

## MEETING AGENDA

Joint Policy & Technical Advisory Committee Meetings  
Stateline Area Transportation Study  
Monday, August 25, 2014 at 10:00 A.M  
Rotary River Center, 1100 Riverside Drive (U.S.H. 51)  
Beloit, Wisconsin

1. Roll Call
2. Citizen Participation
3. Approval of the minutes of the April 14, 2014 Joint Policy and Technical Advisory Committee Meetings. *Action Required by Technical and Policy Committees*
4. Resolution 2014-4 amending the 2014 Transportation Improvement Program. *Action Required by Technical and Policy Committees*
5. Resolution 2014-5 adoption of the 2014 SLATS MPO Title VI Plan. *Action Required by Technical and Policy Committees*
6. Resolution 2014-6 adopting the amended SLATS 2014 Unified Planning Work Program. *Action Required by Technical and Policy Committees*
7. Solicitation for the 2015 Transportation Improvement Program. *Informational Only. No Action Required by Technical and Policy Committees*
8. Technical Advisory Committee Agency Reports Including Recap by Lead Agency of Ongoing and Current 2014 Projects in the TIP. *Informational Only. No Action Required by Technical and Policy Committees*

### Voting Members

City of Beloit Engineering  
Town of Beloit Engineering  
City of Beloit Public Works  
Beloit Transit System  
Federal Highway Administration-Illinois  
Federal Highway Administration-Wisconsin  
IDOT, District 2  
Rock County Planning, Economic & Community Development Agency

Rock County Highway Division  
Village of Rockton Public Works  
City of South Beloit Engineering  
Stateline Mass Transit District  
Town of Turtle Engineering  
Winnebago Highway Department  
Winnebago County Planning  
WisDOT Central Office  
WisDOT Southwest Region

Non-Voting Agencies

FTA Region V-Chicago  
IDOT Bureau of Urban Program Planning  
Janesville MPO  
Rockford Metropolitan Agency for Planning (RMAP)  
Village of Roscoe Engineering

8. Scheduling of Future Meetings of the Policy and Technical Committees

9. Adjournment

*This meeting is accessible to disabled individuals. Persons planning to attend this meeting who will need a sign language interpreter or other similar accommodations should notify, either by telephone or letter or e-mail, to T.J. Nee, MPO Coordinator, Engineering Division, 2400 Springbrook Court, Beloit, WI 53511, telephone 608-364-6702, e-mail neet@ci.beloit.wi.us or the MPO Executive Secretary 608-364-6690 at least five days prior to the meeting so that reasonable accommodation can be made. Please make sure you get a positive response from someone and your request does not get left on message waiting or in an e-mail mailbox. Thank you for your cooperation. We want to assure we are responsive to people's needs.*

*Para mas informacion, a esta interesado en participar en el planeamiento del proceso de transporte en su comunidad y necesita asistencia con idioma, por favor comuniquese 608-364-6724.*

**Minutes**  
**Technical and Policy Advisory Committees**  
**Stateline Area Transportation Study**  
**Monday, April 14, 2014 10 a.m.**  
**Rotary River Center**  
**Beloit, Wisconsin**

A meeting of the Stateline Area Transportation Study's Technical and Policy Advisory Committees was held on Monday, April 14, 2014 at the Rotary River Center. Mike Flesch called the meeting to order at 10:08 a.m.

**1. Roll Call**

Policy Committee Members Present (8): Kincaid, McKearn (for Wilson and Guenther), Long (for Loete), Jencius, Schoonover, Birkholz (for Anclam), Vlk (for Christiansen), Wydeven (for Gust).

Policy Committee Members Absent (2): Adams, Sweeney.

Technical Committee Members Present (9): Flesch (for Engineering and Boysen), McKearn, Thompson (for Gavin), Kuklenski, Long, Hecox, Birkholz, Vlk (for Vanderwerff), Wydeven.

Technical Committee Members Absent (6): Donovan, Pritchard, Coopman, Nygren, Bernardi, Paoni.

Non-Voting Members Present (1): Hren, DeLille.

Others present: Nee, Dupuis and Gill.

Flesch introduced the new MPO coordinator, T.J. Nee. He has been with us for about a month, replacing Bob Soltau. Nee has a master's degree in Planning from the University of Wisconsin.

**2. Citizen Participation.**

None.

**3. Approval of the minutes of the meeting of October 28, 2013 Joint Policy and Technical Advisory Committee Meetings. Action required by Technical and Policy Committees.**

A motion was made by Jencius, second by McKearn, to approve the minutes of the October 28, 2013 meeting. Motion passed.

**4. Resolution 2014-1 amending the 2014 Transportation Improvement Program. Action required by Technical and Policy Committees.**

Dupuis gave the staff report. WisDOT and IDOT have submitted amendments to the TIP. Included are: minor TIP numbering changes for Henry Avenue resurfacing; addition of three new State of Wisconsin projects; additional funding for three Rock County projects for right-of-way acquisition; reprogramming Inman Parkway sidewalk from 2015 to 2016 in the Town of Beloit; and change City of South Beloit Wheeler Avenue Bike Path project to "Advanced Construction Status." The TIP Amendment requires a 30 day public comment period that will expire on April 26. McKearn asked about dates for construction of the projects in Rock County.

McKearn made a motion, second by Wydeven, for the Technical Committee to recommend approval to the Policy Committee, the five amendments to the 2014 Transportation Improvement Program submitted by the WisDOT and IDOT, as long as there are no negative public comments. Motion passed.

A motion was made by Schoonover, second by Kincaid, for the Policy Committee to accept the recommendation of the Technical Committee and approve four amendments to the 2014 Transportation Improvement Program submitted by the WisDOT and IDOT as long as there are no negative public comments. Motion passed.

**5. Resolution 2014-2 adopting the amended SLATS Adjusted Urbanized Area Boundary. Action required by Technical and Policy Committees.**

Nee gave the staff report. WisDOT has approved the Wisconsin adjustments to the Urbanized Areas. IDOT has reviewed the adjustments and their approval is pending a revision to SLATS's Adjusted Urbanized Area boundary in the southeast corner of our planning area. This amendment will create a contiguous AUA between SLATS and RMAP.

Wydeven made a motion, second by Hecox, for the Technical Committee to recommend approval of the adoption of the amended SLATS Adjusted Urbanized Area Boundary to the Policy Committee. Motion passed.

A motion was made by Kincaid, second by McKearn, for the Policy Committee to accept the recommendation of the Technical Committee to approve the adoption of the amended SLATS Adjusted Urbanized Area Boundary area. Motion passed.

**6. Resolution 2014-3 adopting changes to the South Beloit Area functional classification system. Action required by Technical and Policy Committees.**

Dupuis gave the staff report. IDOT has proposed changes to the functional classification system for some South Beloit area roads. This does not affect funding. Included are portions of the following roads: Prairie Hill/Manchester Road; Rockton Road; IL 75; Yale Bridge Road; and Park Avenue. Maps were provided.

Birkholz made a motion, second by Hecox, for the Technical Committee to recommend to the Policy Committee, the approval of the resolution adopting changes to the South Beloit Area functional classification system. Motion passed.

A motion was made by McKearn, second by Vlk, for the Policy Committee to accept the recommendation of the Technical Committee to approve the resolution adopting changes to the South Beloit Area functional classification system. Motion passed.

