



SLATS RESOLUTION 2022-2

APPROVAL OF AMENDMENTS TO THE SLATS 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2022-2025 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2022-2025 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, the SLATS Policy Board formally approved the SLATS 2022 TIP on October 4, 2021 and has been apprised of any subsequent Administrative Modifications; and

WHEREAS, subsequent recent changes in funding availabilities and priorities and other factors now necessitate changes to the aforesaid adopted TIP; and

WHEREAS, said recent changes have been processed in accordance with the SLATS Public Involvement Plan; and

WHEREAS, the changes proposed to the TIP (referred to as February 2022 TIP Amendment 1) are:

- Remove TIP number 291-21-010 for the State of Wisconsin, rail crossing improvements in the City of Beloit at Prospect Street. Project removed by WisDOT; and
- Add TIP number 291-22-001 for the State of Wisconsin, WIS-81 resurface, CTH K to Paddock, \$162,400 in federal /\$40,600 State funding programmed for design in 2022 and \$2,407,999 in federal /\$601,999 State funding programmed for construction in 2028; and
- Add TIP number 291-22-002 for Rock County, mobility management/1-on-1 and group travel training, \$89,049 in federal /\$22,012 local funding programmed for 2022; and
- Add TIP number 291-22-003 for Rock County, mobility management, 1 medium bus, \$60,800 in federal /\$15,200 local funding programmed for 2022; and
- Add TIP number 291-22-004 for RSVP for operating assistance, \$11,435 in federal /\$11,435 match funding programmed for 2022. Project costs updated and moved from illustrative list; and
- Add Illustrative project for the Rockton Road Multi-use Path Phase 2, \$250,000 in federal / \$155,409 local; and
- Add Illustrative project for the Afton Road Sidepath, \$333,139 in federal / \$139,052 local; 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; and

WHEREAS, the SLATS Policy Board has 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 the **February 2022 Amendment 1 to the SLATS 2022-2025 Transportation Improvement Program (TIP)** 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 14th Day of February, 2022


Chair, SLATS Policy Board

ATTESTS:


MPO Coordinator

TABLE 4 - FISCAL CONSTRAINT TABLE, 2022-2025 SLATS TIP WITH FEBRUARY 2022 TIP AMENDMENT 1

AGENCY	REVENUES					EXPENDITURES						
	PROGRAM	CY 2022 (SFY2022- 2023)	CY2023 (SFY2023- 2024)	CY2024 (SFY2024- 2025)	CY2025 (SFY2025- 2026)	TOTAL	PROGRAM	CY 2022 (SFY2022- 2023)	CY2023 (SFY2023- 2024)	CY2024 (SFY2024- 2025)	CY2025 (SFY2025- 2026)	TOTAL
FEDERAL HIGHWAY ADMINISTRATION	STP-FLEX	\$162,400				\$162,400	STP-FLEX	\$162,400				\$162,400
	STP/STBG/BR	\$4,494,000		\$1,000,000		\$5,494,000	STP/STBG/BR	\$4,494,000		\$1,000,000		\$5,494,000
	STBG-U		\$2,284,843	\$2,000,000		\$4,284,843	STBG-U		\$2,284,843	\$2,000,000		\$4,284,843
	STBG-TA		\$711,082			\$711,082	STBG-TA		\$711,082			\$711,082
	NHPP	\$400,000	\$17,600,000	\$34,987,001		\$52,987,001	NHPP	\$400,000	\$17,600,000	\$34,987,001		\$52,987,001
	SA					\$0	SA					\$0
FEDERAL TRANSIT ADMINISTRATION	HSIP	\$24,000	\$3,251,000	\$3,764,000	\$3,764,000	\$10,803,000	HSIP	\$24,000	\$3,251,000	\$3,764,000	\$3,764,000	\$10,803,000
	5307	\$881,625	\$987,886	\$1,007,644	\$1,027,797	\$3,904,952	5307	\$881,625	\$987,886	\$1,007,644	\$1,027,797	\$3,904,952
	5310	\$160,284				\$160,284	5310	\$160,284				\$160,284
	5339					\$0	5339					\$0
	5311					\$0	5311					\$0
CARES & ARPA		\$1,831,698				\$1,831,698		\$1,831,698				\$1,831,698
TOTAL		\$7,791,607	\$24,834,811	\$42,758,645	\$4,791,797	\$80,339,260		\$7,791,607	\$24,834,811	\$42,758,645	\$4,791,797	\$80,339,260