily distinguishable as direct costs are included. These include such things as the costs for attending professional conferences and training; costs for duplication of documents and mailings; costs for mileage, hotels, and meals during travel; cost for public notices and other aspects related to public participation and notification; cost for books and subscriptions; professional dues; and the costs for computer equipment and general office supplies.

Costs for items not easily distinguishable, such as the use and maintenance of office space, utility costs, and other aspects generally considered indirect costs are not charged to the SLATS budget. These indirect costs are assumed by the City of Beloit and, as a result, the actual local match for the Federal funds to be used in the Work Program is slightly higher than the required 20%.

The total amount listed in **Table 3** was determined by examining non-labor direct charges for SLATS in past years as described above and by assuming that SLATS will incur similar expenses in 2014. Note that these are estimates for the Work Program budget, not billable amounts. Actual billings will be only for actual costs incurred and documented with receipts, vouchers, logs or other proof of a distinguishable cost.

The total budgeted direct non-labor amount is now shown as part of Work Element 100 (Program Administration) in the Element tables to simplify accounting.

Work Element 100 – Program Administration

Year 2014		PROGRAM ADMINISTRATION	ELEMENT 100		
OBJECTIVE: Maintain SLATS as a planning entity capable of conducting the overall transportation planning process in accordance with Federal, State, and local guidance.					
DESCRIPTION AND METHODOLOGY: In conjunction with the Lead Agency conduct the administrative aspects (staffing, equipping, maintaining records, documenting SLATS meeting and decisions, applying for grants, documenting SLATS work, billing for reimbursements, and other administrative needs. Establish and maintain a process and maintain an information / communication base that facilitates and insures involvement and understanding by local governmental agencies, special interest groups, and the general citizenry in the activities and policies associated with the continuing, comprehensive, and coordinated (3-C) multi-modal transportation planning process.					
ACTIVITY SUB-ELEMENTS			BUDGET	HOURS	SCHED
Administration & Coordination	1	Prepare the UPWP itself and follow-up with quarterly financial reports, progress reports and related reports.	\$ 13,861	343	Jan-Dec
	2	Provide interdepartmental coordination with Transit, Public Works, Economic Development Departments and Agencies both inside Beloit and other units of government.			
	3	Provide inter-agency coordination with IDOT, WisDOT, FHWA, and FTA and RMAP and JAMPO. Participate in MPO, Illinois, and Wisconsin Executive Directors forums, Policy Board meetings, TAC meetings, & Environmental Consultation meetings. As appropriate, identify performance measures in conjunction with the FHWA on a statewide coordinated basis.			
	4	Participate in the Modeling Users Group. Work with modeling experts in the development, application, and interpretation of the traffic simulation model(s) in management of the LRTP.			
	5	Update and maintain the SLATS Web page on the City of Beloit's Web site.			
	6	Estimated direct non-labor costs for all Work Elements	\$ 17,000		
Totals			\$ 30,861	343	

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Work Element 200 – Short-Range Planning

Year 2014		SHORT-RANGE PLANNING	ELEMENT 200		
<p>OBJECTIVE: Assure that immediate, day-to-day decisions are congruent and complimentary to the principles and policies of SLATS as expressed by the Policy Committee through the TIP, the LRP, the PIP and other accepted documents and guidance.</p>					
<p>DESCRIPTION AND METHODOLOGY: Much of this element involves the monitoring of current events in the State Line Area. Included is the collection and analysis of information for significant changes that may affect the provision and/or delivery of transportation services, or the effectiveness of transportation systems in the area. Deliver said information and analysis to appropriate entities and/or stakeholders in a timely manner to benefit the public decision-making process toward the betterment of transportation in the State Line Area. Concentrations of effort in this fiscal year are listed below.</p>					
		ACTIVITY SUB-ELEMENTS	BUDGET	HOURS	SCHED
Transit Planning Assistance	1	Continue efforts to improve public transit services throughout the State Line Area by assisting the public transit providers within the area (BTS, SMTD, and RCST) and by encouraging better coordination of transit services in the SLATS MPO with the transit services in the adjacent MPOs [to the south (RMTD) and to the north (JTS)] as well as better coordination with private transit providers such as Greyhound and VanGalder. This work will involve communicating with and seeking the cooperation of local area officials, area transit stakeholders, other area transit providers, and the FTA and State agencies. Provide special assistance to SMTD as they contemplate a fixed-route connecting BTS and RMTD.	\$ 71,856	1,756	Jan-Dec
	2	Work with private transportation providers in the State Line Area to assure their involvement in the planning process and their appropriate role in delivering transportation services in the area.			
	3	Continue work initiated in 2013 providing assistance to the BTS and SMTD as needed, in meeting Title VI, Environmental Justice, and other Federal requirements. This work was expanded in 2013 due to new guidelines issued by the FTA. Work in 2014 will finalize the Title VI and EJ Plans (including Limited English Proficiency Plans) for SLATS, BTS, SMTD, RCST. The Plans will be submitted for adoption by the respective governing bodies.			
	4	Provide continued assistance to the area tranist providers, including further refinement of the their route and schedule guides into Spanish. SLATS, through the Beloit Engineering Department will provide, on a limited as-needed basis, the services of a Spanish/English translator..			
	5	Work to coordinate the services of all public and private transportation providers in the area and in adjacent areas so as to enhance seamless intra- and intercity public transit opportunities for all persons. This will include assistance and coordination in the development and maintenance of area Human Services Transportation Plans and will involve communication and technical assistance / collaboration with agencies such as the North Central Illinois Council of Government, RMAP, JAMPO, area public and private transportation providers, and other area agencies or entities providing human services.			
	6	Monitor opportunities for commuter rail, commuter bus and other inter-regional, interstate public transit opportunities.			
			continued on next page		