**7 .Technical Agency Reports:**

Stateline Mass Transit – took a hit with the past winter. Last month numbers were back up.

Winnebago Highway – Old River Road project is progressing.

IDOT Bureau of Urban Program Planning-Statewide Bicycle Plan might be on website.

Tri-State Alliance will be holding a conference on May 16 at the Chicago/Rockford Airport. Details are available on the internet.

Dupuis said the SLATS website is under construction. Items will be added soon.

**8. Scheduling of Future Meetings of the Technical and Policy Committees.**

There will be a joint meeting of the Policy and Technical Committees in June.

**9. Adjourn**

Schoonover moved to adjourn, second by Vlk. Motion carried. Meeting adjourned at 10:46 a.m.

Colleen Gill  
Administrative Assistant  
City of Beloit

**SLATS RESOLUTION 2014-4  
AMENDMENT TO THE  
2014 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the **Stateline Area Transportation Study** is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area and the greater Stateline Metropolitan Planning Area (MPA); and

**WHEREAS**, the **SLATS Policy Committee** has the responsibility to direct, coordinate, and administer the transportation planning process throughout the MPA; 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 **SLATS 2014-2017 Transportation Improvement Program (SLATS 2014 TIP)**; and

**WHEREAS**, the SLATS Policy Committee formally adopted the **SLATS 2014 TIP (October 8, 2013 Version)** on **October 28, 2013**; and

**WHEREAS**, the SLATS Policy Committee formally adopted amendments to the **SLATS 2014 TIP (October 8, 2013 Version)** on **April 14, 2014**; and

**WHEREAS**, subsequent recent changes in funding availability in the form of an Illinois Transportation Enhancement Program (ITEP) Grant awarded to the Village of Rockton for the East Rockton Road Pedestrian/Bicycle Facility and in the form of a Recreational Trails Act (RTA) Grant and an Acquisition and Development of Local Parks (S-ADLP) Grant through the Wisconsin Department of Natural Resources for Big Hill Park Trail System now necessitates an additional change to the aforesaid adopted TIP; and

**WHEREAS**, said recent changes have been presented to the SLATS Technical Committee, area transportation planning and programming stakeholders, and the general public in accordance with the **SLATS Public Involvement Plan**; and

**WHEREAS**, the changes proposed to the TIP are as follows:

1. One new project (SLATS TIP # 02-14-003, ITEP # 231012) is added by the Village of Rockton: the East Rockton Road Pedestrian/Bicycle Facility;
2. One new project (SLATS TIP # 291-14-008, RTA-649-14 & S-ADLP3-14-1199 (RTA)) is added by the City of Beloit: Big Hill Park Trail Development and Big Hill Park Trail System Improvements;
3. The specific details of the above change are listed in Addendum A to this Resolution; and

**WHEREAS**, the Policy Committee has reviewed the proposed changes and, to the best of their knowledge, finds:

1. The changes/projects are consistent with the adopted SLATS Long-Range Transportation Plan;
2. The cost estimates are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
3. 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;
4. It is not the intent of this Amendment to change any other aspects of the SLATS 2014 TIP as adopted on October 28, 2013, as amended in April 2014, and no other projects are affected by these changes; and

**NOW, THEREFORE, BE IT RESOLVED** that the **SLATS Policy Committee** adopts this Amendment to the 2014 TIP as detailed by **Addendum A**, to be hereafter referred to as the **August 2014 Amendment**; and

**BE IT FURTHER RESOLVED** the Policy Committee directs the staff to incorporate this Amendment into the main tables and charts of the SLATS 2014 TIP (along with any non-substantive clerical corrections and formatting improvements deemed appropriate by staff) and submit the fully-updated document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Approved this 25th Day of August, 2014

ATTESTS:

\_\_\_\_\_  
Chairman, SLATS Policy Committee

\_\_\_\_\_  
Chairman, SLATS Technical Committee or  
SLATS MPO Coordinator

Table 1 - PART A: Project Descriptions		Table 1 - Part B: Project History, Progress & Prospectus															
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP vAug2014-b Amendments only.xlsm		SLATS 2014 TIP - August 2014 Amended Projects Only			ACTIVITY PRIOR TO 2014 (\$1,000s)				See Part C for 2014-2017 funding / programming						
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose		Phase	Fed	State	Local	Total	Comments, Change, & Amendment Notes
I		CITY OF BELOIT															
04a	CBel	RTA-649--14.1 291-14-008 & S-ADLP3-14-1199		Big Hill Park Trail System	Throughout Big Hill Park	Planning & Engineering Repair & improve existing trails New trails	\$ 26,409 \$ 129,476 \$ 130,435	F&L F&L F&L	B&D B&D B&D	m m m	PE CON CON	-	-	-	-	-	New, amended into 2014 TIP in August 2014.
IX		ROCKTON VILLAGE ILLINOIS															
65a	VRktn	ITEP Application 231012 02-14-003		E. Rockton Rd Ped/Bike Facility	Path to connect Dorr Rd Path with Stone Bridge Tr at IL-251 & linking to Long Prairie Tr & points east.	\$ 137,100 \$ 24,500 \$ 527,290	F&L F&L F&L	B&D B&D B&D	m m m	PE UTL CON	-	-	-	-	-	-	New, amended into 2014 TIP in August 2014.
				Total all parts: \$	688,890												

**Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects**

2014 TIP vAug2014-b Amendments onl

Project quick reference #	Lead Agent	2014				2015				2016				2017						
		14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total			
I		<b>CITY OF BELOIT</b>																		
04a	CBeI	13	EN	-	13	cb	26													
		65	EN	-	65	cb	129													
		65	EN	-	65	cb	130													
IX		<b>ROCKTON VILLAGE ILLINOIS</b>																		
65a	VRktn	110	EN	-	27	vn	137													
		20	EN	-	5	vn	25													
		422	EN	-	105	vn	527													

*Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.*



**SLATS RESOLUTION 2014-5**  
**ADOPTION OF STATELINE AREA TRANSPORTATION STUDY MET-**  
**ROPOLITAN PLANNING ORGANIZATION (SLATS MPO) TITLE VI**  
**PLAN**

**WHEREAS**, the **Stateline Area Transportation Study** is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area and the greater Stateline Metropolitan Planning Area (MPA); and

**WHEREAS**, the **SLATS Policy Committee** has the responsibility to direct, coordinate, and administer the transportation planning process throughout the MPA; and

**WHEREAS**, as a sub-recipient of Federal funds, SLATS is required to ensure that the transportation planning and decision-making processes and activities of SLATS are fair and nondiscriminatory to all persons in accordance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d); and

**WHEREAS**, SLATS staff has prepared a Title VI Plan in accordance with FTA Circular 4702.1B, documenting SLATS compliance with the above Act; and

**WHEREAS**, the SLATS Policy and Technical Committee have reviewed the above cited Plan and concur with its content and findings; and

**NOW, THEREFORE, BE IT RESOLVED** that the **SLATS Policy Committee adopts the Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO) TITLE VI Plan dated August 25, 2014**; and

**BE IT FURTHER RESOLVED** the Policy Committee directs the staff to transmit the Program to the appropriate Federal and State agencies.

