STATELINE AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION (SLATS MPO)

IL-75 in Rockton – Reconstruction Planned for 2017

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OCTOBER 11, 2016

SLATS TIP CONTENTS

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

SLATS RESOLUTION 2016-3

APPROVAL OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (October 11, 2016 Version)

WHEREAS, the Stateline Area Transportation Study is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area, and the Policy Board 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 2017-2020 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2017-2020 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:

§ 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the SLATS Policy Board and Technical Advisory Committee 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 Board of the Stateline Area Transportation Study approves this **2017-2020 Transportation Improvement Program (October 11, 2016 Version)** and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Approved this 11th Day of October, 2016 **ATTESTS:**

Chair, SLATS Policy Board

Chair, SLATS Technical Committee or MPO Coordinator

SUMMARY OF INPUT AND CHANGES

The first draft of the 2017-2020 TIP dated August 22, 2016 was reviewed by the SLATS Technical and Policy Committees August 22, 2016. A public open house was also held on September 27, 2016 during the 30-day public review period beginning August 22, 2016. This was in conjunction with the Long Range Transportation Plan (LRTP) Open House. No comments directly related to the TIP were received by the public, although input was received on the concurrent Long Range Transportation Plan Update.

In addition to some minor formatting and corrections, substantive changes incorporated into this Final 2017-2020 TIP include:

- Updated funding codes to reflect FAST Act Funding Program including in Table 1 and Table 2
- Updated Table 3 – Recently Completed Projects
- Updated Table 4 – Fiscal Constraint
- Updated Maps 1-3 to show current projects
- Updated schedule for Illinois 75 based on 2016 TIP Administrative Modification 2 (2016 letting)

BACKGROUND AND PURPOSE

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

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

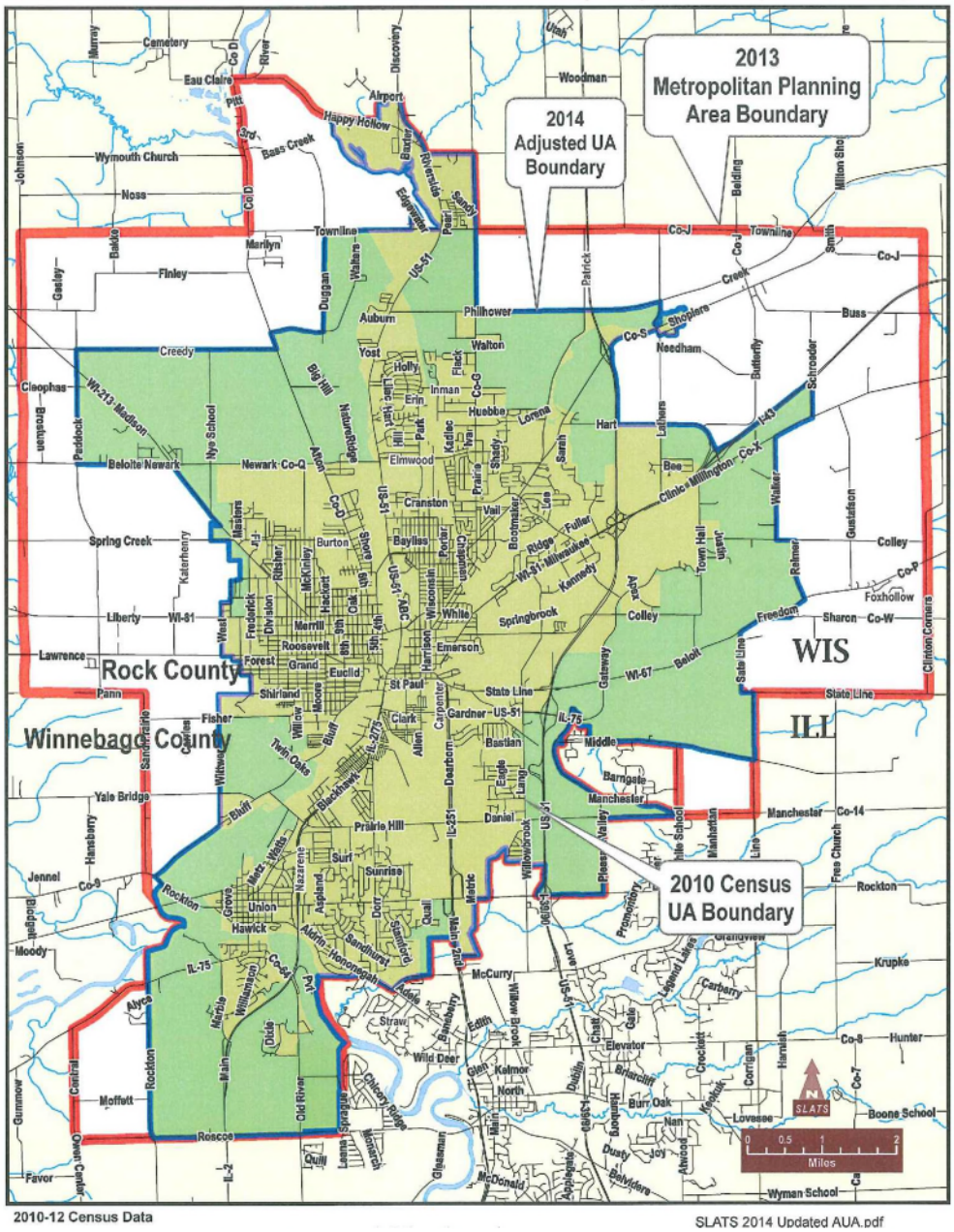
The MPO's planning process must consider the safe and efficient movement of people, services and freight by all modes of travel including streets and highways, public transportation, commuter railways, bicycle and pedestrian as well as intermodal connections for freight and passengers between ground transportation, airports, and railroads. An overarching goal of the transportation system is to encourage harmonious community interaction while protecting the aesthetic and ecological features of the physical environment. The TIP furthers that goal by coordinating and prioritizing all major transportation improvements in the MPA over the next four plus years. Prioritization of projects is 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
- Minimize environmental disruptions

EXHIBIT 1 – SLATS MPA and AUA

Stateline Area Transportation Study -- Metropolitan Planning Organization

SLATS 2014 METROPOLITAN PLANNING AREA (Adopted on April 14, 2014)



2010-12 Census Data

SLATS 2014 Updated AUA.pdf

ORGANIZATIONAL STRUCTURE

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

A Technical Advisory Committee (see below) that includes public works officials, engineers, planners and administrators from the member municipalities and counties, as well as local public transit representatives (Beloit Transit System and Stateline Mass Transit District) advise the Policy Committee on transportation issues of a regional nature. Additional non-voting members are listed below as well, and include FHWA, FTA, WisDOT, IDOT, adjacent MPOs and non-member municipalities with lands included in the SLATS MPA.

The City of Beloit is the lead agency for SLATS and the City of Beloit Engineering Division provides the staff support for the administration of the MPO. SLATS is funded by annual grants or awards from the Federal Highway Administration, the Federal Transit Administration, the States of Illinois and Wisconsin and funding from most of the local governments represented on the Policy Committee.

The SLATS Policy and Technical Advisory Committees include the following chief elected officials/members (or duly appointed representatives). Note that these positions are outlined in the MPO's bylaws most recently updated in 2015.

SLATS MPO POLICY COMMITTEE

1.	City of Beloit Council President	*David Luebke*
2.	City of South Beloit Mayor	*Ted Rehl*
3.	Village of Rockton President (Policy Board Chair)	*Dale Adams*
4.	Town of Beloit Chair	*Diane Greenlee*
5.	Town of Turtle Chair	*Roger Anclam*
6.	Rockton Township Chair	*Tom Jencius*
7.	Rock County Board Chair	*Alan Sweeney*
8.	Winnebago County Board Chair	*Scott Christiansen*
9.	SW Region Planning Chief Wisconsin Dept. of Transportation (WisDOT)	*Stephen Flottmeyer*
10.	Region 2 Engineer Illinois Dept. of Transportation (IDOT)	*Kevin Marchek*

SLATS MPO TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee currently consists of one voting representative from each of the following agencies:

1. The City of Beloit Public Works Department	*Greg Boysen*
2. The City of Beloit Engineering Division (Committee Chair)	*Mike Flesch*
3. The City of Beloit Community Development Department	*Drew Pennington*
4. The Winnebago County Planning Department	*Chris Dornbush*
5. The Winnebago County Highway Department	*Joe Vanderwerff*
6. The Rock County Planning Department	*TBD*
7. The Rock County Highway Department	*Ben Coopman*
8. The Town of Beloit*	*Frank McKearn*
9. The Town of Turtle*	*Dave Bomkamp*
10. The Village of Rockton*	*TBD*
11. The City of South Beloit*	*Jeff Reininger*
12. The Beloit Transit System (BTS)	*Michelle Gavin*
13. The Stateline Mass Transit District (SMTD)	*Sharon Hecox*
14. SW Region Designated Representative WisDOT	*Tom Koprowski*
15. District 2 Designated Representative IDOT	*Dan Long*

*May include a designated public works, engineering, highway, planning or similar representative

Non-voting membership is extended to:

1. The Federal Highway Administration, Wisconsin Representative	*Dwight McComb*
2. The Federal Highway Administration, Illinois Representative	*John Donovan*
3. FTA Region 5 Chicago Representative	*William Wheeler (WI)* *David Werner (IL)*
4. District 2 Bureau of Urban Program Planning IDOT	*Doug Delille*
5. Central Planning Office for WisDOT	*Matt Schreiber*
6. Janesville Area Metropolitan Planning Organization (JAMPO)	*Terry Nolan*
7. Rockford Metropolitan Agency for Planning (RMAP)	*Sydney Turner*
8. Village of Roscoe	*Zachary Gill*
9. Roscoe Township	*TBD*
10. Town of Rock	*TBD*

TIP OVERVIEW

The TIP is the result of a comprehensive, coordinated, and continuing urban transportation planning process encompassing the entire Metropolitan Planning Area (MPA). The TIP is developed by the MPO in cooperation with the State, affected transit operators and local communities. The TIP lists all programmed projects in the SLATS MPA that are to be federally funded under Title 23 U.S.C. and 49 U.S.C., and may include projects to be funded entirely with state or local funds. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. SLATS locally approves the TIP and forwards it to state and federal agencies. The Governors or their designees approve the TIP, which is then made part of the State Transportation Improvement Program (STIP).