Work Element 200 continued

Data Collection	7	Assist in maintaining an information base for vehicle movements, parking, etc.	as above	as above	as above			
	8	Monitor, review, and inform stakeholders of land use changes and developments throughout the area with respect to the LRP.						
	9	Continue work, as needed, in conjunction with the Year 2010 Census and evolving data from the American Community Survey.						
Other	10	Work with IDOT and WisDOT to effectively deploy new technologies throughout SLATS (Intelligent Transportation System architecture).						
	11	Work to improve the safety in the operation of the existing system.						
	12	Monitor the effectiveness of the PIP, seek ways to improve public involvement, and revise the PIP accordingly.						
	13	Monitor the Rochelle, IL, multi-modal rail facility and seek ways to maximize the positive impact on SLATS.						
	14	Monitor Air Quality for SLATS and seek ways to improve air quality and remain an "attainment" area.						
	15	Participate in planning and supportive technical assistance for add-lane projects and other changes that will improve I-39/I-90 and I-43.						
	16	Provide technical assistance regarding transportation-related issues that may develop during the course of the year as needed.						
	17	Participate in emergency response coordination & homeland security activities						
	18	Monitor activities and guidance evolving from MAP-21, and any new laws that may be passed or guidance issued, and work to bring SLATS into full compliance, as needed. Aspects of this may pertain to the LRPT, the TIP and other parts of the work program.						
	19	Direct Non-Labor Costs are shown in Element 100				\$ -		
Totals						\$ 71,856	1,756	

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Work Element 300 – Transportation Improvement Program

Year 2014		TRANSPORTATION IMPROVEMENT PROGRAM	ELEMENT 300		
OBJECTIVE: Coordinate the programming of all major transportation improvements in the State Line Area with priority emphasis on the current year and the following four years.					
DESCRIPTION AND METHODOLOGY: Prepare the FY 2015 Transportation Improvement Program (TIP). The TIP will list all Federally-funded and other major projects to be commenced between 2015 through 2018 and prioritize the projects by the year they are to be commenced. Include project costs and funding sources and status of previously approved projects. No project will be listed that does not have a reasonable chance of being funded. Submit the TIP to participating jurisdictions and the general public in accordance with the PIP. During the year, amend the TIP, as needed, to accommodate changes in priority, funding availability, or project scope.					
ACTIVITY SUB-ELEMENTS			BUDGET	HOURS	SCHED
TIP Development	1	Itemize all transportation improvements (operational, planning, equipment, ROW acquisition, and construction projects) proposed in the Transportation Improvement Program (TIP). Assure the TIP will be developed and approved under a 4-year investment window.	\$ 16,861	392.78	Jul-Oct
	2	Conduct analysis and develop maps and illustrations to evaluate the impact of programmed and illustrative transportation improvements on minority groups/persons and on low-income populations / households.			
	3	Continues to work with as requested by FHWA, FTA, WisDOT, and IDOT .			
	4	Work with the State DOTs to help develop the STIPs.			
Public Participation	5	Provide opportunities for public review and comment before adoption of the TIP and other SLATS planning. Expand public contact including: updating lists of stakeholders, publishing required legal notices, providing timely information on meetings and the TIP process, and providing timely information on projects proposed or under consideration.			Jan-Dec
	6	Direct Non-Labor Costs are shown in Element 100	\$ -		
Totals			\$ 16,861	393	