Adopted this 25<sup>th</sup> Day of August, 2014

ATTESTS:

\_\_\_\_\_  
Chairman, SLATS Policy Committee

\_\_\_\_\_  
Chairman SLATS Technical Committee or  
SLATS MPO Coordinator

**Title VI Plan**

**Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO)**

Approved on: August 25, 2014

Approved by: Stateline Area Transportation Study  
Metropolitan Planning Organization  
(SLATS MPO)

Revised on:

*This policy is hereby adopted and signed by:*

Official Name/Title: Dale Adams, Chair of the SLATS MPO Policy Committee

Official Signature:

**Policy Statement**

The Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO) as a sub-recipient of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant dollars through the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT) will comply with the Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the U.S. Department of Transportation implementing regulations.

**Title VI Plan Elements**

The SLATS MPO Title VI plan includes the following elements:

1. Evidence of Policy Approval
2. Notice to the Public
3. Complaint Procedure
4. Complaint Form
5. List of transit related Title VI Investigations, Complaints and Lawsuits
6. Public Participation Plan
7. Language Assistance Plan
8. Minority Representation Table and Description

Note: Additional materials will be attached, if required.

**TITLE VI Notice to the Public**

The SLATS MPO Notice to the Public is as follows:

Notifying the Public of Rights Under Title VI

**The Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO)**

- ✓ The **SLATS MPO** operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the SLATS MPO.
- ✓ For more information on the SLATS MPO's civil rights program, and the procedures to file a complaint, contact the MPO Coordinator, phone: 608-364-6690; email [neet@beloitwi.gov](mailto:neet@beloitwi.gov); or visit our office at 2400 Springbrook Court, Beloit, WI 53511. For more information, visit <http://www.beloitwi.gov>
- ✓ A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.
- ✓ If information is needed in another language, contact 608-364-6690. *Si se necesita información en otro idioma de contacto, 608-364-6690.*

The SLATS MPO's Notice to the Public is posted in the following locations: *(check all that apply)*

- ✓ Agency website <http://www.beloitwi.gov>
- ✓ Hard copy in the MPO office
- ✓ Available in appropriate languages for LEP populations (Spanish), meeting the Safe Harbor Threshold.

## Title VI Complaint Procedure

The SLATS MPO's Title VI Complaint Procedure is made available in the following locations: *(check all that apply)*

- ✓ Agency website, either as a reference in the Notice to Public or in its entirety
- ✓ Hard copy in the MPO office
- ✓ Available in appropriate languages for LEP populations (Spanish), meeting the Safe Harbor Threshold.

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the SLATS MPO may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form to the Title VI Coordinator.

The Title VI Coordinator investigates complaints received no more than 180 days after the alleged incident. The Title VI Coordinator will process complaints that are complete.

Once the complaint is received, the Title VI Coordinator will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office within 10 days.

The Title VI Coordinator has 60 days to investigate the complaint. If more information is needed to resolve the case, the Title VI Coordinator may contact the complainant.

The complainant has 10 business days from the date of the letter to send requested information to the investigator assigned to the case.

If the investigator is not contacted by the complainant or does not receive the additional information within 10 business days, the Title VI Coordinator can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will forward a recommendation for action in a report of findings to the MPO Executive Director. Within 90 days of receiving the report of findings, the Executive Director will issue one of two (2) letters to the complainant: a closure letter or a letter of finding (LOF).

- ✓ A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed.
- ✓ A letter of finding (LOF) summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.

If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so. Appeals can be directed to the SLATS MPO Technical and Policy Committees in writing. Appeals will be reviewed by the Technical and Policy Committees within 90 days at a mutually convenient time and scheduled meeting. The complainant will be provided the opportunity to address the Committees in person at the meeting. The Policy Committee upon recommendation by the Technical Committee will either affirm the decision of the Executive Director or direct further action towards resolution.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

If information is needed in another language, then contact 608-364-6690. *Si se necesita información en otro idioma de contacto, 608-364-6690.*

**Title VI Complaint Form**

The SLATS MPO's Title VI Complaint Form is made available in the following locations: *(check all that apply)*

- ✓ Agency website, either as a reference in the Notice to Public or in its entirety
- ✓ Hard copy in the MPO office
- ✓ Available in appropriate languages for LEP populations (Spanish), meeting the Safe Harbor Threshold.

<b>Section I:</b>				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Other	
<b>Section II:</b>				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party: _____				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
<b>Section III:</b>				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.  _____ _____				
<b>Section IV</b>				
Have you previously filed a Title VI complaint with this agency?			Yes	No

Section V	
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, check all that apply:	
<input type="checkbox"/> Federal Agency: _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____	<input type="checkbox"/> Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.	
Name:	
Title:	
Agency:	
Address:	
Telephone:	
Section VI	
Name of agency complaint is against:	
Contact person:	
Title:	
Telephone number:	

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

\_\_\_\_\_

Signature Date

Please submit this form in person at the address below, or mail this form to:

MPO Title VI Coordinator  
2400 Springbrook Court  
Beloit, WI 53511

## TITULO VI NOTICIA AL PÚBLICO

Aviso del SLATS MPO al público es siguiente:

Notificación al público de los derechos bajo el título VI

**EL SISTEMA DE TRANSITO DE BELOIT (SLATS MPO)**

- ✓ Los programas y servicios del **SLATS MPO** operan sin distinción de raza, color y nacionalidad de acuerdo con el Título VI de la ley de los derechos civiles. Cualquier persona que cree que él o ella han sido agraviados por cualquier práctica discriminatoria ilegal bajo el Título VI puede presentar una queja al SLATS MPO.
- ✓ Para obtener más información sobre el programa de los derechos civiles de la SLATS MPO, y los procedimientos para presentar una queja, póngase en contacto con el Director de SLATS MPO, teléfono: 608-364-6690; Correo electrónico (email) [neet@beloitwi.gov](mailto:neet@beloitwi.gov) . O visite nuestra oficina administrativa en 2400 Springbrook Ct. Beloit, WI 53511. Para obtener más información puede usted visitar nuestra página (web site) <http://www.beloitwi.gov>
- ✓ La persona afectada puede presentar una queja directamente ante la Administración Federal de Transito en la oficina de los Derechos Civiles, Atención: Coordinador del programa Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Ave. SE Washington, DC, 20590.
- ✓ *Si necesita información en otro idioma, comuníquese al teléfono 608-364-6690.*

El Departamento de Transito De Beloit (SLATS MPO) pone las notificaciones en los siguientes lugares:( Marque todas las que apliquen):

- ✓ Agencia sitio web <http://www.beloitwi.gov>
- ✓ Copia impresa en la oficina de MPO
- ✓ Disponible en los lenguajes apropiados de LEP (Español) conociendo el Safe Harbor Threshold.

## **Título VI Procedimiento para poner una queja**

Título VI Procedimiento para poner una queja en el Departamento de Transito (SLATS MPO) está a su disposición en las siguientes ubicaciones: (Marque todas las que apliquen):

- ✓ Agencia sitio web <http://www.beloitwi.gov>
- ✓ Copia impresa en la oficina de MPO
- ✓ Disponible en los lenguajes de LEP (Español) conociendo el Safe Harbor Threshold.

Cualquier persona que cree que él o ella ha sido discriminado en base a su raza, color o su nacionalidad, por el departamento (SLATS MPO) se puede presentar una queja del Título VI, llenando y enviando el formulario de denuncias de la agencia Título VI.