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 LRTP and reflect investment priorities. The LRTP addresses improvements that are needed in the next 25-30 years and the public can help determine projects and priorities in that document as well. There must also 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. That said the TIP must 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. The TIP must also include the use of an inflation factor (currently 2.0%) to inflate costs in the out years (beyond 2017). This inflation factor (provided by WisDOT) is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.

PERFORMANCE MEASURES

The 2012 transportation reauthorization act **Moving Ahead for Progress in the 21st Century Ac**t **(MAP-21)** (and subsequent 2015 Fixing America's Surface Transportation (FAST) Act)modified the metropolitan planning process to include the addition of performance-based planning. Specifically, MPOs will be required to establish and use a performance-based approach to transportation decision-making and the development of transportation plans. This includes the integration of performance targets into the planning process to identify needed transportation improvements and inform project selection. Once implemented, the TIP is designed to make progress toward achieving those identified performance targets. Each MPO will establish performance targets coordinated with the State(s) and public transportation providers no later than 180 days after the date the State or public transportation provider establishes performance targets. The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the LRTP, linking investment priorities to those performance targets.

PUBLIC PARTICIPATION

As a matter of practice, citizen involvement and public participation is promoted and encouraged early and throughout the planning process. Our goal is to achieve active participation and build public consensus early in the development of plans and studies, including the TIP. These and other public documents including the Public Involvement Plan (PIP) and LRTP are available for review on the SLATS MPO website www.beloitwi.gov under the "Document Center" and then the "Stateline Area Transportation Study (SLATS)" folder. They may also be viewed at the SLATS MPO Office located in City of Beloit Engineering Division at 2400 Springbrook Court, Beloit Wisconsin. All open houses and official meetings of the Policy and Technical Advisory Committees are open to the public, are at accessible locations and are announced in local media and posted on our website. Illustrations are used to help convey technical information when appropriate. Records of all legal notices, meeting notes or minutes and lists of attendees are kept on file at the MPO Office and copies are available for review.

We understand the importance of having meeting locations and times that are convenient, especially to those potentially directly affected by a particular decision or project. Meetings are typically along or near a public transit route during transit operating hours. The SLATS MPO will continue to seek ways to provide effective public and stakeholder involvement in the decision-making process. The public is encouraged to offer suggestions regarding the projects programmed in the TIP, and regarding the funding and timing priorities. The public can also offer suggestions regarding what illustrative projects should be included and which should move forward first as funds become available. Sometimes a project cannot be advanced for a number of possible reasons including availability of funding, right-of-way acquisition or engineering considerations, but sometimes these issues can be addressed and the time for implementation can be lessened, especially if the community is unified and vocal. The public can also provide input on how much funding should be spent on system preservation projects and safety projects, as opposed to system expansion projects.

NOTICE OF TIP DEVELOPMENT TO TRANSIT PROVIDERS

Transportation in the SLATS area is primarily automobile-oriented and most people travel via personal automobiles. However, various forms of public or private mass transportation including buses, paratransit vehicles or taxis are also available. Both the users and operators of these mass transportation services are regarded as important transportation stakeholders. SLATS makes special effort to notify these stakeholders of TIP development to provide the opportunity to participate in the process of transit planning and delivery of services. 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
- Stateline Mass Transit District, 110 E. Main St., Rockton IL
- Rock County Specialized Transit, Rock County Council on Aging, 3530 N. CTH F, Janesville, WI
- Janesville Transit System, Fixed Route Transit Service, 101 Black Bridge Road., Janesville, WI
- Rockford Mass Transit District, 520 Mulberry St, Rockford, IL
- Coach USA (Van Galder Bus) Charter Service, 715 South Pearl St., Janesville, WI
- Durham School Services. School Bus, 1409 Manchester Street, Beloit, WI
- First Student Transit Inc., School Bus/ Charter, P.O. Box 262, Rockton, Il

- Call-Me-A-Cab, Inc., Taxicab Service, 410 Bluff St., Beloit, WI
- Yellow Cab of Beloit, Taxicab Service, 454 St. Paul Ave., Beloit, WI
- Flying AJ's Taxi Service, 717 Newfield Dr, Beloit, WI
- You Buy We Fly, 2019 Wisconsin Avenue, Beloit, WI
- Goldie B. Floberg Center, 58 W Rockton Rd., Rockton, IL

Special Note Regarding Public Transit: The TIP development process is used to satisfy the public hearing requirements of Section 5307. Public notice of public involvement activities and time established for public review of the TIP will satisfy the Program-of-Projects (POP) requirements of the Urbanized Area Formula Program. The public involvement procedures associated with TIP development were used to satisfy the Program-of-Projects requirements of Section 5307.

TIP PROCESS

Projects for the TIP are selected and prioritized as follows:

Project Solicitation:

Each year in the summertime, 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. Projects that have been recently completed are also documented.

Of particular importance to MPOs are two flexible funding programs, the Surface Transportation Block Grant Urban (STBG-U) program and the Surface Transportation Block Grant Transporation Alternatives (STBG-TA) program. STBG money is apportioned to the States annually. In turn, the States are required to allocate parts of these monies into urban, flex, bridge and TA projects. STBG-U monies are also allocated to MPOs on the basis of population. In turn, within the SLATS MPA, the use of these monies requires the cooperative planning/programming efforts of the State(s), the MPO and the local agencies. STBG-U monies can be spent on a wide variety of projects ranging from planning, to highway construction, to transit capital improvements, to bridge projects, safety projects and more. SLATS has programmed STBG-U funding in the current TIP for construction only. In order to maximize funding from cycle to cycle, it is the intention of the MPO that all design be funded 100% locally by the project sponsor.

Similar to the above, STBG-TA monies are allocated to small urban areas and the MPO must be involved in applying for and prioritizing 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 STBG-U and STBG-TA monies. Multi-jurisdiction projects that benefit the region as a whole or projects that would be difficult for a single MPO stakeholder to accomplish alone or

strictly with local funds are encouraged. The following criteria are used to evaluate potential projects:

- **Safety** is based on the number and severity of traffic incidents (crashes and/or fatalities) occurring over the most recent five-year period.

- **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.

- **Physical Condition** of the street/highway is evaluated noting the type of surface (gravel, seal coat, asphalt, or concrete), the condition of the surface, the age of the improvements 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, improving connectivity, promoting economic development and of course estimated project cost compared to funding availability.

Transit and bicycle or pedestrian projects are considered based on their expected benefit to the community and/or benefit to underserved populations.

Projects that are designated STBG projects are then prioritized by the Policy Board based on the recommendation of the Technical Advisory Committee.

Draft TIP

Concurrent to project solicitation, the Draft TIP is prepared and projects are compiled into a draft table. Projects that are funded are clearly differentiated from projects that are not funded (illustrative).

Summary tables include information on:

- What projects are funded or programmed as opposed to unfunded or illustrative
- What agencies are sponsoring the projects and what agencies are participating
- What types of federal funding are being applied for or used to fund the projects
- Project mode (e.g. road, bridge, bicycle and pedestrian, mass transit)
- Project purpose (e.g. preservation, expansion)
- Cost type (e.g. PE, ROW, construction), year of expenditure and source of funds (e.g. federal, state, local).

In accordance with the Public Involvement Plan (PIP) a public notice is published in the local newspaper announcing the Draft TIP is available for a 30-day public comment period including information on:

- Where the Draft TIP is available for review and comment
- Time and location of any public open house

- When and where the Technical and Policy Committee meeting(s) will be in which the public can attend to observe or offer additional information during the decision-making process
- Contact information for the MPO staff.

Also in accordance with the PIP, comments on the Draft TIP are considered before the Final TIP is approved by the SLATS Policy Committee. Comments received during the public comment period are incorporated into the document. Any substantive changes made to the Draft TIP as a result are summarized in the beginning of this document for the Committees.

Note that the **Annual Listing of Obligated Projects** funded under 23 USC and 49 USC Chapter 53 will be compiled and provided on the SLATS web site within the first 90 days of 2017.

The 30-day public review period on the Draft 2016-2019 TIP began August 22, 2016. Notice of the public review period and notice of the TAC and Policy Board meeting was advertised in the Beloit Daily News on August 8, 2016 and August 15, 2016. Notice of the Public Open House held on September 27, 2016 was advertised in the Beloit Daily News on September 16, 2016 and September 20, 2016.

Final Draft:

The final draft, including any public comments received, is forwarded to the Technical and Policy Committees for review. The Technical Committee evaluates the projects for conformance with the LRTP 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 based on the criteria discussed above.

Adoption and Submittal

Once the Technical Advisory Committee reviews the Final Draft and ranks the STBG projects as applicable, it forwards its recommendation to the Policy Board for adoption. Again, formal notice is provided of when and where the Technical and Policy Board meeting(s) will take place in which the public could attend to observe or offer additional information during the decision-making process. After adoption, the TIP is forwarded to the Wisconsin and Illinois 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.

Notice of the Final TIP review and approval and notice of the Technical and Policy Committee meeting held on October 11, 2016 was advertised in the Beloit Daily News on September 27, 2016 and October 4, 2016. The 2017 TIP was approved by the Policy Committee on October 11, 2016.

TIP MODIFICATION AND AMENDMENT

Although SLATS can amend the TIP at any time, and at a minimum must update the TIP every two (2) years, SLATS comprehensively updates the document every year. MPO staff can administratively modify the TIP for non-significant changes. Staff notifies the SLATS TAC and Policy Board at their next meeting of such administrative modifications. Changes that are more significant usually require full public notification in accordance with the PIP and formal amendment by the SLATS Policy Board. See below for clarification of when and how the TIP can be changed or amended.

