



SLATS RESOLUTION 2022-18

APPROVAL OF AMENDMENTS TO THE SLATS 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the State Line 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, under 23 CFR and 49 CFR 616, have determined the necessity for a Unified Planning Work Program; and

WHEREAS, the Policy Board has reviewed the clarifications of transportation planning activities outlined in the 2022 Unified Planning Work Program and finds them consistent with the transportation planning process; and

WHEREAS, the Policy Board has determined that a Work Program Amendment outlined in the original and amended Table 4 below to extend the period of availability to May 31, 2023 to use 2022 funds estimated at \$28,400 with the primary changes to 1) reduce staff time by 416 hours because of staffing changes since the adoption of the 2022 UPWP, 2) to reallocate staff time across categories (primarily Element 500 to 100), 3) to reallocate consultant time from Element 100 to 200 for the WIS 81 and IL-75 corridor studies and 251/Prairie Hill Road intersection study which will continue into 2023, and 4) to reduce non-labor expenses with final cost changes determined once all 2022 expenses have been incurred; and

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the State Line Area Transportation Study adopts this Amendment to the 2022 Unified Planning Work Program for the period January 1, 2022 - December 31, 2022 and directs the staff to submit this document to the Wisconsin and Illinois Departments of Transportation and to the Federal Highway Administration and Federal Transit Administration; and

BE IT FURTHER RESOLVED that the Policy Board of the State Line Area Transportation Study authorizes MPO staff to execute contracts, agreements, and other documentation necessary to carry out the 2022 Unified Planning Work Program; and

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

- (1) [23 U.S.C. 134](#), [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.

Cost Summary by Work Element and State Participation										Year 2022			Table 4	
Work Element		Hours				Labor Costs			Non-Lab Costs	Total Cost	% of Total Budget	Illinois-side	Wisconsin-side	
		Regular staff		Consultant		Total	Regular staff	Consultant						Total
100	PROGRAM ADMINISTRATION	640	24%	100	0%	740	\$ 37,003	\$ 10,000	\$ 47,003	\$6,646	\$53,649	21.7%	\$ 21,470.11	\$ 32,178.88
200	SHORT-RANGE PLANNING	984	36%	745	0%	1,729	\$ 56,893	\$ 74,500	\$ 131,393		\$131,393	53.1%	\$ 52,582.88	\$ 78,809.89
300	TRANSPORTATION IMPROVEMENT PROGRAM	280	10%	-	0%	280	\$ 16,189	\$ -	\$ 16,189		\$16,189	6.5%	\$ 6,478.78	\$ 9,710.22
400	LONG-RANGE PLANNING	400	15%	-	0%	400	\$ 23,127	\$ -	\$ 23,127		\$23,127	9.3%	\$ 9,255.39	\$ 13,871.75
500	SPECIAL STUDIES	400	15%	-	0%	400	\$ 23,127	\$ -	\$ 23,127		\$23,127	9.3%	\$ 9,255.39	\$ 13,871.75
Totals		2,704	100%	845	0%	3549	\$ 156,339	\$ 84,500	\$ 240,839	\$ 6,646	\$247,485	100%	\$ 99,042.59	\$ 148,442.50
Illinois - Wisconsin percentage split based on total funding.												40.0%	60.0%	

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

Cost Summary by Work Element and State Participation										Year 2022 Amended			Table 4	
Work Element		Hours				Labor Costs			Non-Lab Costs	Total Cost	% of Total Budget	Illinois-side	Wisconsin-side	
		Regular staff		Consultant		Total	Regular staff	Consultant						Total
100	PROGRAM ADMINISTRATION	879	38%	-	0%	879	\$ 51,965	\$ -	\$ 51,965	\$5,002	\$56,967	23.0%	\$ 22,797.83	\$ 34,168.81
200	SHORT-RANGE PLANNING	835	36%	1,072	100%	1,907	\$ 49,363	107,221	\$ 156,585		\$156,585	63.3%	\$ 62,664.61	\$ 93,920.14
300	TRANSPORTATION IMPROVEMENT PROGRAM	324	14%	-	0%	324	\$ 19,154	\$ -	\$ 19,154		\$19,154	7.7%	\$ 7,665.44	\$ 11,488.77
400	LONG-RANGE PLANNING	200	9%	-	0%	200	\$ 11,824	\$ -	\$ 11,824		\$11,824	4.8%	\$ 4,731.75	\$ 7,091.83
500	SPECIAL STUDIES	50	2%	-	0%	50	\$ 2,956	\$ -	\$ 2,956		\$2,956	1.2%	\$ 1,182.94	\$ 1,772.96
Totals		2,288	100%	1,072	0%	3360	135,262	107,221	242,483	5,002	247,485	100%	\$ 99,042.58	148,442.50
Illinois - Wisconsin percentage split based on total funding.												40.0%	60.0%	

Approved this 24th Day of October, 2022

ATTESTS:


Vice Chair, SLATS Policy Board


MPO Coordinator