El Coordinador de Título VI investigara las quejas recibidas a más tardar 180 días, después del supuesto incidente. El Coordinador de Título VI procesara las quejas que están completas.

Una vez recibida la queja, el Coordinador de Título VI revisara la queja para determinar si nuestra oficina tiene jurisdicción. La persona que mando la queja recibirá una carta de reconocimiento informándole si la queja será investigada por nuestra oficina dentro de 10 días.

El Coordinador de Título VI tiene 60 días para investigar la queja. Si se necesita más información para resolver este caso, el Coordinador de Título VI puede comunicarse con esta persona.

La persona que presente la queja tiene 10 días hábiles, desde el momento que envió esta carta para mandar toda la información solicitada para que la oficina pueda asignar una persona para este caso.

Si esta persona no es contactada por la persona que presento la queja, o no se pueda recibir más información adicional dentro del periodo de los 10 días, el Coordinador del Título VI administrativamente puede cerrar el caso. Un caso puede ser cerrado administrativamente también si la persona que presentó la queja ya no desea seguir el caso.

Después de que el investigador revise los comentarios sobre la queja, él/ella le enviara una recomendación para la acción en un informe de resultados el Director Ejecutivo de MPO. Dentro de 90 días de recibir el informe de resultados, El Director Ejecutivo remitirá una de dos cartas al demandante una carta de cierre o una carta de Fallo (LOF).

- ✓ Una carta final con el resumen de las acusaciones y afirmando de que no hubo ninguna violación del Título VI y que el caso será cerrado.
- ✓ Una Carta de fallo (LOF) resume de las denuncias y las entrevistas sobre el presunto incidente y explicara cualquier acción disciplinaria, entrenamiento adicional para la persona del staff u otra acción disciplinaria.

Si el demandante desea apelar la decisión, él/ella tiene 30 días después de la fecha indicada en la carta de cierre o carta de fallo (LOF) para hacerlo. Apelaciones pueden ser dirigidas a SLATS MPO, Técnicos y Comités de Pólizas por escrito. Las apelaciones serán revisadas por los Técnicos y Comités de Pólizas dentro de los 90 días en una junta anunciada y con tiempo mutuamente conveniente. El demandante se le proporcionara la oportunidad de dirigirse a los comités en persona en una reunión. El Comité de Pólizas sobre la recomendación del Comité Técnico será afirmar la decisión del Director Ejecutivo o dirigir más acción hacia la resolución.

Una persona puede también hacer una queja directamente con el Federal Transit Administration, con dirección. FTA Office of Civil Rights, 1200 New Jersey Ave. SE, Washington, DC 20590.



Si se necesita información en otro idioma por favor hablemos 608-364-2870.

**Formulario de Quejas Título VI**

El SLATS MPO Título VI Formulario de Quejas se puede encontrar en las ubicaciones: (Marque todas las que apliquen)

- ✓ Sitio web de la agencia ya sea como una referencia hacia el aviso al público o en su totalidad.
- ✓ Copia impresa en la oficina de MPO.
- ✓ Disponible en lenguajes adecuados para las poblaciones de LEP (Español) conociendo el Safe Harbor Threshold.

<b>Sección I:</b>				
Nombre:				
Dirección:				
Teléfono (Hogar):			Teléfono (Trabajo):	
Correo Electrónico:				
Necesita requisitos especiales:	Letra Grande		Otro	
<b>Sección II:</b>				
Usted está presentando esta queja en su nombre?			Sí *	No
* Sí contesta "Sí" a esta pregunta vaya a la Sección III.				
Sino, por favor suministrar el nombre y la relación de la persona a quien usted está haciendo la queja:				
Por favor explique por qué usted está haciendo esta queja por la otra persona:				
Por favor confirme que usted ha obtenido el permiso de la persona agraviada, para llenar este formulario en su lugar.			Sí	No
<b>Sección III:</b>				
Creo que la discriminación que he experimentado está basada. (Marque todas las que apliquen):				
<input type="checkbox"/> Raza	<input type="checkbox"/> Color		<input type="checkbox"/> Nacionalidad	
Fecha de la supuesta Discriminación (Mes, Día, Año): _____				
Explicar lo más claramente posible lo que paso y por qué usted cree fue discriminado. Describir a todas las personas que fueron involucradas. Incluir el nombre e información de contacto de la persona que discriminó (si lo conoce) así como los nombres e información de contacto de testigos. Si se necesita mas espacio para escribir, utilicé el dorso de este formulario.				
_____				
_____				
<b>Sección IV</b>				
Anteriormente usted ha presentado una queja del Título VI con este Departamento?			Sí	No

<b>Sección V</b>		
Ha presentado Usted esta queja con cualquier otra oficina Federal, Estatal, o agencia Local, o con cualquier otra agencia Federal o Estatal? <input type="checkbox"/> Si <input type="checkbox"/> No Si es así marque todas las que se apliquen: <input type="checkbox"/> Agencia Federal _____ <input type="checkbox"/> Tribunal Federal _____ <input type="checkbox"/> La Corte Local _____ <input type="checkbox"/> Tribunal Estatal _____ <input type="checkbox"/> Agencia Local _____		
Por Favor proporcione toda la información sobre la persona o personas de contacto de Agencia / Corte donde se presentó la queja.		
<b>Nombre:</b>		
<b>Título:</b>		
<b>Agencia:</b>		
<b>Dirección:</b>		
<b>Teléfono:</b>		
<b>Sección VI</b>		
Nombre de la Agencia en la cual se presentó la queja en su contra:		
Persona de Contacto:		
Título:		
Número de Teléfono:		

Usted puede adjuntar cualquier material escrito u otra información que crea usted que sea necesario para esta queja.

Firma y Fecha son requeridas abajo

\_\_\_\_\_

Firma Fecha

Por favor presente este formulario en persona, o envíelo por correo a la siguiente dirección:

MPO Coordinador Titulo VI  
 2400 Springbrook Court  
 Beloit, WI 53511

**List of Transit Related Title VI Investigations, Complaints and Lawsuits**

<b>Recipient: Stateline Area Transportation Study (SLATS MPO)</b>		
<b>Contact Person:</b> T.J.Nee	<b>Signature:</b> T.J. Nee	<b>Date:</b> 8-6-14

**Check One:**

There have been no investigations, complaint and/or lawsuits filed against us during the report period.

\_\_\_\_\_

There have been investigations, complaints and/or lawsuits filed against us. *See list below. Attach additional information as needed.*

\_\_\_\_\_

	<b>Date</b> (Month, Day, Year)	<b>Summary</b> (include basis of complaint: race, color, or national origin)	<b>Status</b>	<b>Action(s) Taken</b>
<b>Investigations</b>				
1.				
2.				
<b>Lawsuits</b>				
1.				
2.				
<b>Complaints</b>				
1.				
2.				

## Public Participation Plan

<b>Recipient: Stateline Area Transportation Study (SLATS MPO)</b>		
<b>Contact Person:</b> T.J. Nee	<b>Signature:</b> T.J. Nee	<b>Date:</b> 8-6-14

## Strategies and Desired Outcomes

To promote inclusive public participation, the SLATS MPO will use its resources available to employ the following strategies, as appropriate:

- ✓ Provide for early, frequent and continuous engagement by the public.
- ✓ Expand traditional outreach methods.
- ✓ Select accessible and varied meeting locations and times
- ✓ Employ different meeting sizes and formats
- ✓ Explore social media options in addition to other resources as a way to gain public involvement
- ✓ Explore outreach options to LEP and traditionally underserved populations, including targeted publications.
- ✓ Continue coordination with local advocacy organizations including Stateline Literacy Council and Latino Service Providers Coalition, etc.
- ✓ Continue coordination efforts with area transit providers (Beloit Transit System, Stateline Mass Transit District, Janesville Transit System (JTS) and Rock County Specialized Transit (RCST).