NO AMENDMENT NEEDED FOR NON-SIGNIFICANT CHANGE

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 four 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. Otherwise, this would be a minor amendment.
- 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

MINOR AMENDMENTS

The SLATS Policy Board must approve minor amendments before submitting them to the State DOTs for approval by the Governor(s) and to FHWA/FTA. Appropriate public involvement for minor amendments is required, usually within the context of a SLATS Policy Board meeting, provided SLATS gives advance notice in the formal public notice and agenda of the amendment action and public comment opportunity prior to the scheduled action on the amendment by the Policy Board. Examples of minor amendments include:

- Changing the schedule by adding a preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-years of the TIP.
- Changing the schedule by moving a preservation project out of the first four years of the TIP.

MAJOR AMENDMENTS

The SLATS Policy Board must approve major amendments before submitting them to the State DOTs for approval by the Governor(s) and to FHWA/FTA. Appropriate public involvement for major amendments is required including both formal public notice and 30-day public comment period. Examples of major amendments include:

- Changing the schedule by adding an expansion project to the first four 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 an expansion project within the first four 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 50% of the annual program cost or $1,000,000, whichever is less.

Foremost, the amended TIP must remain fiscally constrained (within revenues reasonably expected to be available).

TIP PROJECTS

As previously mentioned, all federally-funded transportation projects in the MPA must be included in the TIP. The TIP must also include all regionally significant transportation improvements funded by the states and local governments and all modes of travel including streets and highways, public transportation, commuter railways, bicycle, and pedestrian as well as intermodal connections for freight and passengers between ground transportation, airports, and railroads. This TIP makes a good faith effort to list all significant transportation improvement projects programmed (funded) or illustrative in the SLATS MPA. Illustrative projects either do not have funding determined, do not have an implementation schedule and/or are being planned for beyond the four-year time line scheduled. These projects may be moved forward into the four year TIP if funding becomes available.

MAP 1 on the following page shows the location of all the major projects (by quick reference number) programmed in the MPA. For more information about a particular project, refer to TABLE 1 on the pages following MAP 1. TABLE 1 lists all programmed projects for the SLATS 2017 TIP, followed by TABLE 1A, which lists all unfunded and Illustrative projects. Both tables list projects by lead agency. In addition to specific projects names, locations, descriptions, TABLE 1 also includes various codes, acronyms, attributes and information related to each project (see TABLE 2 on page 22 for code and acronym descriptions). The first column in TABLE 1 notes the quick reference numbers used on the map. Projects that are not location specific such as area wide safety projects (e.g. not a particular street, bike path, intersection, bridge etc.) are not mapped, but are described in TABLE 1.

MAP 1 also shows the areas served by public transit, including the areas served by the fixed-route services of the Beloit Transit System. Note that Rock County Specialized Transit provides paratransit services to the entire MPA north of the state line. The Stateline Mass Transit District (SMTD) provides demand response service to the entire MPA south of the state line.

MAP 1 – SLATS 2017-2020 PROGRAMMED PROJECTS

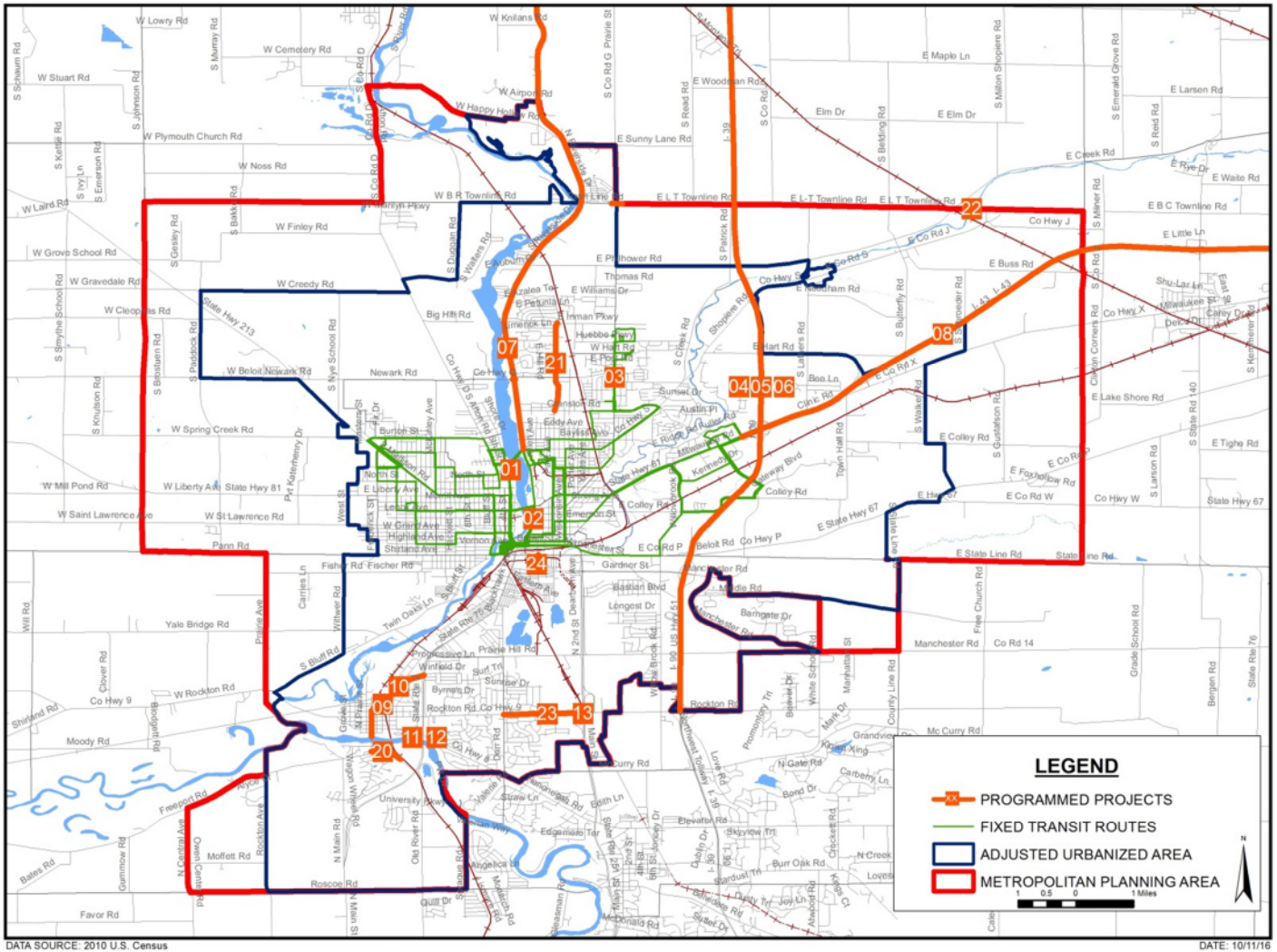


TABLE 1 – 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM FUNDED AND PROGRAMMED PROJECTS