Work Element 400 – Long-Range Planning

Year 2014		LONG-RANGE PLANNING	ELEMENT 400		
<p>OBJECTIVE: Maintain, amend as needed, and implement the Long-Range Transportation Plan. Prepare for the Plan's timely update.</p>					
<p>DESCRIPTION AND METHODOLOGY: The SLATS Long-Range Transportation Plan Update was adopted in September of 2011. Activities in this category include on-going consideration of the 2011-2035 LRTP, evaluating the need for modifications, familiarizing the public with the contents of the Plan, assuring the compatibility of the Plan with other community planning efforts, and finalizing amendments to the plan as appropriate.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HRS	SCHED
Long Range Plan	1	Continue with implementing the Plan or developing refinements that lead toward its implementation. To the extent possible, an implementation schedule will be developed.			Jan-Oct
	2	Utilize performance measures to monitor and evaluated SLATS planning efforts over time.			
	3	Initiate tasks recommended in the LRPT Update and the future Update schedule, in accordance with State and Federal guidelines and timetables.			
	4	Continue work, if needed, with the States and local units of government and adjacent MPOs to refine the Adjusted Urbanized Area and/or Metropolitan Planning Area Boundaries Develop suggestions to improve representation on the area MPOs as a result of the changes. Encourage greater MPO cooperation and coordination in response to the merging urbanization of the three area MPOs.			
Interagency Coordination	5	Work with the general public and private stakeholders to incorporate changing needs, conditions, and problems.	\$ 14,011	345	Jan-Dec
	6	Work with the Rockford and Janesville MPOs to insure regional coordination and compatibility on LRTP matters.			
	7	Work to assure compatibility with area Land Use Plans and other plans developed by State and local governments and other interest groups (environmental groups, public service agencies, and others).			
	8	Technical assistance and coordination with Rock County, Winnebago County, the City of Beloit, and other entities in the MPA concerning the preparation and maintenance of their Comprehensive Land Use Plans, especially as transportation relates to housing, economic development, and the environment.			
	9	Continue traffic simulation modelling efforts throughout the area and utilize model results to identify and prioritize major expansions or improvement to the roadway system.			
	10	Assist WisDOT and IDOT in the development and implementation of their Statewide LRTPs.			
11	Direct Non-Labor Costs are shown in Element 100	\$ -			
Totals			\$ 14,011	345	

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Work Element 500 – Special Studies

Year 2014		SPECIAL STUDIES		ELEMENT 500		
<p>OBJECTIVE: Provide for special planning studies, analyses, feasibility studies and other technical work as needed to further the SLATS transportation planning process and facilitate sound transportation decision-making in the State Line Area.</p>						
<p>DESCRIPTION AND METHODOLOGY: The MPO will participate in Special Studies (to be conducted in-house or with consultant assistance depending on the nature of the study, the degree of special expertise needed, the scope of the study and other relevant factors).</p>						
ACTIVITY SUB-ELEMENTS				BUDGT	HRS	SCH
Several Special Studies as Time and Funding Permit	1	SLATS will coordinate and funds a study to examine the feasibility and priorities of various bike paths in South Beloit that would originate from 1) the Roscoe Bike Path that terminates south of Rockton Road and east of Route 251, 2) Door Road Bike Path that terminates at the City Park, and such other potential On-Road bike Paths that might be identified. The termination points for these paths would be as appropriate 1) the Iron Bridge being rehabilitated the crosses Turtle Creek, the potential future city park area south of Shrland across from the Beloit River-Side Bike Path, and a connectivity point in the vicinity of Rt 251 and Rt 75 to run along Rt 75 or proceeding along Rt 251 at the Wisconsin border.	\$ 25,000	455	Jan thru Dec	
	2	Continue to monitor and evaluate the functional classification system and submit reports to the States requesting changes as appropriate. Review and comment on proposed changes to the functional classification system developed by the State DOTs.	\$ 47,522	1,016		
		During 2014, SLATS will continue efforts initiated in 2012 and 2013, as follows: (1) SLATS will update ADT map based on new 2010 traffic counts and ADT calculations (yet to be released from WisDOT). (2) SLATS will continue to refine the Functional Classification proposal based on stakeholder input. (3) SLATS will continue refine its study of future roadway corridors.				
	3	Complete the <u>State of the Stateline Region Report</u> based on the 2010 Census demographics. Several MPOs and RPCs in Illinois produce a report such as this which is very well received by the Chambers of Commerce, local governments, media and the public in general. It would be at least eight to twelve pages in length and packed with data and narrative about income, housing, transportation, and related demographics for the Stateline area reaching from Rockton, Rockton Township, and South Beloit in Illinois to the City of Beloit and the Towns of Turtle and Beloit in Wisconsin. It provides high visibility to the MPO, encourages a regional identity, and integrates transportation with overall quality of life issues.				
	4	<u>Integration of performance measures across State lines.</u> Wisconsin has identified and a set of performance measures that are recommended for the MPO to produce annually. Illinois has no such recommendation at this time. Also WisDOT is integrating crash identification information into the Wisconsin Information System for Local Road (WISLR). IDOT has identified Winnebago County has a high accident emphasis area so special attention in conjunction with RMAP will be focused on his problem although Illinois has no comprehensive road/crash information system like WISLR. SLATS will continue to develop performance measures and road system/crash information across the state line that can be applied to the entire SLATS area with an emphasis on accident data.				
	5	Integrate the new requirements and emphasis areas of MAP-21 into the SLATS planning process; including the greater emphasis on Performance Management.				
6	Direct Non-Labor Costs are shown in Element 100	\$ -				
				\$ 72,522	1,470	