## Documented Public Outreach

The direct public outreach and involvement activities conducted by the SLATS MPO (2011-2013) are summarized in the table below. Efforts include *meetings, surveys, focus groups, etc.*

Information pertinent to each event and/or activity will be provided to FTA upon request. Examples include copies of: meeting announcements, agendas, posters, attendee list, etc.

<b>Event Date</b>	<b>SLATS MPO Staffer(s)</b>	<b>Event</b>	<b>Date Publicized and Communication Method</b> (Public Notice, Posters, Social Media)	<b>Outreach Method</b> (Meeting, Focus Group, Survey, etc.)	<b>Notes</b> (Meeting size and format, location, Number of Attendees, etc.)
5/23/11	MPO Coordinator/Executive Director	2011 TIP Amendment	Formal Public Notice 4/22/11 and 4/29/11	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
8/10/11	MPO Coordinator/Executive Director	Draft TIP/SLATS MPO Policies	Formal Public Notice 7/28/11 and 8/4/11	Open House	Rotary River Center
8/29/11	MPO Coordinator/Executive Director	2011 TIP Amendment/2012 Draft TIP	Formal Public Notice 7/28/11 and 8/4/11	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
10/17/11	MPO	2011 TIP	Formal Public Notice	MPO Joint	Rotary River Center

	Coodinator/Executive Director	Amendment/2012 Final TIP	10/12/11	Technical/Policy Committees Meeting	
4/16/12	MPO Coodinator/Executive Director	2012 TIP Amendment	Formal Public Notice 3/16/12 and 3/23/12	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
9/24/12	MPO Coodinator/Executive Director	Draft PIP Amendment/2013 Draft TIP	Formal Public Notice 8/10/12, 8/17/12, 8/28/12, 9/4/12	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
9/25/12	MPO Coodinator/Executive Director	Draft PIP Amendment/2013 Draft TIP	Formal Public Notice 8/10/12, 8/17/12, 8/28/12, 9/4/12	Open House	Rotary River Center
11/5/12	MPO Coodinator/Executive Director	Final PIP/2013 Final TIP	Formal Public Notice 8/10/12, 8/17/12, 8/28/12, 9/4/12	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
6/13/13	MPO Coodinator/Executive Director	2013 TIP Amendment	Formal Public Notice	Open House	Rotary River Center
7/15/13	MPO Coodinator/Executive Director	2013 TIP Amendment	Formal Public Notice	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
9/11/13	MPO Coodinator/Executive Director	SLATS MPO Title VI/LAP Review/2014 Draft TIP	Formal Public Notice 8/30/13 and 8/31/13	Open House	Rotary River Center
9/30/13	MPO Coodinator/Executive Director	2014 Draft TIP	Formal Public Notice 8/30/13 and 8/31/13	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
10/28/13	MPO Coodinator/Executive Director	2013 TIP Amendment/2014 Final TIP	Formal Public Notice 8/30/13 and 8/31/13	MPO Joint Technical/Policy Committees Meeting	Rotary River Center

## Language Assistance Plan

### Plan Components

As a sub-recipient of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant dollars through the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT), the SLATS MPO is required to take reasonable steps to ensure meaningful access to our programs and activities by limited-English proficient (LEP) persons.

**Limited English Proficient (LEP):** Refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak or understand English. This includes those who have reported to the U.S. Census that they speak English less than very well, not well, or not at all.

Most individuals in SLATS MPO's service area read, write, speak and understand English. There are some individuals for whom English is not their primary language. If these individuals have a limited ability to read, write, speak, or understand English, they are considered limited English proficient, or "LEP."

The SLATS MPO's Language Assistance Plan includes the following elements:

1. The results of the *Four Factor Analysis*, including a description of the LEP population(s), served.
2. A description of how language assistance services are provided by language
3. A description of how LEP persons are informed of the availability of language assistance service
4. A description of how the language assistance plan is monitored and updated
5. A description of how employees are trained to provide language assistance to LEP persons
6. Additional information deemed necessary

### Methodology

To determine if an individual is entitled to language assistance and what specific services are appropriate, the SLATS MPO has conducted a *Four Factor Analysis*<sup>1</sup> of the following areas: 1) Demography, 2) Frequency, 3) Importance and 4) Resources and Costs.

#### *LEP Four Factor Analysis*

- **Factor 1: Demography:** What is the number or proportion of LEP persons served and the languages spoken in the service area?

#### Overview

The first factor of the *Four Factor Analysis* is the basis of the Language Assistance Plan. It requires the SLATS MPO to review its US Census data to determine if it meets the *LEP Safe Harbor Threshold*.

#### US Census and American Community Survey (ACS) Data<sup>2</sup>

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<sup>1</sup> DOT LEP guidance <https://www.civilrights.dot.gov/page/dots-lep-guidance>

<sup>2</sup> The ACS publishes data in many forms on the Census Bureau American Fact Finder website <http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml>

The SLATS MPO did the following:

1. Inserted a copy of the LEP data in the Title VI plan (see attachments at end of document). This data is from the 2008-2012 American Community Survey 5-Year Estimates (*B16001 Language Spoken at Home by Ability to Speak English for the Population 5 years and Over*). The SLATS MPO used aggregate data from the various Census Tracts (the smallest level in which LEP data is available) within the MPO. Note that some of these tracts extend beyond the MPA, which would potentially increase the number of LEP persons.
  2. SLATS MPO analyzed the LEP demographic data for the SLATS MPO's program and/or service area by calculating the *Safe Harbor Threshold* language groups identified other than English.
    - a. The *Safe Harbor Threshold* is calculated by dividing the population estimate for a language group that "Speaks English less than very well" by the total population.
      - i. The *LEP Safe Harbor Threshold* provision stipulates that for each LEP group that meets the LEP language threshold (5% or 1,000 individuals, whichever is less) SLATS MPO must provide translation of vital documents in written format for the non-English users.
      - ii. Examples of written translation of vital documents include the Title VI policy statement and/or Notice to the Public, Title VI Complaint Procedure, Title VI Complaint Form, and ADA paratransit eligibility forms.
  3. Explained the results of the analysis of the MPO LEP data in the demographic section of the *Four Factor Analysis*.
- **Factor 2: Frequency:** How often does your staff come into contact with LEP persons?

Overview

LEP persons are persons identified as speaking English less than very well, not well or not at all. Just because a person speaks a language other than English doesn't mean they don't speak English or are identified as LEP. The summary below discusses the frequency with which SLATS MPO staff comes into contact with LEP persons. It also provides information on the how staff is instructed to meet the needs of LEP persons.

- **Factor 3: Importance:** How does the program, service or activity affect people's lives?

Overview

The summary below discusses how the SLATS MPO's program and services impact the lives of person's within the community. The SLATS MPO will specify the community organizations that serve LEP persons, if available.