TABLE 1 - 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM FUNDED AND PROGRAMMED PROJECTS									2017				2018				2019				2020					2021+ (INCLUDED IF PROGRAMMED)			
QUICK REFERENCE NUMBER	SPONSORING AGENCY	TIP NUMBER	STATE ID NUMBER	PROJECT DESCRIPTION	PURPOSE	MODE	FUNDTYPE	COST TYPE	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	COMMENTS	FED	STATE	LOCAL	TOTAL
1	City of Beloit	291-12-001	5989-01-08/78	Fourth Street bridge over Lenigan Creek replacement	P	BRDG	STP-BR	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Funding obligated in 2016 with construction occuring in 2017	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
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2	City of Beloit	291-15-001	5989-05-25/26	Powerhouse Riverwalk bike and pedestrian path southwest corner US-51 and WI-81	E	BIKP	STBG-TA	PE	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	$883,000	-	$221,000	$1,104,000	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$883,000	-	$221,000	**$1,104,000**	-	-	-	-	-	-	-	-		-	-	-	-
3	City of Beloit	291-16-001	5989-00-13/14	Prairie Avenue reconstruct Huebbe to Cranston	P	RD	STBG-U	PE	-	-	cont	-	-	-	cont	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	$1,900,497	-	$486,003	$2,386,500	cont	-	cont	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$1,900,497	-	$486,003	**$2,386,500**	-	-	-	-	-	-	-	-	**STBG-U priority for 2015-2020 Program Cycle. 100% local funding for design including $64,500 design review. Currently is MAP-21 Principal Arterial NHS route.**	-	-	-	-
4	State of Wisconsin	291-11-001	1001-10-01/11	I-39/90 from IL State Line to US 12/18 design and construction, program controls	E	RD	NHPP	PE	cont	cont	-	-	cont	cont	-	-	cont	cont	-	-	cont	-	cont	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	cont	cont	-	-	cont	cont	-	-	cont	Cont	-	-	cont	-	cont	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
5	State of Wisconsin	291-11-001	1001-10-02/12; 1009-11-05	I-39/90 from IL State Line to US 12/18 design and construction corridor tasks	E	RD	NHPP	PE	-	cont	-	-	-	cont	-	-	-	cont	-	-	-	-	cont	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	cont	-	-	-	cont	-	-	-	cont	-	-	-	-	cont	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
6	State of Wisconsin	291-11-002	1003-10-01/21/22/23/24/25/27/29/40/41/42/43/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/91/92/93/94/95; 1003-11-20/21/22/23/44/92/93; 1005-10-73/76/81/82;1005-11-71	I-39/90 from IL State Line to Co-O reconstruction and expansion to 6 lanes	E	RD	NHPP	PE	cont	cont	-	-	cont	cont	-	-	cont	cont	-	-	-	-	-	-		cont	cont	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	$72,516,700	$147,225,500	$41,000	$219,783,200	cont	ocnt	-	-	$6,426,300	$19,278,900	-	$25,705,200	$11,336,500	$96,627,700	$1,000	$107,965,200		-	-	-	-
								TOTAL	$72,516,700	$147,225,500	-	**$219,783,200**	-	-	-	-	$6,426,300	$19,278,900	-	**$25,705,200**	$11,336,500	$96,627,700	$1,000	**$107,965,200**	**Construction may continue into 2022.**	-	-	-	-
7	State of Wisconsin	291-14-04	5350-01-03/73	US-51 from Henry to WI-11 mill and overlay	P	RD	NHPP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	$6,860,000	$1,715,000	-	**$8,575,000**	cont	cont	-	-	-	-	-	-	-	-	-	-	**Funding moved to in 2017 per 2017 TIP.**	-	-	-	-
								TOTAL	$6,860,000	$1,715,000	-	**$8,575,000**	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
8	State of Wisconsin	291-16-03	1093-01-01/82/83	I-43 (Beloit to Elkhorn) Bridge ID# B-53-0105 through B-53-0120 reconstructed pavement at bridges and deck overlays	P	RD	NHPP	PE	$446,000	$50,000	-	$496,000	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$446,000	$50,000	-	**$496,000**	-	-	-	-	-	-	-	-	-	-	-	-	**Project added per 10/2016 TIP Amendment #2. Construction projects 1093-01-82 for $4,921,400 & 1093-01-83 for $4,242,500 currently programmed for CY 2022**	-	-	-	-
9	State of Illinois	IL-14-001	2-10060-0111	IL-75 (Blackhawk Blvd) from Rock River to Illinois 2 reconstruction	EP	RD	NHPP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	cont	cont	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Includes storm sewer (new) drainage, curb and gutter, resurfacing, (3R) reconstruction. Costs updated October 2016.**	-	-	-	-
10	State of Illinois	IL-17-001	2-10060-0113	IL-75 (Blackhawk Blvd) from Rock River to Illinois 2 RR crossing improvement	P	RD		PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	$200,000	-	$200,000	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	$200,000	-	**$200,000**	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
11	State of Illinois	IL-20-001	2-16270-0100	IL-2 median crossover bridge over Rock River in Rockton replacement	P	BRDG	NHPP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	$11,200,000	$2,800,000	-	$14,000,000		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	$11,200,000	$2,800,000	-	**$14,000,000**		-	-	-	-
12	State of Illinois	IL-19-002	2-16270-0102	IL-2 median crossover bridge over Rock River in Rockton replacement	P	BRDG	NHPP	PE	-	-	-	-	-	-	-	-	-	$1,000,000	-	$1,000,000	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Project added for 2017 TIP**	-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	$1,000,000	-	**$1,000,000**	-	-	-	-		-	-	-	-
13	State of Illinois	IL-22-001	2-30043-0100	IL-251 Bridge Replacement at Rockton Road	P	BRDG	NHPP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Project added for 2017 TIP for 2022**	-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$9,600,000	$2,400,000	-	$12,000,000
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$9,600,000	$2,400,000	-	**$12,000,000**
14	State of Illinois	IL-17-002	2-97460-1219	Highway Safety Improvement Program projects various District-wide	P	RD	HSIP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	$2,767,000	$307,000	-	$3,074,000	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$2,767,000	$307,000	-	**$3,074,000**	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
15	State of Illinois	IL-18-001	2-97460-1220	Highway Safety Improvement Program projects various District-wide	P	RD	HSIP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	$3,944,000	$438,000	-	$4,382,000	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$3,944,000	$438,000	-	**$4,382,000**	-	-	-	-	-	-	-	-		-	-	-	-
16	State of Illinois	IL-19-001	2-97460-1221	Highway Safety Improvement Program projects various District-wide	P	RD	HSIP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	$850,000	$95,000	-	$945,000	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	$850,000	$95,000	-	**$945,000**	-	-	-	-		-	-	-	-
17	State of Illinois	IL-20-002	2-97460-1222	Highway Safety Improvement Program projects various District-wide	TSM	RD	HSIP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	$4,148,000	$461,000	-	$4,609,000		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	$4,148,000	$461,000	-	**$4,609,000**		-	-	-	-
18	State of Illinois	IL-21-001	2-97460-1223	Highway Safety Improvement Program projects various District-wide	TSM	RD	HSIP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Project added for 2021**	-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$4,148,000	$461,000	-	$4,609,000
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$4,148,000	$461,000	-	**$4,609,000**
19	State of Illinois	IL-22-002	2-97460-1224	Highway Safety Improvement Program projects various District-wide	TSM	RD	HSIP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$4,148,000	$461,000	-	$4,609,000
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Project added for 2022**	$4,148,000	$461,000	-	**$4,609,000**

20	Winnebago County	2-20-002		Old River Road from Illinois 75 (Russell Street) to Rockton Athletic Fields reconstruct	EP	RD	TARP, STBG-U	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$137k in TARP funds, $890,400 STBG-U funds proposed for Phase 1 of 4 in 2020. Current STP-U balance is approx. $287k.**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	1,027,400	-	$222,600	**$1,250,000**		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	$1,027,400	-	$222,600	**$1,250,000**		-	-	-	-
21	Town of Beloit	291-18-001		Park Avenue from Inman to Cranston reconstruct	EP	RD	STBG-U	PE	-	-	-	-	-	-	$392,000	$392,000	-	-	cont	-	-	-	-	-	**STBG-U priority following Prairie Avenue in the City of Beloit. 100% local funding for design (design 2018, construction 2022)**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$2,187,300	-	$546,800	$2,734,100
								TOTAL	-	-	-	-	-	-	$392,000	**$392,000**	-	-	-	-	-	-	-		$2,187,300	-	$546,800	**$2,734,100**
22	Town of Turtle	291-18-002	3621-00-07/77	Turtle Creek Bridge over Turtle Creek	P	BRDG	STBG-BR	PE	cont		cont	-	-	-	-	-	-	-	-	-	-	-	-	**Funding Obligated in 2018, Construction occuring in 2019. On MPA Boundary outside of Urbanized Area.**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	$602,000	-	$151,000	$753,000	cont	-	cont	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$602,000	-	$151,000	**$753,000**	-	-	-	-	-	-	-		-	-	-	-
23	Village of Rockton	2-14-003	ITEP Application 231012	Rockton Road bike path from Dorr Road to Stone Bridge Trail at IL-251	E	B&P	STBG-TA	PE	cont		cont	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								ROW	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								CON	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
24	City of South Beloit	2-13-002	P-92-009-14	Wheeler Bridge bike path over Turtle Creek	E	B&P	STBG-TA	PE	-		-	-	-	-	-	-	-	-	-	-	-	-	-	**Moved to Advanced Construction by 2015 TIP A.M. 3, 5/1/2015). Additional grant funding sought. Deferred to 2017.**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
25	SMTD	2-17-001; 2-18-001, 2-19-001, 2-20-001		Transit operations	P	MT	5307	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Contined operations. Beyond 2017 estimated with a 2% increase in revenue and a 2% increase in expenses**	-	-	-	-
								OPERATING	$306,792	$487,267	$77,250	**$871,309**	$312,928	$497,012	$77,250	**$887,190**	$319,186	$506,953	$77,250	**$903,389**	$325,570	$517,092	$77,250	**$919,912**		-	-	-	-
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								TOTAL	$306,792	$487,267	$77,250	**$871,309**	$312,928	$497,012	$77,250	**$887,190**	$319,186	$506,953	$77,250	**$903,389**	$325,570	$517,092	$77,250	**$919,912**		-	-	-	-
26	SMTD	2-16-002		Vehicles, 1 full-size transit bus for route through service area from Beloit to Rockford	E	MT		PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Deferred to 2018**	-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								CAPITAL	-	-	-	-	$350,000	-	-	$350,000	-	-	-	-	-	-	-			-	-	-	-
								TOTAL	-	-	-	-	$350,000	-	-	**$350,000**	-	-	-	-	-	-	-			-	-	-	-
27	SMTD	2-17-002		Vehicles, 1 full-size transit bus for route through service area from Beloit to Rockford	E	MT		PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Deferred to 2019**	-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								CAPITAL	-	-	-	-	-	-	-	-	$350,000	-	-	$350,000	-	-	-			-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	$350,000	-	-	**$350,000**	-	-	-			-	-	-	-
28	SMTD	2-16-003; 2-17-003		1 Vehicle, medium duty paratransit vehicle with lift and related bus equipment (backup camera, radio, surveillance camera, tablet, license and lettering) to maintain existing service	E	MT	5310 and 5307	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**5310 Grant awarded in 2015 through IDOT CY 14 CVP program 5 Buses delievered. 1 additional bus programmed in 2017**	-	-	-	-
								OPERATING	$600	-	-	$600	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								CAPITAL	$72,000	-	-	$72,000	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								TOTAL	$72,600	-	-	**$72,600**	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
29	SMTD	2-17-004		Capital Equipment, radio and antenna replacement	P	MT	5307	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								CAPITAL	$18,000	-	-	$18,000	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
								TOTAL	**$18,000**	-	-	**$18,000**	-	-	-	-	-	-	-	-	-	-	-			-	-	-	-
30	BTS	291-17-050; 291-18-050; 291-19-050; 291-20-050		Transit operations	P	MT	5307	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Contined operations. Beyond 2017 estimated with a 2% increase in revenue and a 2% increase in expenses**	-	-	-	-
								OPERATING	$630,049	$509,028	$926,089	$2,065,166	$642,650	$519,209	$944,611	$2,112,665	$655,503	$529,593	$963,503	$2,161,256	$668,613	$540,185	$982,773	$2,210,965		-	-	-	-
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$630,049	$509,028	$926,089	$2,065,166	$642,650	$519,209	$944,611	$2,106,469	$655,503	$529,593	$963,503	$2,148,599	$668,613	$540,185	$982,773	$2,191,571		-	-	-	-

TABLE 1A – 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM UNFUNDED & ILLUSTRATIVE PROJECTS