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Table 3 – Cost Summary by Element

Cost Summary by Work Element and State Participation										Year 2014				Table 3			
Work Element		Hours							Labor Costs				Non-Lab Costs	Total Cost	% of Tot\$ by Element	Illinois-side 37.9%	Wisconsin-side 62.1%
		Regular staff		Consultant		Consultant			Total	Regular staff	Consultant	Consultant					
100	PROGRAM ADMINISTRATION	335	10%	8	1.5%	-	0%	343	\$ 13,411	\$ 450	\$ -	\$ 13,861	\$ 17,000	\$30,861	15.0%	\$11,693	\$19,168
200	SHORT-RANGE PLANNING	1,676	50%	80	16.0%	-	0%	1,756	\$ 67,056	\$ 4,800	\$ -	\$ 71,856		\$71,856	34.9%	\$27,226	\$44,629
300	TRANSPORTATION IMPROVEMENT PROGRAM	335	10%	58	11.5%	-	0%	393	\$ 13,411	\$ 3,450	\$ -	\$ 16,861		\$16,861	8.2%	\$6,389	\$10,472
400	LONG-RANGE PLANNING	335	10%	10	2.0%	-	0%	345	\$ 13,411	\$ 600	\$ -	\$ 14,011		\$14,011	6.8%	\$5,309	\$8,702
500	SPECIAL STUDIES	671	20%	345	69%	-	0%	1,016	\$ 26,822	\$ 20,700	\$ -	\$ 47,522		\$47,522	23.1%	\$18,006	\$29,516
	S.Beloit Bike/Ped Study	-	0%	-	0%	455	100%	455	\$ -	\$ -	\$ 25,000	\$ 25,000		\$25,000	12.1%	\$25,000	
Totals		3,353	100%	500	100%	455	100%	4,307	\$ 134,111	\$ 30,000	\$ 25,000	\$ 189,111	\$ 17,000	\$206,111	100.0%	\$93,624	\$112,488
																<i>45.4%</i>	<i>54.6%</i>

SLATS does not request State/Federal funds in advance. SLATS will request reimbursements as work is completed.

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VIII. PROPOSED MEETING DATES

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

The SLATS MPO will also participate in the MPO Director Meetings or Policy Board meetings, TAC meetings, and Environmental Consultation meetings, as coordinated by WISDOT and the Illinois Executive Directors MPO Advisory Board. Based on past experience, there will be 4-6 such meeting with the dates of these meetings to be determined at a later time. If they are held the MPO will also participate in WISDOT-sponsored user group meetings for traffic simulation modeling. In addition to the above, SLATS will also participate in the following:

- Conference of Regional Planning Commissions and Metropolitan Planning Organizations – to be scheduled sometime in 2014 in Wisconsin and Illinois.
- Quarterly Director's meetings in Wisconsin and MPO Advisory Board meetings in Illinois. MPO Directors meetings are tentatively scheduled in Wisconsin during 2014 on **January 28th, April 22nd, July 22nd, and October 28th**. Exact times and locations will be determined later.
- As needed and with specifics to be determined, a Mid-Year Work Program Review meeting with WISDOT and IDOT and FHWA Division Offices will be held.
- SLATS will attend the annual Fall Planning Conferences conducted by WisDOT and IDOT on dates to be determined.