- **Factor 4: Resources and Costs:** What funding and other resources are available for LEP outreach?

Overview

The summary below discusses the methods used by the SLATS MPO to provide outreach to LEP persons as well as train staff on Title VI and LEP principles.

*Additional Required Elements*

In addition to the *Four Factor Analysis (listed below as item #1)*, SLATS MPO will address the following elements:

- Item #2: A description of how language assistance services are provided by language
- Item #3: A description of how LEP persons are informed of the availability of language assistance service
- Item #4: A description of how the language assistance plan is monitored and updated
- Item #5: A description of how employees are trained to provide language assistance to LEP persons

*And, any additional information deemed necessary.*

**SLATS MPO – Summary of the Language Assistance Plan Components**

Item #1 – Results of the Four Factor Analysis (*including a description of the LEP population(s) served*)

**Factor 1 – Demography**

*Based on Census Tract data from the 2008-2012 ACS 5-Year Estimates, an aggregate estimate is that as many as 2,964 (+/- 526 for the aggregate estimate) Spanish-speaking persons within the MPA speak English less than very well. Spanish-speaking LEP persons are the only group that exceeds the Safe Harbor threshold. Most of those individuals reside within the City of Beloit, 2,367 (+/- 419). Note that LEP data is available down to the census tract level. Census tracts that include all portions of the MPA (20 included in this estimate) encompass an area larger than the MPA. As such, we also looked at 2010 Urbanized Area data which is smaller than the MPA as a comparison. This data indicates there are 2,792 (+/- 431) Spanish-speaking LEP persons in the SLATS Urbanized area. Therefore, we believe it is reasonable to estimate the total Spanish-speaking LEP population in SLATS to be about 3,000, well above the Safe Harbor Threshold.*

**Factor 2 – Frequency**

*The SLATS MPO staff will be trained on what to do when they encounter a person that speaks English less than well. The SLATS MPO will track the number of encounters and consider making adjustments as needed to outreach efforts to ensure meaningful access to all persons and specifically to LEP and minority populations of the SLATS MPO's programs and services.*

*SLATS MPO assessed the frequency with which staff have, or could have, contact with LEP persons. This includes documenting phone inquiries and requests for language assistance or translated materials.*



To date, SLATS MPO has had no requests for interpreters, no requests for translated SLATS MPO documents and no complaints.

**Factor 3 – Importance**

The SLATS MPO understands an LEP person with language barrier challenges also faces difficulties obtaining health care, education or access to employment. A public transit system is a key link to connecting LEP persons to these essential services.

For that reason, SLATS MPO will strive to consider, notify, and involve LEP persons (Spanish-speaking or otherwise) whenever decisions are made regarding transportation issues, transit planning or projects, particularly those that are most critical to LEP persons. This might include contact with community organization(s) that serve LEP persons, as well as contact with LEP persons themselves to obtain information on the importance of the modes or the types of services that are provided to the LEP populations.

**Factor 4 – Resources and Costs**

Even though the SLATS MPO does not have a separate budget for LEP outreach, SLATS MPO is committed to reaching LEP persons. For example, the SLATS MPO has access to Spanish speaking employees working in other departments within the City of Beloit. This has ensured that Spanish speaking LEP persons may request materials printed and on-line in Spanish. In addition, the SLATS MPO works with local advocacy groups (SLC and LSPC) to reach LEP populations.

**Item # 2 – Description of how Language Assistance Services are Provided, by Language**

The SLATS MPO has access to Spanish speaking employees working in other departments within the City of Beloit as well as the local advocacy groups mentioned above should translation or interpretive services be needed. In addition, SLATS MPO works directly with our transit providers to ensure mechanisms are in place to reach LEP persons in the service area. The SLATS MPO also has Spanish versions of their Non-Discrimination Notices and the Complaint Forms and procedures.

SLATS MPO will display a language identification chart at public meetings and at the MPO office to help LEP individuals identify their language to SLATS MPO staff. The SLATS MPO will work with existing resources to provide low-cost language assistance to the best extent possible.

**Item # 3 - Description of how LEP Persons are Informed of the Availability of Language Assistance Service**

The SLATS MPO does the following to inform LEP persons of the availability of language assistance services: currently working with transit to publish timetables and route maps in Spanish, translation of vital documents, creating and posting multi-language announcements and other information.

The SLATS MPO works with local advocacy groups (SLC and LSPC) along with BTS. A link to on-line translation widgets is provided on the SLATS MPO website for instant translation of applicable web content. The cost is relatively low but the ability to reach the LEP population is high. The SLATS MPO will continue to reach out to LEP populations through these efforts.

Item # 4 – Description of how the Language Assistance Plan is Monitored and Updated

The SLATS MPO reviews its plan on an annual basis or more frequently as needed. In particular, the SLATS MPO will evaluate the information collected on encounters with LEP persons as well as public outreach efforts to determine if adjustments should be made to the delivering of programs and services to ensure meaningful access to minority and LEP persons.

At a minimum the LAP will be updated every three years in conjunction with the Title VI program.

Item # 5 - Description of how Employees are Trained to Provide Language Assistance to LEP Persons

SLATS MPO employees are educated on the principles of Title VI and the SLATS MPO’s Language Assistance Plan. New employees will be provided guidance on the needs of clients served and how best to meet their needs. An important discussion point is that of language assistance. If an employee needs further assistance related to LEP program participants, he/she will work with the SLATS MPO Title VI Coordinator to identify strategies to meet the language needs of the participants of the program or service.

On a regular basis (annually), if relevant, the SLATS MPO will meet and coordinate with BTS and SMTD to discuss updates the SLATS MPO’s as well as BTS’s and SMTD’s Language Assistance Plans.

**Minority Representation Information**

**A. Minority Representation Table**

The SLATS MPO is governed by a Policy Committee consisting of the top elected or appointed officials of its member agencies. The Policy Committee is advised on all matters by a standing Technical Committee consisting of transportation officials from the member agencies. Minority representation is indicated in the chart below. Note that the MPO does not determine which individual is appointed as a member, rather the MPO has designated positions for each Committee filled by member agencies. For instance, membership on the Policy Committee is determined in most cases through local elections or appointments. Appointments to the designated positions on the Technical Committee are also determined by member agencies, based on who’s employed by those agencies.

Body	Caucasian	Hispanic/Latino	African American	Asian American	Native American
Policy Committee	90%	0%	10%	0%	0%
Technical Committee	100%	0%	0%	0%	0%

**B. Efforts to Encourage Minority Participation**

*The SLATS MPO understands diverse representation on committees, councils and boards results in sound policy reflective of its entire population. Occasionally, advisory committees are created on an ad hoc basis. In such instances, it is, hereby, the expressed policy of SLATS MPO that efforts will be made to appoint and involve minorities on these advisory committees.*

### Minority Representation Data Collection Form

**Ad-Hoc Committee** (Name TBD as needed)

Date:

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Dear Member,

As the SLATS MPO is a sub-recipient of federal funds, we are required under Title VI of the Civil Rights statute to ascertain the racial/ethnic make-up of any non-elected boards, commissions, councils, etc.

Data from this section is used for statistical and reporting purposes. The information may be subject to disclosure under federal or state law or rule.

#### Anti-Discrimination Notice

It is unlawful for the SLATS MPO to fail or refuse to provide services, access to services or activities, or otherwise discriminate against an individual because of an individual's race, color, or national origin under Title VI.