TABLE 1A - 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM UNFUNDED & ILLUSTRATIVE PROJECTS									2017				2018				2019				2020					2021+			
QUICK REFERENCE NUMBER	SPONSORING AGENCY	TIP NUMBER	STATE ID NUMBER	PROJECT DESCRIPTION	PURPOSE	MODE	FUNDTYPE	COST TYPE	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	COMMENTS	FED	STATE	LOCAL	TOTAL
1i	City of Beloit	ILLUS		Colley Road from Willowbrook to Gateway reconstruct and Willowbrook Road from state line to Milwaukee Road reconstruct	PE	RD		PE	1,539,600	-	$384,900	$1,924,500	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	8,724,400	-	$2,181,100	$10,905,500	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$10,264,000	-	$2,566,000	**$12,830,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
2i	City of Beloit	ILLUS		Shopiere Road from Prairie to Cranston reconstruct	P	BRDG	STBG-U	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	$352,000	$352,000	**STBG-U priority following Park Avenue in the Town of Beloit. 100% local funding for design**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$1,593,600	-	$398,400	$1,992,000
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	$352,000	**$352,000**	$1,593,600	-	$398,400	**$1,992,000**
3i	City of Beloit	ILLUS		Milwaukee Road Bike Path from White Avenue to Lee Lane	E	BIKP	STBG-TA	PE	-	-	-	-	$277,500	-	$69,375	$346,875	-	-	-	-	-	-	-	-	**City will seek STBG-TA\ or other federal/state funding assistance**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	$1,572,500	-	$393,125	$1,965,625	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$1,850,000	-	$462,500	**$2,312,500**	-	-	-	-	-	-	-		-	-	-	-
4i	City of Beloit	ILLUS		Milwaukee Road from Branigan to Lee Lane reconstruct	P	RD		PE	-	-	-	-	-	-	-	-	-	-	$328,600	**$328,600**	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	$1,314,400	**$1,314,400**	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	-	-	-	-	-	-	$1,643,000	**$1,643,000**	-	-	-		-	-	-	-
5i	City of Beloit	ILLUS		Henry Avenue from Royce to Prairie reconstruct	P	RD	STBG-U	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Potential STBG-U priority following Park Avenue and Shopiere Road. 100% local funding for design**	-	-	$164,280	**$164,280**
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$744,736	-	$186,184	**$930,920**
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$744,736	-	$350,464	**$1,095,200**
6i	State of Illinois	ILLUS		Illinois 2 from Latham to Rockton reconstruction and expansion	PE	RD		PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Amended into TIP in 2013. Currently unfunded.**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	$20,000,000	-	-	$20,000,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$20,000,000	-	-	**$20,000,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
7i	State of Illinois	ILLUS		Illinois 2 from state line south 1,600 feet +/- recosntruct	P	RD	NHPP	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	$2,557,500	-	-	$2,557,500	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$2,557,500	-	-	**$2,557,500**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
8i	Winnebago County	ILLUS		Old River Road from Roscoe Road to Illinois 75 and Roscoe Road from Illinois 2 to Old River Road reconstruct	EP	RD	TARP, STBG-U	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$403k in TARP funds, $2.6M STBG-U funds proposed. Current STBG-U balance is approx. $287k. First phase projected for 2020, balance shown remains illustrative. Roscoe Road on SLATS/RMAP line**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$1,997,300	-	$432,700	$2,430,000
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		$1,997,300	-	$432,700	**$2,430,000**
9i	Winnebago County	ILLUS		Prairie Hill Road bridge over Rock River replacement	EP	BRDG	STBG-BR	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Former Illinois TIP number 2-10-002 and State ID 2-13330-000 for PE. Jurisdictional transfer to Winnebago County complete. Major Bridge funds sought**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	-	-	$4,424,000	-	$1,106,000	$5,530,000	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$4,424,000	-	$1,106,000	**$5,530,000**	-	-	-	-	-	-	-		-	-	-	-
10i	Town of Beloit	ILLUS		Bartells Drive from Inman to Huebbe resurface	P	RD		PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	$96,000	$96,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	$96,000	**$96,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
11i	Town of Beloit	ILLUS		Huebbe from Bartells to Prairie resurface	P	RD		PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	$144,000	$144,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	$144,000	**$144,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
12i	Town of Beloit	291-11-004		Sidewalk on Inman Parkway from US-51 to Co-G	E	BIKP	STBG-TA	PE	-	-	$89,602	$89,602	-	-	-	-	-	-	-	-	-	-	-	-	**Former TIP number 291-11-004. Funding pulled 9/15. Town may pursue STBG-TA or additional funding options**	-	-	-	-
								ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CON	-	-	$567,479	$567,479	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL		-	$657,081	**$657,081**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
13i	BTS	ILLUS		Facility expansion (including fuel system, bus bay and vehicle wash)	EP	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$784,000	-	$196,000	**$980,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$784,000	-	$196,000	**$980,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
14i	BTS	ILLUS		New fuel system	EP	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$56,000	-	$14,000	**$70,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$56,000	-	$14,000	**$70,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
15i	BTS	ILLUS		New vehicle wash	EP	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$80,000	-	$200,000	**$280,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$80,000	-	$200,000	**$280,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
16i	BTS	ILLUS		Capital Equipment, general parts and equipment	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$19,000	-	$5,000	$24,000	$19,000	-	$5,000		$19,000	-	$5,000		$19,000	-	$5,000			-	-	-	-
								TOTAL	$19,000	-	$5,000	**$24,000**	$19,000	-	$5,000	**$24,000**	$19,000	-	$5,000	**$24,000**	$19,000	-	$5,000	**$24,000**		-	-	-	-
17i	BTS	ILLUS		Office Equipment (major) and furniture	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$16,000	-	$4,000	$20,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$16,000	-	$4,000	**$20,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
18i	BTS	ILLUS		Vehicles, 3 full-size transit coach and travel expenses	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**Includes vehicles, travel costs and related expenses**	-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	-	-	-	-	$1,181,600	-	$295,400	$1,477,000	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	-	-	-	-	$1,181,600	-	$295,400	**$1,477,000**	-	-	-	-	-	-	-		-	-	-	-
19i	BTS	ILLUS		Operation facility, maintenance (windows, plumbing, electrical, security system, exterior lighting/light poles)	EP	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$80,000	-	$20,000	$100,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$80,000	-	$20,000	**$100,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
20i	BTS	ILLUS		Operation facility, new roof	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$189,000	-	$47,328	$236,328	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$189,000	-	$47,328	**$236,328**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
21i	BTS	ILLUS		Operation facility, parking lot resurface	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$80,000	-	$20,000	$100,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$80,000	-	$94,656	**$174,656**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
22i	BTS	ILLUS		Administration/maintenance facilty, strip/seal/repair concrete floor	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$80,000	-	$20,000	$100,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$80,000	-	$20,000	**$100,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
23i	BTS	ILLUS		Administration/maintenance facilty, rehab/replace HVAC for the storage/maintenance facility	P	MT	5339	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								CAPITAL	$80,000	-	$20,000	$100,000	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
								TOTAL	$80,000	-	$20,000	**$100,000**	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-

TABLE 2 – CODES AND ACRONYMS FOR USE IN TABLE 1 AND 1A

FUND TYPE		PROJECT MODES	
5307/5310/5339	Bus & Bus Facilities	**B&P**	Bike and Pedestrian improvements
CMAQ	Congestion Mitigation & Air Quality Improvement	**BR**	Bridge improvements
D	Special demonstration funds	**MT**	Projects for mass transportation
EM	Enhanced Mobility of Seniors & Individuals with Disabilities	**RD**	Roads & highways for motoring traffic
EN	Federal Enhancement Funds	**RR**	Improvements to RR crossings
ER	Public Transportation Emergency Relief Program	**PROJECT PURPOSES**	
GRFG	State of Good Repair Formula Grants	**E**	System or service expansion
HRT	Human Resources Training	**EP**	Expansion & preservation.
HSIP	Highway Safety Improvement Program	**P**	System or service preservation
NHPP	National Highway Performance Program (NHPP)	**S**	A study or evaluation.
RAF	Formula Grants for Rural Areas (5311)	**TSM**	Efficiency, effectiveness, or safety
RDD	Research, Development, Demonstration & Deployment Projects	**COST TYPE**	
RHC	Railway-Highway Crossing Program		
SF	Significant Freight Provisions	**CON**	Actual construction work
SPR	State Planning & Research	**O&M**	Operate & maintain non-transit facilities
SA	Safety Funds	**PE**	Planning and/or engineering aspects
SS	Safe Routes to School Funding	**ROW**	Acquisition of land / ROW
STBG-BR	Surface Transportation Block Grant - Bridge	**OPERATIONS**	Public transit operations
STBG-U	Surface Transportation Block Grant - Urban	**CAPITAL**	Public transit capital equipment or facilities
STBG-TA	Surface Transportation Block Grant - Transportation Alternatives	**UTL**	Major ancillary utility work
TIGER	Transportation Inverstment Generating Economic Recovery	**OTHER**	
TODP	Transit-Oriented Development Planning Pilot	**cont**	Funding is continued from a previous year
TP	Metro & Statewide & NonMetro Transportation Planning	**ILLUS**	Unfunded Illustrative Project
UAF	Urbanized Area Formula Grants	**TARP**	Truck Access Route Program
		TEA	Transportation Economic Assistance

IMPLEMENTATION STATUS

TABLE 3 reports projects included in the previous TIP and TIP amendments that were completed in 2016. All other ongoing or deferred projects are included in TABLE 1, along with information and comments regarding the project's status including anticipated programmed year.