Be advised that all SLATS meetings are open to the public. Interested parties are encouraged to attend. Opportunities for public comment will be afforded on any agenda item and, time permitting, any transportation-related issue.

For more information about these events contact Robert Soltau at 608-364-6702. Para mas informacion, a esta interesado en participar en el planeamiento del proceso de transporte en su comunidad y necesita asistencia con idioma, por favor comuniquese Guillermo Gutierrez, al 602-362-2724.

IX. ADDITIONAL OR FUTURE ISSUES TO BE ADDRESSED

A number of issues may be presented to SLATS following the first draft of the FY 2014 **UPWP**. At that time, the amount of time or effort that would be need to be to address such issues would be identified. During 2014, the SLATS planning process will make efforts to address such issues to the extent staff time permits. Should extensive work on these issues be necessary, the SLATS Technical and Policy Committee's will be consulted regarding reprioritization of items in the Work Program. As appropriate, SLATS will endeavor to give such issues priority in the Work Programs of future years. Considerable flexibility is always needed in the activities of SLATS to address additional issues and challenges as they arise.

X. METROPOLITAN PLANNING FACTORS

The Federal Transportation Bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005, A Legacy for Users (SAFETEA-LU) created the planning factors that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. This year's **UPWP** is being developed considering the metropolitan planning factors from SAFETEA-LU, now MAP-21. The eight metropolitan planning factors from SAFETEA-LU include:

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

The following matrix on the following page illustrates the 2014 SLATS work elements and the metropolitan planning factors to be addressed in each project.

METROPOLITAN PLANNING FACTORS CONSIDERED IN THE UPWP			Year 2014					Table 4			
UPWP Category		UPWP Elements	Metropolitan Planning Factors								
			1	2	3	4	5	6	7	8	
100	1	UPWP & Financial Reports								X	
	2	Interdepartmental / Local Coordination					x	x	X	X	
	3	Interagency Coordination	x	x	x	x	x	X	x	X	
	4	Modeling Users Group		x	X	X	x	X			
	5	Web page maintenance	x	x	x	x	x	x	x	x	x
200	1	Coordinate transit providers	X	X	X	X	x	x	X	X	
	2	Coordinate with private transit providers	x	X	X	X	x	x	x		
	3	General assistance to SMTD & BTS		x	x	X	x	x	x	X	
	4	Special assist to SMTD	x	x	x	X	x	x	x	x	
	5	Transit coordination with other Human Service providers	X	X	x	X	x	X	x	X	
	6	Regional transit opportunities	X	X	x	X	X	X	x		
	7	Traffic information base		x	X	X	x	x			x
	8	Monitoring land use changes	x	x	X	x	x	X			
	9	Census work	x								
	10	New technology & ITS	x	X	X	X	x	x			X
	11	Improving safety & operations	x	X	X	X	x	x	x	X	
	12	Improving public involvement	x	x	x	x	x	x			X
	13	Monitoring regional rail facility	X	X		x		X			
	14	Monitor air quality	X		X		X	x	x		
	15	Participate in interstate roadway planning	X	X	X	X		X	X	X	
	16	Participate in unanticipated local issues		x	x		x	x			X
	17	Participate in homeland security planning	X	X	X	X	x	x			
	18	MA-21 compliance	X	X	X	X	X	X	X	X	X
300	1	Develop the TIP for funded projects	X	X	X	X	X	x	X	X	
	3	Coordinate with FHWA & WisDOT.		x							
	4	Assist with STIPs	X	x	X	X	X	x	X	X	
	5	Assure public participation with TIP	x	x	x	x	x	x	X	X	
	400	1	Implement & refine LRP	X	x	x	X	X	X	x	x
	2	Performance measures	x	x	x	x			x	x	
	3	Follow through with LRTP recommendations	x						x		
	4	Monitor / update AUA & MPA boundaries	X			X	X	X	X	X	
	5	Monitor relevant change	x	x		x	x	x	x	x	
	6	Coordinate with adjacent MPOs	X	X	X	x	x	X		x	
	7	Monitor LUPs for compatibility with LRP	x	x	x	x	x	x		x	
	8	Additional LUP work	x								
	9	Modelling	X	x	X	X	X	X	X		
	10	Assist with Statewide LRPs	X	X	X	x	X	X	x	x	
500	1	S. Beloit Bike/Ped Path Study			X	X	X	X			
	2	Refine FC proposals/map & ADT map, Define future ROW needs	X	X	X	X	X	X	x	x	
	3	State of the Stateline Region Report	X	x	x	X	x	x	X	X	
	4	Performance measure across State lines	x	x	X	X	X	X	X	x	
	5	Performance indicators & MAP-21	x	x	x	x			x	x	