As a committee under the jurisdiction of the SLATS MPO, we invite committee members to voluntarily self-identify their race/ethnicity in order for us to comply with FTA Title VI regulations. This information will be used according to the provisions of applicable federal and state laws, executive orders and regulations, including those requiring the information to be summarized and reported to the federal government for civil rights enforcement purposes.

#### Race/Ethnicity

If you choose to self-identify, please mark the **one box** describing the race/ethnicity category with which you primarily identify:

*Asian or Pacific Islander*: All persons having origins in any of the peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This area includes, for example, China, Japan, Korea, the Philippine Islands and Samoa.

*Black and/or African American* (not of Hispanic origin): All persons having origins in any of the Black racial groups of Africa.

*Hispanic*: All persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

*American Indian or Alaskan Native*: All persons having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.

*Caucasian* (not of Hispanic origin): All persons having origins in any of the original peoples of Europe, North Africa or the Middle East.

### Facility Location Equity Analysis

Not applicable to the SLATS MPO as the MPO is not constructing a facility.

### Fixed Route Service Standards

Not applicable to the SLATS MPO as the MPO does not provide fixed route transit.

### Fixed Route Service Policy

Not applicable to the SLATS MPO as the MPO does not provide fixed route transit.

### MPO Demographic Data, Analysis and Procedures

<b>MPO:</b>	Stateline Area Transportation Study (SLATS MPO)		
<b>Contact Person:</b>	T.J. Nee	<b>Signature:</b>	<b>Date:</b>

In addition to the required Title VI items 1-8 (and items 10 and 11 if the MPO is a provider of fixed route public transportation), the following additional elements are included and/or attached:

- a. ***A demographic profile of the metropolitan area that includes identification of the locations of minority populations in aggregate.***

This information is detailed in Table 1 at the end of this section. 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. 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.

b. ***A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.***

SLATS identifies and addresses the mobility needs of minority populations in several ways, particularly related to transit and bicycle/pedestrian planning and service. Each aspect is described in more detail below.

*Mobility Needs of Minority Populations - Transit Planning*

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, Dial-a-Ride 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's demand-response service is curb-to-curb, anywhere within the service area. 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 was instrumental in the planning and establishment of SMTD during the last decade. SLATS has conducted special studies for both SMTD and BTS. SLATS assists the transit providers in preparing for their triennial reviews and in the preparation of their Title VI plans. Recently, SLATS assisted BTS in the development of a transit ridership survey. This on-board and in-school survey helped assess the ridership needs of all current patrons and will help determine if changes in the BTS route structure or schedule are needed in conjunction with newly proposed changes in the structure of the Beloit School System. 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.

Additionally, the annual SLATS Transportation Improvement Program (TIP) development always includes input from the area's transit providers. Even proposed highway improvements are viewed and weighed with respect to the area's transit systems, routes and services.

*Mobility Needs of Minority Populations - Bicycle and Pedestrian Planning*

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). Typically the annual TIP approved by SLATS contains one or more significant bicycle and/or pedestrian facility improvements. Likewise, as SLATS develops its TIP, concerted efforts are made to evaluate all projects with respect to the location of the area's minorities and low-income concentrations.

- c. ***Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data, at Census tract or block group level, and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes, including Federal funds managed by the MPO.***

Map 1 (attached) *SLATS Demographics and 2014-2017 Projects* 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 2014-2017 TIP (attached at the end of this document). 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.

Table 2 at the end of this section, *SLATS MPO Funding Per Lead Agency by Mode 2014-2017* at the end of this section outlines the various State and Federal funding allocated to projects within the SLATS MPO as detailed in the current TIP (project reference tables from the current TIP are also attached). Because Title VI is concerned with the non-discriminatory use of federal funds, small MPOs with limited and/or State directed funds rely on the State to help ensure non-discrimination, at least with major roadway projects where little Federal or State funding is determined locally.

Note the following from Table 2:

- About 94.4% of State and Federal funds for all projects in SLATS are designated for roadway projects with bridge projects adding 0.3%. Of the 94.4% State and Federal funds for roadways, 72% are in Wisconsin and 28% are in Illinois. On the Wisconsin side, 93.4% of the funds are related to the I-39/90 project either directly or for alternative routes, the remaining are improvements to other arterials, pavement markings and a park and ride study. Similarly on the Illinois side, 68% of the funds were related to the I-39/90 project which is now completed south of the state line. The remaining funds are also for improvements to arterials as well as various safety projects throughout the District. 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 more than 94% of all the federally funded projects.
- State and Federal bike and pedestrian facility funding in SLATS is about 0.3 percent, 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 if the alternative for persons without automobile access is lesser education, lesser employment, poorer health care and ultimately lesser spending. The current bike and pedestrian percentage is comprised of \$347,000 (Town of Beloit) in Safe Routes funding and \$437,000 in Enhancement funding (South Beloit). It does not include an upcoming amendment to add an ITEP grant award to the TIP of \$551,100, or recently awarded Recreation Trails Act (RTA) or Acquisition and Development of Local Parks (ADLP) through the Wisconsin Department of Natural Resources for trail system improvements in Big Hill Park in the City of Beloit.
- Transit funding in SLATS makes up about 5.1 percent of the total State and 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 as listed above. 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 if the alternative for persons without automobile access is lesser education, lesser employment, poorer health care and ultimately lesser spending. 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 a priority, but Beloit Transit and SMTD continually look for ways to expand and improve service. For instance, additional routes (including establishing fixed-route for SMTD which is currently demand response), additional stops, additional hours of service, weekend hours and evening hours may be explored to serve more people and further meet existing and new customers' needs. If State and Federal funding for transit is cut, runs out, 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 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.

- Most local funding (other than the Rock County lead Inman Parkway extension) is not related to State or federally funded projects. The City of Beloit has a small bridge that will use federal funds and the City of South Beloit will provide a match to the \$437,000 Enhancement funds mentioned above. Otherwise, most local funding (99.7% for Beloit, 85.5% for South Beloit and 100% for the Towns of Beloit and Turtle, Village of Rockton and Rockton Township) will go towards local projects with no State or Federal funding (primarily overlay and maintenance).

Because illustrative projects are not funded, they are not included in the above analysis.

- d. ***Analysis of the impacts identified in (c) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.***

It is the common practice of SLATS to annually evaluate all projects programmed in the TIP from the standpoint of discrimination and to identify any disparate impacts on the basis of race, color or national origin. SLATS will continue this approach and continually seek ways to improve this process and analysis. If projects result in a disparate impact on the basis of race, color or national origin, 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. 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.