TABLE 3 – RECENTLY COMPLETED PROJECTS

SPONSORING AGENCY	TIP NUMBER	STATE ID NUMBER	PROJECT DESCRIPTION	STATUS
City of Beloit	291-16-002		Colley Road from Gateway east to city limits	Completed in 2016
City of Beloit	291-14-008	RTA-649-14.1; S-ADLP3-14-1199	Big Hill Park Trail System	Completed in 2016
State of Wisconsin	291-12-003	5340-00-31/61	WI-81 WI-11 to Willow Creel Bridge and Paddock Road to Beloit city limit resurface pavement surface and overlay bridge decks. B-53-0101 & 0102 (4.52 mi)	Completed in 2016
State of Wisconsin	291-12-004	5350-00-04/24/74	US-51 at Cranston intersection reconditioning, add left turn lane	Completed in 2016
State of Wisconsin	291-13-007	3621-00-06/21/76	Hart Road from Co-S to Co-X reconstruction	Completed in 2016
State of Wisconsin	291-11-002	1003-10-98; 1003-11-90,91	I-39/90 from IL State Line to Co-O reconstruction and expansion to 6 lanes	Completed in 2016, continuing in 2017
State of Illinois	IL-16-001	2-97460-1218	Highway Safety Improvement Program Various Projects District Wide	Completed in 2016, continuing in 2017
Rock County	291-06-007	5989-05-21/71/72	Inman Prky construction from Co-G to Co-S (Rock Co lead w/ City Beloit partipating)	Completed in 2016
Rock County	291-08-001; 371-09-008	5966-00-00/72/73	Co-G at Townline Rd Intersection reconstruction (w/ Janesville MPO)	Completed in 2016
Rock County	291-12-10	10/1/5966	Co-G from Huebbe to WI-ll reconstruction	Completed in 2016
SMTD	02-16-001		Operations	Completed in 2016, continuing in 2017
SMTD	2-16-003		5 New Vehicles/Equipment	Completed in 2016
BTS	291-16-050		Operations	Completed in 2016, continuing in 2017
BTS	291-16-051		1 Bus Replacement	Completed in 2016

FINANCIAL PLAN

FISCAL CONSTRAINT ASSURANCE

Funding for transportation improvements is from a wide variety of sources. All projects with funding shown in the four years of this TIP (2017-2020), as detailed in TABLE 1 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 sources(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. An inflation factor (currently 2.0%) is used to inflate costs in the out years of the TIP unless otherwise specified or explained.

Projects or project parts listed in the first year of the TIP (2017) 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 4 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.

TABLE 4 - FISCAL CONSTRAINT TABLE

TABLE 4 - FISCAL CONSTRAINT TABLE

FUNDING SOURCE		PROGRAMMED EXPENDITURES					ESTIMATED AVAILABLE FUNDING					
AGENCY	**PROGRAM**	**2017**	**2018**	**2019**	**2020**	**TOTAL**	**PROGRAM**	**2017**	**2018**	**2019**	**2020**	**TOTAL**
FEDERAL HIGHWAY ADMINISTRATION	STBG-BR		$602,000			**$602,000**	STBG-BR		$602,000			**$602,000**
	STBG-U		$1,900,497		$1,027,400	**$2,927,897**	STBG-U		$1,900,497		$1,027,400	**$2,927,897**
	STBG-TA		$883,000			**$883,000**	STBG-TA		$883,000			**$883,000**
	NHPP	$79,822,700		$6,426,300	$22,536,500	**$108,785,500**	NHPP	$79,822,700		$6,426,300	$22,536,500	**$108,785,500**
	HSIP	$2,767,000	$3,944,000	$850,000	$4,148,000	**$11,709,000**	HSIP	$2,767,000	$3,944,000	$850,000	$4,148,000	**$11,709,000**
FEDERAL TRANSIT ADMINISTRATION	5307	$937,441	$955,578	$974,689	$994,183	**$3,861,891**	5307	$937,441	$955,578	$974,689	$994,183	**$3,861,891**
	5310	$90,000	$350,000	$350,000		**$790,000**	5310	$90,000	$350,000	$350,000		**$790,000**
	5339					**$0**	5339					**$0**
TOTAL						**$129,559,288**						**$129,559,288**

Demonstrating fiscal constraint for Illustrative projects is not needed. Illustrative projects do not have approved funding and are not included in TABLE 4.

EXPEDITED PROJECT SELECTION PROCEDURES

The SLATS MPO, WisDOT, IDOT, BTS AND SMTD (public transit operators) hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT, IDOT or the transit operator(s) to proceed with federal funding commitment.

2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT, IDOT or the transit operator(s) for federal fund commitment without further project selection action by the MPO.

3. Concerning the federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT and IDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the States and the MPO, and subject to reconciliation under item 5.

4. WisDOT and IDOT can unilaterally interchange FTA Section 5309, Section 5339 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a TIP amendment. FTA should be notified of any interchange of funds.

5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT, IDOT and the transit operator(s) will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year. (MPOs on a two year TIP update cycle must also commit to truing up the TIP by amendment at the end of the first year along with declaring the second year of the TIP to be the agreed to list of projects for the second year of operation).

ENVIROMENTAL JUSTICE

Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socio-economic groups. To do so requires active public involvement in transportation planning and decision making processes. Moreover, 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,* followed by the FTA Circular (FTA C 4703.1) released in August of 2012 to provide FTA recipients further guidance in incorporating environmental justice principles into plans, projects and activities that receive funding from FTA.

As such, this TIP recognizes the following goals as part of its transportation project selection process:

A. 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.

B. Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.

C. 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.

D. 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.

MINORITY POPULATIONS

Demographic information for the SLATS MPA is detailed in TABLE 5 on the next page. Note in the table that overall throughout the MPA, Black or African American individuals comprise the largest minority race at just over 9%. That percentage jumps to nearly 15% in the City of Beloit, slightly higher than the overall U.S. non-Hispanic Black or African American population of about 12%. The next highest single minority race in the MPA is Asian, at 1.1% (slightly higher in South Beloit at 1.6%); however individuals that are more than one race make up 2.4% of the population (slightly higher in Beloit at 3%). The majority of these individuals are White and African American.

Hispanic individuals of all races make up a significant portion of the population at 8,296 individuals or 12% of the MPA population overall, and just over 17% of the population of the City of Beloit, or 6,332 persons. The next highest population of Hispanic individuals resides in South Beloit at 608. Interestingly, the second and third highest percentages of Hispanic persons by population within the SLATS MPA behind the City of Beloit are Rockton Township at just over 10% and the Town of Rock at more than 8%. For comparison, Rockton Township (including incorporated areas) has an overall Hispanic population of about 6.8% and the Town of Rock has an overall Hispanic population of about 4.9%. Just over 90% Hispanic persons residing in The Town of Rock are within the SLATS MPA. Note that the Town of Rock makes up less than 3% of the SLATS population and is no longer a voting or non-voting member of SLATS. This may be an issue for the Policy Committee to consider in the future, particularly since providing meaningful access to programs and activities by LEP persons is paramount in the Language Assistance Plan, which is part of the SLATS Title VI Plan (available for review at the SLATS office and website). Local representation may be a key factor in achieving meaningful access.

Lastly, note that the overall minority population in the MPA (including Hispanic persons) is just over 25% or 1 in 4 individuals. Individually however, with the exception of the City of Beloit, the various municipalities are less than 25% with South Beloit being the second highest at 16%. The City of Beloit seems to mirror the national numbers with a Hispanic population of about 17% (versus 16% nationally) and an overall minority population including Hispanic persons at just over 36% (the same nationally). With more than 1 in 3 individuals in the City of Beloit being a minority (and 1 in 4 in the MPA), SLATS will continuously strive to consider and address the mobility needs of minorities, and

strive to ascertain, avoid or mitigate any disparate impacts of the transportation decisions made on minorities, and work to include minorities in those decision-making processes to further these goals.