14 Element Tables v2.xlsx

XI. FEDERAL CERTIFICATION

SLATS, in its authority as the MPO and in conjunction with the States of Illinois and Wisconsin certifies that the planning process conforms with all applicable Federal requirements (see the adopting resolution, the opening page of this document).

XII. COOPERATIVE AGREEMENT

The Cooperative Agreement between the States (Illinois and Wisconsin) the transit operators (SMTD and BTS) and this MPO (SLATS) is included by reference as part of this document. Copies of the agreement are available on the SLATS Web page <http://www.ci.beloit.wi.us/> -- the page is part of the Public Works / Engineering section), at the transit provider's offices, and at the SLATS office (2400 Springbrook Court -- formerly the Alliant Energy service center).

XIII. NONDISCRIMINATION AGREEMENT

In 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 **UPWP**, by reference. Copies are available on the SLATS Web page <http://www.ci.beloit.wi.us/> -- the page is part of the Public Works / Engineering section, and at the SLATS Office (2400 Springbrook Court -- formerly the Alliant Energy service center).

XIV. UPWP CHECKLIST

<i>WisDOT Guidelines for Developing Unified Planning Work Programs (September 2009)</i>		
1	Name of MPO and area represented	Cover page, Map 1, Secs I & III
2	CY of the UPWP	Cover page, page headings
	TITLE PAGE	Credits, participants, disclaimer, & logos
3	Name of MPO and area represented	Cover page, Map 1, Sec I
4	Contact person in info	Sec IV
5	CY of the UPWP	Cover page, page headings
6	Table of Contents	Page 1
7	MPO Approval Resolution -- signed	Page 2
8	Certification - signed	Page 2 & Sec XI
9	Cooperative Agreement	Separate document on file
10	Committee lists, responsibilities, meetings	Sec IV, Charts 2 & 3
11	Primary MPO Staff	Sec IV
12	Map-Regional MPO Coverage Area	Map 1
	Planning Boundary	Map 1
	UA Boundary	Map 1
	* Air Quality Boundary	na, monitor in Element 200
13	Planning Factors	Sec X
	UPWP	
14	Definition of UPWP purpose	Sec I & II
15	Summary of Previous Year's Accomplishments	Sec VI
16	Status of current activities	Sec VI
	WORK ELEMENTS	100 through 500
17	UPWP	Element 100 (1)
18	Administration	Element 100 (1, 3, 5, 6)
19	TIP -- Development/maintenance	Element 300
20	PLAN -- Development/maintenance	Element 400
21	* Congestion Management Process / ITS	na, monitor in Element 200
22	* Transit Planning	Element 200 (1-6)
23	Multimodal Planning	Element 200 (1-6)
	Bicycle Planning	Element 500 (1)
	* Intermodal Freight	Element 200 (13)
	* Intermodal Passenger	Element 200
24	* Air Quality Planning	Element 200 (14)
	Modeling	Element 100 (4) & 400 (9)
	CMAQ Application Process	
25	Public Involvement Plan - Update	Elements 100 (5), 200 (8, 12) & 300 (5)
26	Data Collection	Element 200 (7-9)
27	Project Corridor Studies	Element 200 (14 & 15)
28	Special Project Planning	Element 400 (2, 4)
29	TE Planning	Element 500 (1)
	SUMMARY	3 tables
30	Summary Budget Table	Table 3
31	Funding Source Table	Tables 1 & 2
* if applicable		UPWP Checklist.xlsx

XV. Schedule for the Development of the SLATS 2016 Long-Range Transportation Plan

The SLATS LRTP was last comprehensively updated in 2011 and adopted in November of 2011. A comprehensive update will be due again 2016, with adoption in November of that year.

