



SLATS RESOLUTION 2023-1

APPROVAL OF AMENDMENTS TO THE SLATS 2023-2026 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 2023-2026 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2023-2026 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, the SLATS Policy Board formally approved the SLATS 2023 TIP on October 24, 2022, 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 January 2023 TIP Amendment 1) are:

- a. Add TIP number 291-23-002 for Rock County, County Q/Newark Road with County D/S. Afton Road Intersection, \$133,872 federal and \$14,875 local for design in FY23, \$914,134 federal and \$101,570 local for construction in FY25; 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](#);

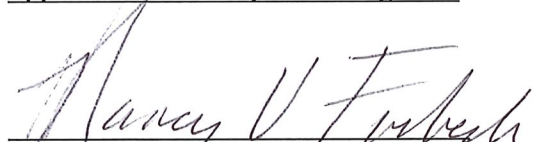
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and [49 CFR part 26](#) regarding the involvement 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 **January 2023 TIP Amendment 1 to the SLATS 2023-2026 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 9th Day of January, 2023



Chair, SLATS Policy Board

ATTESTS:



Director of Planning and Building Services

46	BTS	291-23-050; 291-24-050; 291-25-050, 291-26-050		Transit operations	P	MT	5307/ARPA	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Continued operations. 2022 federal funding includes \$625k in 5307 and \$57,185+\$70,950 in ARPA.	-	-	-	-		
								OPERATING	\$753,135	\$491,847	\$600,000	\$1,844,982	\$768,198	\$501,684	\$612,000	\$1,881,882	\$783,562	\$511,718	\$624,240	\$1,919,519	\$799,233	\$521,952	\$636,725	\$1,957,910		-	-	-	-
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	
								TOTAL	\$753,135	\$491,847	\$600,000	\$1,844,982	\$768,198	\$501,684	\$612,000	\$1,881,882	\$783,562	\$511,718	\$624,240	\$1,919,519	\$799,233	\$521,952	\$636,725	\$1,957,910		-	-	-	-
47	BTS	291-22-051		35' Hybrid Gillig Low Floor Bus and Bus Equipment	EP	MT	STBG-U	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Funded through FY22 STP-U program. Other equipment may include automatic wheelchair securement station, bike rack, equipment, training, inspection and warranty. \$789,450 total with \$629,960 in STBG-U.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	
								CAPITAL	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	
48	BTS	291-22-052		Transfer Center Security Upgrades (gates and fencing)	EP	MT	ARPA	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Programmed per August 2022 TIP Amendment 5.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
49	BTS	291-22-053		Zero Emission Transition Plan, Microtransit Study	S	MT	ARPA	PLANNING	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-	Programmed per August 2022 TIP Amendment 5. \$80k total budgeted in 2022 (\$30k for 2022/\$50k for 2023) shown in 2022 Table 4.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
50	BTS	291-22-054		Transfer Center Safety Improvements (concrete and landscape island repairs).	P	MT	5307 (Governor's Apportionment)	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Programmed per September 2022 TIP Amendment 6.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
51	BTS	291-22-055		35 ft. bus for replacement	P	MT	5307 (Governor's Apportionment)	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	Programmed per September 2022 TIP Amendment 6.	-	-	-	-			
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	cont	-	cont	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
52	BTS	291-21-055		Transit Bus Technology Upgrades	EP	MT	CARES ACT	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Added to 2021 TIP. CARES Act funding for 10 electric card readers on fare boxes for \$100,000 and Automated Stop Announcement System for \$119,000. Began in 2021, completed in 2022 or early 2023.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	cont	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
53	SMTD	2-23-001; 2-24-001; 2-25-001; 2-26-001		Transit operations	P	MT	5307	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Continued operations. Future years include estimated increase in federal/State revenue. Lapsing funds from Dubuque/Kenosha included per 2022 April TIP Amendment 2.	-	-	-	-		
								OPERATING	\$118,009	\$863,335	\$81,000	\$1,062,344	\$280,812	\$949,669	\$81,000	\$1,311,481	\$344,548	\$1,044,635	\$81,000	\$1,470,183	\$352,785	\$1,149,099	\$81,000	\$1,582,884		-	-	-	-
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	\$118,009	\$863,335	\$81,000	\$1,062,344	\$280,812	\$949,669	\$81,000	\$1,311,481	\$344,548	\$1,044,635	\$81,000	\$1,470,183	\$352,785	\$1,149,099	\$81,000	\$1,582,884		-	-	-	-
54	SMTD	2-20-003		CARES Act Funding	P	MT	CARES ACT	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$827,501 in CARES Act funding anticipated over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.	-	-	-	-		
								OPERATING	\$171,166	-	-	\$171,166	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	\$171,166	-	-	\$171,166	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
55	SMTD	2-21-003		American Rescue Plan Act (ARPA)	P	MT	ARPA	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.	-	-	-	-		
								OPERATING	\$63,824	-	-	\$63,824	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	\$63,824	-	-	\$63,824	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
56	SMTD	2-20-002		3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)	E	MT	Rebuild Illinois Capital Assistance Grant	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	-	\$440,021	-	\$440,021	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	\$440,021	-	\$440,021	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
57	SMTD	2-22-002		6 replacement Medium Duty paratransit vehicles with lift (5 wheelchairs/14 passengers and related bus equipment (communication, security, bike racks)	P	MT	Rebuild Illinois Capital Assistance Grant	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Added per April 2022 TIP Amendment 2. Six (6) buses applied for and programmed as part of 2022 CVP Program through IDOT for replacement in 2024. Additional \$430,044 sought above original \$450,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	-	\$880,044	-	\$880,044	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	\$880,044	-	\$880,044	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
58	SMTD	2-17-004		Capital Equipment, radio and repeater replacement	P	MT	Rebuild Illinois Capital Assistance Grant	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$18k programmed in 2017 TIP and cont. for 2018. An additional \$7k programmed in 2019 TIP for a total of \$25k. \$26k programmed for FY22/23 per 2022 April TIP Amendment 2. Costs updated to \$20,000 from original \$26,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	-	\$20,000	-	\$20,000	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	\$20,000	-	\$20,000	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
59	SMTD	2-22-005		Capital Equipment, office equipment	P	MT	Rebuild Illinois Capital Assistance Grant	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Applied for in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.	-	-	-	-		
								OPERATING	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								CAPITAL	-	\$10,000	-	\$10,000	-	-	-	-	-	-	-	-	-	-		-	-	-	-		
								TOTAL	-	\$10,000	-	\$10,000	-	-	-	-	-	-	-	-	-	-		-	-	-	-		