TABLE 5 – 2014 SLATS MPA DEMOGRAPHIC PROFILE

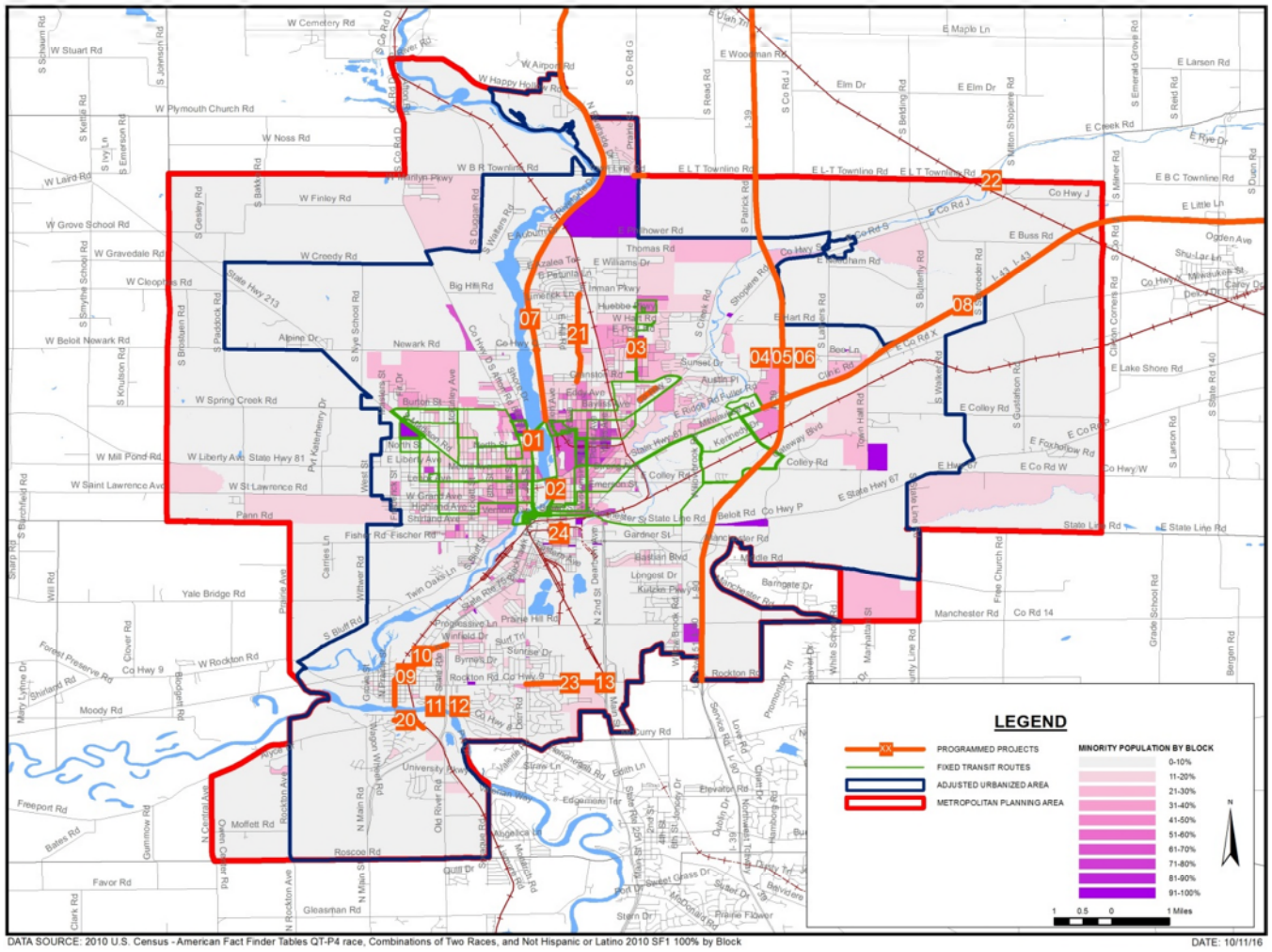
TABLE 5 - SLATS MPA DEMOGRAPHIC PROFILE

PLACE	TOTAL POPULATION BY PLACE	% BY PLACE	TOTAL MINORITY POPULATION BY PLACE (INCLUDES HISPANIC POPULATION)	% BY PLACE	HISPANIC POPULATION (FROM THE TOTAL - ALL RACES)	% BY PLACE	NON-HISPANIC POPULATION BY RACE													
							WHITE	% BY PLACE	BLACK OR AFRICAN AMERICAN	% BY PLACE	AMERICAN INDIAN OR ALASKAN NATIVE	% BY PLACE	ASIAN	% BY PLACE	NATIVE HAWAIIAN OR PACIFIC ISLANDER	% BY PLACE	SOME OTHER RACE	% BY PLACE	TWO OR MORE RACES	% BY PLACE
CITY OF BELOIT	36,966	53.6%	13,481	36.5%	6,332	17.1%	23,485	63.5%	5,440	14.7%	114	0.3%	409	1.1%	9	0.0%	53	0.1%	1,124	3.0%
TOWN OF BELOIT	7,662	11.1%	1,174	15.3%	511	6.7%	6,488	84.7%	415	5.4%	20	0.3%	66	0.9%	2	0.0%	13	0.2%	147	1.9%
TOWN OF TURTLE	2,388	3.5%	161	6.7%	53	2.2%	2,227	93.3%	63	2.6%	3	0.1%	14	0.6%	0	0.0%	2	0.1%	26	1.1%
TOWN OF ROCK	1,712	2.5%	222	13.0%	143	8.4%	1,490	87.0%	49	2.9%	3	0.2%	7	0.4%	0	0.0%	3	0.2%	17	1.0%
CITY OF SOUTH BELOIT	7,785	11.3%	1,249	16.0%	608	7.8%	6,536	84.0%	310	4.0%	16	0.2%	128	1.6%	3	0.0%	4	0.1%	180	2.3%
VILLAGE OF ROCKTON	7,685	11.2%	584	7.6%	278	3.6%	7,101	92.4%	101	1.3%	9	0.1%	84	1.1%	1	0.0%	5	0.1%	106	1.4%
ROCKTON TOWNSHIP	3,181	4.6%	425	13.4%	321	10.1%	2,756	86.6%	70	2.2%	0	0.0%	7	0.2%	0	0.0%	0	0.0%	27	0.8%
VILLAGE OF ROSCOE	6	0.0%	0	0.0%	0	0.0%	6	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
ROSCOE TOWNSHIP	1,522	2.2%	85	5.6%	50	3.3%	1,437	94.4%	5	0.3%	1	0.1%	16	1.1%	0	0.0%	0	0.0%	13	0.9%
TOTAL	68,907		17,381.00		8,296		51,526		6,453		166		731		15		80		1,640	
PERCENT OF TOTAL	100.0%	100.0%	25.2%		12.0%		74.8%		9.4%		0.2%		1.1%		0.0%		0.1%		2.4%	

DATA SOURCE: U.S. Census - American Fact Finder Tables QT-P4 Race, Combinations of Two Races, and Not Hispanic or Latino:2010 SF1 100% by Block.

MAP 2 on the next page (see MAP 2A for an enlarged view) shows the percent minority population by block within the SLATS MPA and AUA. For the purposes of this analysis, minority includes all individuals who identified themselves as a race other than white and/or Hispanic or Latino (of any race) (Data Source: U.S. Census - American Fact Finder Tables QT-P4 Race, Combinations of Two Races, and Not Hispanic or Latino:2010 SF1 100% by Block). The map also shows fixed route transit (BTS and BJE) as well as all programmed and illustrative projects by quick reference number in the TIP. Again, the Beloit Transit System (BTS) provides fixed route bus service throughout the core parts of the SLATS MPA north of the state line, readily serving and providing convenient access to minority populations.

MAP 2 - SLATS DEMOGRAPHICS AND 2016-2019 PROGRAMMED PROJECTS



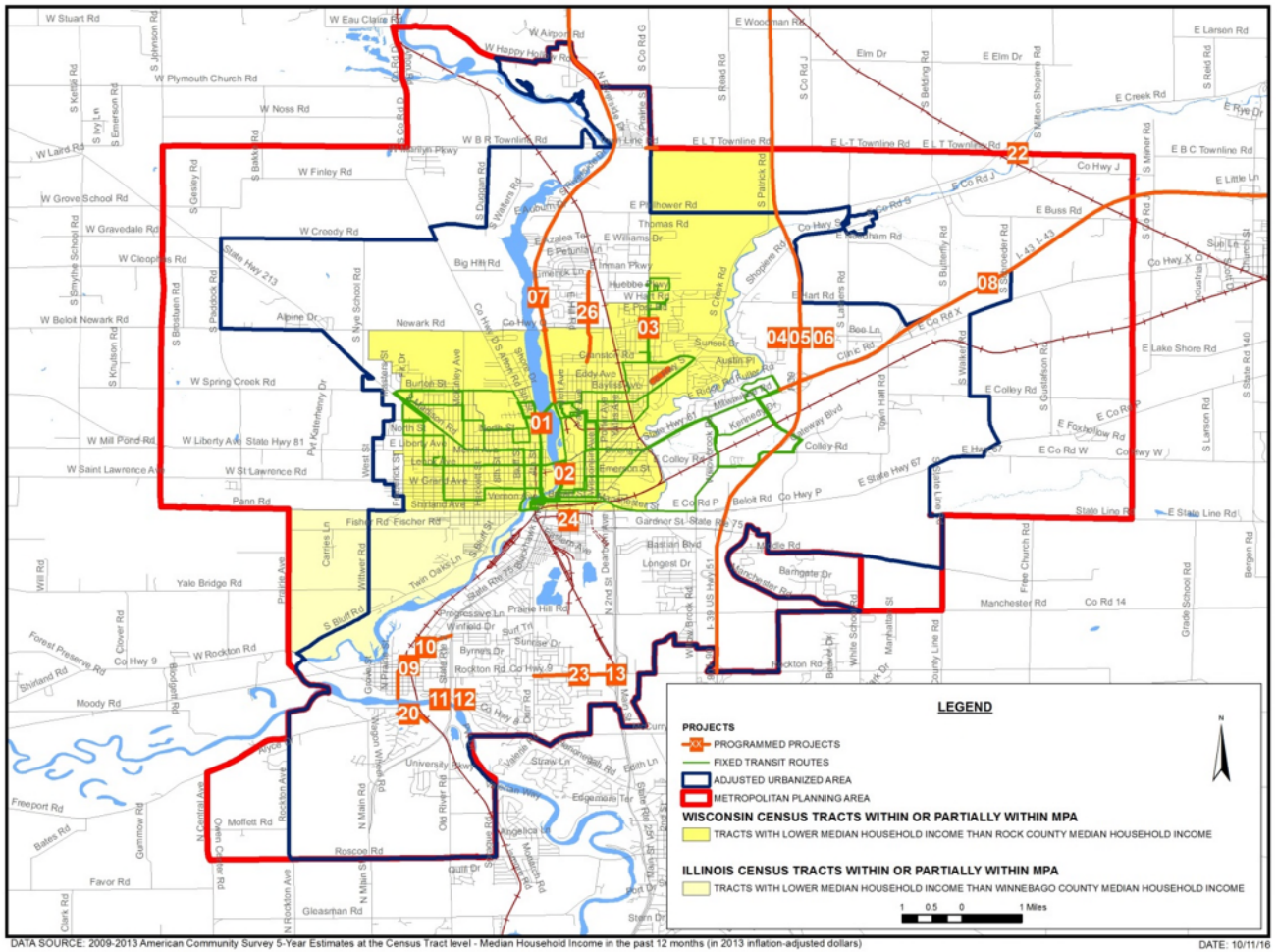
LOW INCOME HOUSEHOLDS

Data estimating the number of low-income households was obtained from the 2009-2013 American Community Survey 5-Year Estimates at the Census Tract level. Because Census Tract boundaries do not coincide with the MPA boundaries, we chose to examine Tracts that entirely contain or touch a portion of the MPA. Also, at the Census Tract level, we can make only generally observations regarding the location of households that are low-income. For our purposes, we determined the Median Household Income in the past 12 months (in 2013 inflation-adjusted dollars) from the ACS for Winnebago County in Illinois and Rock County in Wisconsin. Those income levels are $47,072 +/- 946 for Winnebago County and $49,435 +/- 1,211 for Rock County. We compared those levels to Median Household Income by Census Tract (within each County) and determined that the following Census Tracts have a median household income less than the County.

- Census Tract 40.03 in Winnebago County
- Census Tracts 15-21, 23, 25 and 26.01 in Rock County

Not surprisingly the Census tracts that encompass older, denser portions of the urban core in Beloit and west of the Rock River in South Beloit tend to be lower income when compared to the entire County (Rock on the Wisconsin side and Winnebago on the Illinois side). MAP 3 shows those Census Tracts in and around the SLATS MPA where the median household income is less than the county median household income.

MAP 3 – SLATS CENSUS TRACTS WITH LOWER MEDIAN HOUSEHOLD INCOME THAN COUNTY



EFFORTS TOWARD PROJECT FAIRNESS

To minimize the negative impacts of transportation projects, planners and engineers should consider potential impacts throughout project planning and development, and involve the public early in the planning process to help identify potential negative impacts and alternatives or mitigation strategies. The goal is not just to move traffic efficiently and safely, but to do so without causing adverse effects. This is especially important in EJ neighborhoods. It is the common practice of SLATS to evaluate all projects programmed in the TIP from the standpoint of discrimination and to identify any disparate impacts on minority or low income (EJ) populations. SLATS will continue this approach and continually seek ways to improve this process and analysis. If projects result in a disparate impact on EJ populations, alternatives will be explored.