		2012	2013	2014	2015	2016			
Introductory Materials	These materials are essentially the same for the TIP, the UPWP, and the LRTP	This boilerplate aspect will not take more than a few days.	→			Delay this until late in the process. Early 2016.			
Goals	Current adopted goals are not likely to change significantly.	All stakeholders should be given the opportunity to review the goals, comment, and propose changes to the goals themselves or to the priorities.		Early in 2014 Staff will reprint and distribute all LRTP goals & distribute them to stakeholders.	If greater review warranted, set up series of public meeting				
			Review At Tech/Policy meeting in Spring 2014. Determine if more extensive public review is warranted.	Finalize goals in Fall 2014					
Demographics	Current & 2013 Work Program calls for an update of area demographics using 2010 Census data.	Continue work as needed through 2013 & prepare demographics report.	2013-2014, plot all proposed TIP and LRTP projects in relation to demographic data.	Analyze as per Title VI & EJ guidelines. Produce report.	Distribute demographics report & Title VI & EJ report to all stakeholders.	2014-2016 refine reports as needed.			
Public Transit Services	Private transit services	Bus, Paratransit, Emergency/Ambulance, Taxi	Late 2013: Staff refreshes inventory of all know services.		Mid 2014: Staff invites all private providers to an open meeting to discuss issues & needs. Reports finding to Tech/Policy.	Late 2014: Staff & Committees discuss findings, determine follow-up goals & course of action, as needed.	Further work, as needed	Write-up plan segment	
	Public Paratransit & Human Services Transportation Plan		Assess, modify/refine, as needed						
	BTS Transit Development Plan	2013-2016: Assess, refine, & monitor performance measures for public transit services.		Later 2013-2014: Staff assist BTS, as needed in updating TDP.	2014: Staff summarizes TDPs for Tech & Policy, invites public comment, seeks direction.		2015: TDPs revised, as needed		Early 2016: BTS/SMTD Segment of LRTP developed
	SMTD Transit Development Plan			2013: Staff assist SMTD in updating TDP.					
Public Rail Service	Changes to current public rail situation unlikely. Present to 2015, Staff monitors situation.		2013 onward: Changes reported to Committees			2015: Staff develops public rail section of LRTP	2015: Presents material to Committees		
Airports & services	Airports responsible for their own service / expansion plans. Primary role of SLATS is to assist in assuring adequate surface transportation access.	→			Late 2014: Staff meets with airport planners to determine plans and future needs.	2015: Staff summarizes plans & surface transportation needs. Report to Committees	Late 2015: Staff develops brief airport section of LRTP.		
Bike & Pedestrian Facilities	Bike/Pedestrian Plan recently developed by consultant likely to remain valid and in need of little update.	→			Late 2014: Staff reviews & evaluates B&P Plan & progress. Determines if level of update needed.	If little update needed, staff programs work for 2015 Program If extensive update needed, staff requests extra funding for consultant update in 2015	Late 2015: Update presented to stakeholders & committees. Revisions if needed; incorporated into LRTP.		
Plan for Roadways	2013-2015: Roadways monitored extensively for condition, traffic handling capabilities, & safety.								
	Refine, Assess & Monitor Performance measures. Refine and run scenarios on traffic simulation models. Freight & truck route aspects will be part of this process.			2014: Staff generates condition report.	2014: Staff generates traffic/roadway adequacy report.	Reports presented to public, stakeholders, & Committees		Late 2015: Staff develops recommendations to improve conditions, traffic handling capacity, & safety. Presented to all stakeholders.	2016: Recommendations revised as per input & incorporated into LRTP.
				2015: Staff generates safety report.					
Financial Plan	→			Late 2015: Staff begins assembling a Long-Range Transportation Improvement Program. All needed desirable projects included. Rough cost estimates developed in 2015 \$. Inflation factor determined.	Early 2016: Staff develops Long-Range Funding Availability forecasts. Projects prioritized Fundable & non-fundable projects determined.	Mid 2016: Long-Range TIP presented to public, stakeholders, & Committees for review & comments.	Long-Range TIP revised as per input & incorporated into the LRTP.		

Additional Public Participation Activities in 2016 -- Leading to LRTP Adoption

Jan - June 2016	July- August 2016	September 2016	October 2016	November 2016
Assemble above components into full report 1st draft	Distribute for public review	Revise as per stakeholder comments	Redistribute for final review	Adopted

Adopted October 28, 2013