TABLE 4 - FISCAL CONSTRAINT TABLE, 2023-2026 SLATS TIP WITH JANUARY 2023 TIP AMENDMENT 1

AGENCY	REVENUES						EXPENDITURES					
	PROGRAM	CY2023 (SFY2023-2024)	CY2024 (SFY2024-2025)	CY2025 (SFY2025-2026)	CY2026 (SFY2026-2027)	TOTAL	PROGRAM	CY2023 (SFY2023-2024)	CY2024 (SFY2024-2025)	CY2025 (SFY2025-2026)	CY2026 (SFY2026-2027)	TOTAL
FEDERAL HIGHWAY ADMINISTRATION	STP-FLEX			\$7,466,799	\$2,348,835	\$9,815,634	STP-FLEX			\$7,466,799	\$2,348,835	\$9,815,634
	STP/STBG/BR	\$88,000	\$5,511,000		\$1,200,000	\$6,799,000	STP/STBG/BR	\$88,000	\$5,511,000		\$1,200,000	\$6,799,000
	STBG-U	\$2,781,340	\$4,018,875			\$6,800,215	STBG-U	\$2,781,340	\$4,018,875			\$6,800,215
	STBG-TA/TAP	\$711,082	\$382,208			\$1,093,290	STBG-TA/TAP	\$711,082	\$382,208			\$1,093,290
	NHPP		\$31,964,537			\$31,964,537	NHPP		\$31,964,537			\$31,964,537
	HIP		\$14,725,000		\$19,600,000	\$34,325,000	HIP		\$14,725,000		\$19,600,000	\$34,325,000
	HSIP	\$1,385,872	\$3,011,000	\$5,560,078		\$9,956,950	HSIP	\$1,385,872	\$3,011,000	\$5,560,078		\$9,956,950
FEDERAL TRANSIT ADMINISTRATION	5307	\$743,009	\$1,049,010	\$1,128,110	\$1,152,018	\$4,072,147	5307	\$743,009	\$1,049,010	\$1,128,110	\$1,152,018	\$4,072,147
	5310					\$0	5310					\$0
	5339					\$0	5339					\$0
	5311					\$0	5311					\$0
CARES, ARPA		\$363,125				\$363,125		\$363,125				\$363,125
COVID RELIEF		\$55,554				\$55,554		\$55,554				\$55,554
SRTS RAISE		\$250,000				\$250,000		\$250,000				\$250,000
			\$13,476,269			\$13,476,269			\$13,476,269			\$13,476,269
TOTAL		\$6,377,982	\$74,137,899	\$14,154,987	\$23,148,835	\$118,971,721		\$6,377,982	\$74,137,899	\$14,154,987	\$24,300,853	\$118,971,721