As a small MPO with limited resources, most state and federally funded projects have community significance as opposed to benefiting or negatively impacting one neighborhood or area over another. Federally funded road improvements throughout the MPO are generally major collector or arterial in function, or include other modes of transportation such as transit or bicycle and pedestrian facilities, and so the benefit and impacts are generally not localized, rather they are community-wide or regional. Residents and businesses along a particular project such as a road reconstruction project may have short-term inconvenience that requires active and appropriate mitigation and coordination, but the long term benefits typically outweigh the short-term inconvenience with improved safety, access, pavement conditions, traffic management, and potentially additional access modes (sidewalks, bicycle improvements, transit routes and stops), parking and additional amenities. Also, transportation improvements often bring new commerce and private investment to a neighborhood, and can provide better access that will benefit the neighborhood. As such, sometimes the long term benefits to an EJ population outweigh the short term costs, adding challenging dimension to performing an EJ analysis. Again, coordinating with the adjacent and directly affected residents and businesses ahead of construction in an effort to address and mitigate any concerns is vital, particularly if additional right-of-way is needed.

When transportation improvements are less regional and more localized, it is important that low income and minority neighborhoods are provided a fair proportion of beneficial transportation improvements as opposed to concentrating transportation improvements in non-EJ neighborhoods. 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, particularly with regard to alternative forms of transportation. If EJ populations lack access to an automobile, there is a greater need for public transit, sidewalks, bikeways and of course safe, pedestrian friendly streets and intersections.

To avoid undue adverse impacts on EJ populations the following factors are considered important:

A. 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 right-of-way (ROW).

B. When planning and locating new roadways, planners and design engineers should consider the effect of bisecting minority or low-income neighborhoods. If a neighborhood is split by a new roadway, the cohesiveness and social support structure of the neighborhood may be degraded, especially for persons with low incomes, language difficulties, and special needs for family or community support.

C. The effects of traffic noise, congestion and pollution should be considered for all projects.

D. The effects of increased vehicular traffic or increase vehicle speed should be considered, especially where large numbers of children or elderly persons are present. For pedestrians, especially the young and old, widened roadways and larger curb radii can be more dangerous to cross. It is important for roadways to be and remain pedestrian-friendly, especially in areas with higher numbers of pedestrians and populations less reliant on automobile use to meet their everyday transportation needs.

E. In areas with transit-dependent populations, new roadways or improvements should be transit-friendly along existing or potential transit routes. For example, bus turnouts on heavily traveled roads should be added to improve safety for both the motoring and transit public. Sufficient ROW for bus stop shelters is also important, especially during inclement weather.

F. Consider the effects on EJ populations and neighborhoods of connecting two previously unconnected roadways (e.g. cut-thru traffic, higher traffic volume and speed and congestion).

G. Sometimes adverse impacts cannot be avoided and projects must proceed for the overall benefit of the greater community. In these cases, every effort should be made to identify, minimize and mitigate the impacts, including if circumstances preclude the affected person from finding suitable, affordable and comparable housing.

TRANSPORTATION NEEDS OF EJ POPULATIONS

The communities within SLATS provide a relatively high level of public transit service throughout the MPA as well as links to the Janesville area to the north, and the Machesney Park and the Rockford area to the south. On the Wisconsin side, the Beloit Transit System (BTS) provides fixed route bus service throughout the core parts of the SLATS MPA north of the state line, readily serving and providing convenient access to minority populations. BTS also subcontracts with Rock County Specialized Transportation (RCST) to provide curb-to-curb paratransit services for those persons with special mobility limitations who are unable to use the fixed route services. RCST will transport clients anywhere throughout Rock County, WI. BTS also cooperates with the Janesville Mass Transit System to provide a valuable link between the two communities. The Beloit/Janesville Express buses provide daily trips between Janesville and Beloit with stops along key points in between.

On the Illinois side, Stateline Mass Transit District (SMTD) provides demand-response, curb-to-curb public transit service to all persons residing within the municipalities of Rockton, Roscoe, South

Beloit, and Rockton Township; all in the County of Winnebago, in the State of Illinois. SMTD does not provide fixed-route bus services at this time. SMTD service is not limited to medical trips but qualifying medical trips can be made to and from medical facilities outside the normal SMTD service area. Although SMTD will accommodate any trip purpose or traveler within the Service Area, in most years close to 90% of all trips were to seniors and persons with disabilities. SMTD interconnects with the services offered by the Beloit Transit System and the Janesville Transit System (through the Beloit Janesville Express Bus) to the north and with the services offered by the Rockford Mass Transit District to the south.

The above mass transit services have been an integral participant in the SLATS planning process for years. SLATS will assist BTS in coordinating a Transit Development Plan Update to further explore future service needs and opportunities for both school-aged children and the community as a whole. That process will strive to include ample opportunity for public input, particular from minority and low-income populations, who may rely on public transit for much of their transportation needs.

Another way that SLATS plans for and serves the mobility needs of all residents, with potentially greater impact for minority and low-income populations in the area is through the emphasis placed on bicycle and pedestrian systems. The SLATS Long-Range Transportation Plan has contained an extensive bike and pedestrian element for more than a decade, and was created with input gathered at numerous public meetings from potential users of the bicycle and pedestrian systems. Although there is a sizable contingent of bicycle users from middle and upper income groups, and although investing in bicycling has a number of community-wide benefits, bicycle users that lack access to an automobile, may rely more heavily on bicycle and pedestrian facilities to meet their daily transportation needs (trips to work, school, health care shopping and such). This TIP contains significant bicycle and/or pedestrian facility improvements.

EFFORTS TO EVALUATE THE IMPACTS OF PROJECTS

Regarding funding for projects contained in the TIP, it is worth noting that small MPOs with limited and/or State directed funds rely on the State(s) to help ensure non-discrimination and evaluate the impacts of projects on EJ populations, at least with major roadway projects where little Federal or State funding is determined locally. To illustrate:

- About 87 percent of Federal funds for all projects in SLATS are designated for roadway projects, with an additional 8.5% for safety projects (district wide) and an additional 0.4% for bridge projects. Many of these projects are determined more at a State level as opposed to the MPO or local level, and although they are regionally significant and important, make up the vast majority of all the federally funded projects. Note that these percentages are based on federal funding programmed in the 2017-2020 TIP and does not include federal funding programmed prior to 2017 for projects that may still be continued in the current TIP.

- State and Federal bike and pedestrian facility funding in SLATS is about 0.6 percent (not including facilities that may be associated with a roadway project), a transportation mode that can greatly benefit those that lack access to an automobile as well as provide many more benefits to communities (improve health, safety, quality of life, minimize automobile

trips, reduce infrastructure costs, reduce congestion, combat sprawl, reduce emissions and so on). Furthermore, the benefit(s) to those who rely on bicycle or pedestrian facilities as a primary means of transportation to school, work, shopping or health care for instance (particularly if auto or other means is not readily available), also extends to the entire community . Again this percentage is based on federal funding programmed in the 2017-2020 TIP and does not include federal funding programmed prior to 2017 for projects that may still be continued in the current TIP. That said, federal bicycle and pedestrian funding in SLATS is minimal, particularly compared to roadways.

- Transit funding in SLATS makes up about 3.4 percent of the total Federal funding. Like bicycle and pedestrian facilities, transit is a transportation mode that can greatly benefit those that lack access to an automobile as well as provide many more benefits to communities. Similarly to bicycle and pedestrian facilities, the benefit(s) to those who rely on public transit as a primary means of transportation to school, work, shopping or health care for instance (particularly if auto or other means is not readily available), also extends to the entire community. Transit spending is higher than bicycle and pedestrian facility spending, but still a relatively low percentage of the total State and Federal funding programmed for SLATS. Maintaining current service levels with available funding is difficult, but even so, Beloit Transit and SMTD continually look for ways to expand and improve service. For instance, additional routes (including establishing fixed or deviated fixed-route service for SMTD, which is currently demand response), additional stops, additional hours of service, weekend hours and evening hours are being explored to serve more people and further meet existing and new customers' needs. However, if State or Federal funding for transit is cut or even remains level, local funding would need to increase to maintain current levels of service. The likelihood of the City of Beloit or SMTD being able to do so is low, and service would likely suffer as a result. Again, although it is a small percentage of total transportation funding, transit planning and funding is greatly tied to EJ populations and Title VI, perhaps more than roadway projects. This is why (as mentioned above) the mobility needs of minority populations are focused largely on transit planning and service (as well as bicycle and pedestrian) which are critical to populations lacking access to an automobile.

CONCLUSIONS

Overall there is no evidence of discrimination or disparate impacts on EJ populations in the SLATS MPA. Roadway projects programmed are dispersed and generally serve the entire community including EJ populations. This dispersion of projects indicates that no single area or population group is receiving the benefits of or the adverse effects of roadway improvements. An exception is the work related to the Interstate 39/90 expansion, including upgrades to secondary routes such US-51. These projects (particularly the Interstate expansion) are of regional significance that cannot be compared to the others and must be evaluated by the State of Wisconsin, not the SLATS MPO.

Fixed-route transit services are somewhat concentrated in the denser urban areas of Beloit and effectively serve minority and low-income areas. Census Tracts with the highest number of low-income households also have excellent public transit service. Additionally, paratransit or demand-response services are available to all persons in the MPA.

Lastly, while there are certainly areas within the MPA that have larger EJ populations, it is worth noting a significant degree of racial and ethnic integration existing in the MPA. While many minorities are located in the older, more densely populated parts of the MPA, a large number of non-minority persons also reside in these areas. This does not preclude the potential of having a disparate impact on EJ populations and need for an EJ analysis, only that such impact would likely affect a significant number of non-EJ populations as well, reinforcing the idea that such impacts are not intended or discriminatory.

CERTIFICATION

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:

§ 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

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

Furthermore, the MPO certifies the TIP contains only projects consistent with the Long-Range Transportation Plan for the urbanized area(s).