The following italicized excerpt(s) from the 2014 TIP illustrate the MPO's continued emphasis on project fairness. SLATS will continually review and adopt appropriate goals and considerations annually in the TIP:

*Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socio-economic groups. To do so requires involvement of the public. SLATS is committed to a comprehensive approach to including the public in decisions for projects that impact the human environment.*

*Title VI of the 1964 Civil Rights Act (42 USC 2000d-1) states that, "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Furthermore, the 1994 Executive Order 12898 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 light of the above dictums, this TIP recognizes the following goals as part of its transportation project selection process:*

- *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.*
- *Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.*
- *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.*
- *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.*
- *In further compliance with recommended guidance, SLATS has formally adopted the "MPO Sub Recipient Non-Discrimination Agreement" as recommended by WISDOT. That agreement is considered part of this TIP, by reference.*

#### **SUGGESTIONS TOWARD PROJECT FAIRNESS**

*With respect to the automobile-oriented component of the area's transportation system, it is hard to think of any road building project that will not have some type of adverse impact on someone. To minimize adverse impact, road planners and designers are encouraged to be proactive and think comprehensively about their projects. The goal is not just to move traffic efficiently and safely. The goal is to do so without causing other physical, environmental, or societal problems. This is especially important in Low-income and/or Minority neighborhoods.*

*To avoid undue adverse impact on Low-Income/Minority and areas the following factors are considered important:*

1. *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 ... when planning, designing and constructing projects that involve roadway expansion and the taking of additional ROW.*
2. *When planning and locating new roadways...consider the effect of dissecting minority or low-income neighborhoods. If a cohesive neighborhood is split by a new roadway, the social support structure of the neighborhood may also be split....*

3. *The effects of traffic noise and other vehicular-derived pollutants should be considered for all projects.*
4. *The effects of increased vehicular traffic or increase vehicle speed should be considered where large numbers of children or elderly persons are present. For pedestrians... widened roadways present dangerous situations if they must be crossed... new roadways or improvements should be transit-friendly along existing or potential transit routes. Bus turnouts on heavily traveled roads can improve safety for both the motoring and transit public. Sufficient ROW for bus stop shelters is also important.*
5. *It is important to consider that roadway projects may seriously affect areas or neighborhoods well beyond a project's actual footprint. Connecting two previously unconnected roadways may draw regional thru-traffic, sometimes even beyond the roadway's design capacity.*
6. *Finally, it is understood that sometimes adverse impacts cannot be avoided and for the overall benefit of the greater community some projects must proceed even though they will adversely affect persons, homes or businesses. In these cases, every effort should be made to identify the impacts, minimize the impacts, and mitigate the damages...Conversely, every new roadway or transportation improvement is likely to have positive as well as negative effects. Transportation improvements often bring new commerce to a neighborhood or provide needed community or regional access that will benefit the neighborhood...Low-income/Minority areas should be provided a fair proportion of beneficial transportation improvements... 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.*

If the MPO is a direct recipient, the MPO will be required to submit additional information to FTA per Chapter VI-1 of FTA Circular 4702.1B (October 1, 2012).

*Not applicable to SLATS.*

#### Note

All MPOs are required to self-certify compliance with all applicable federal requirements. Planning certification reviews conducted jointly by FTA and FHWA of the metropolitan transportation planning processes of transportation management areas include a review of Title VI compliance.

TABLE 1 - 2014 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 БЕЛОIT	36,966	53.6%	13,481	36.5%	6,332	17.1%	23,485	63.5%	5,440	14.7%	114	0.3%	409
TOWN OF БЕЛОIT	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 БЕЛОIT	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%
<b>TOTAL</b>	<b>68,907</b>		<b>17,381.00</b>		<b>8,296</b>		<b>51,526</b>		<b>6,453</b>		<b>166</b>		<b>731</b>		<b>15</b>		<b>80</b>		<b>1,640</b>	
<b>PERCENT OF TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>25.2%</b>		<b>12.0%</b>		<b>74.8%</b>		<b>9.4%</b>		<b>0.2%</b>		<b>1.1%</b>		<b>0.0%</b>		<b>0.1%</b>		<b>2.4%</b>	

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.

TABLE 2 - SLATS MPO FUNDING PER LEAD AGENCY BY MODE 2014-2017

MODE	LEAD	STATE OF WISCONSIN	ROCK COUNTY	CITY OF БЕЛОIT	TOWN OF БЕЛОIT	TOWN OF TURTLE	BEЛОIT TRANSIT SYSTEM	STATE OF ILLINOIS	WINNEBAGO COUNTY	CITY OF SOUTH БЕЛОIT	VILLAGE OF ROCKTON	ROCKTON TOWNSHIP	STATELINE MASS TRANSIT DISTRICT	GRAND TOTALS	PERCENTAGES
<b>FEDERAL AND STATE FUNDING ONLY</b>															
BIKE AND PED		-	-	-	\$347,000	-	-	-	-	\$437,250	-	-	-	\$784,250	0.29%
BRIDGE		\$394,000	-	\$120,000	-	-	-	\$300,000	-	-	-	-	-	\$814,000	0.30%
MASS TRANSIT		-	-	-	-	-	\$9,035,000	-	-	-	-	-	\$4,642,000	\$13,677,000	5.06%
ROADWAYS		\$165,804,000	\$17,685,000	-	-	-	-	\$71,377,000	-	-	-	-	-	\$254,866,000	94.35%
<b>SUBTOTALS</b>		<b>\$166,198,000</b>	<b>\$17,685,000</b>	<b>\$120,000</b>	<b>\$347,000</b>	<b>\$0</b>	<b>\$9,035,000</b>	<b>\$71,677,000</b>	<b>\$0</b>	<b>\$437,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,642,000</b>	<b>\$270,141,250</b>	<b>100.00%</b>
<b>LOCAL FUNDING</b>															
LOCAL MATCH		-	\$10,476,000	\$30,000	-	-	\$5,938,000	-	-	\$109,313	-	-	\$377,000	\$16,930,313	56.02%
LOCAL PROJECTS ONLY		-	-	\$8,676,926	\$658,333	\$536,223	-	-	-	\$642,405	\$1,247,647	\$1,529,031	-	\$13,290,565	43.98%
<b>SUBTOTALS</b>		<b>-</b>	<b>\$10,476,000</b>	<b>\$8,706,926</b>	<b>\$658,333</b>	<b>\$536,223</b>	<b>\$5,938,000</b>	<b>-</b>	<b>-</b>	<b>\$751,718</b>	<b>\$1,247,647</b>	<b>\$1,529,031</b>	<b>\$377,000</b>	<b>\$30,220,878</b>	<b>100.00%</b>
% LOCAL PROJECTS ONLY		-	-	99.66%	100.00%	100.00%	-	-	-	85.46%	100.00%	100.00%	-	43.98%	-
<b>ILLUSTRATIVE PROJECTS (FUNDING SOURCES TO BE DETERMINED)</b>															
ILLUSTRATIVE PROJECTS		\$2,574,563	-	\$22,972,000	\$2,675,000	\$104,000	\$140,000	\$33,979,563	\$2,000,000	-	-	-	-	\$64,445,126	16.31%
<b>GRAND TOTALS</b>		<b>\$168,772,563</b>	<b>\$38,637,000</b>	<b>\$40,505,853</b>	<b>\$4,338,667</b>	<b>\$1,176,447</b>	<b>\$21,051,000</b>	<b>\$105,656,563</b>	<b>\$2,000,000</b>	<b>\$1,940,687</b>	<b>\$2,495,295</b>	<b>\$3,058,063</b>	<b>\$5,396,000</b>	<b>\$395,028,138</b>	<b>100.00%</b>

DATA FROM 2014 TIP AND 4/14/14 TIP AMENDMENT. SOME VALUES MAY DIFFER SLIGHTLY FROM TIP BECAUSE OF ROUNDING.

**Attachments**

**Map 1 - SLATS Demographics and 2014-2017 Projects**

**Map 1A – Map 1 Enlargement of Beloit Core and Transit Routes**

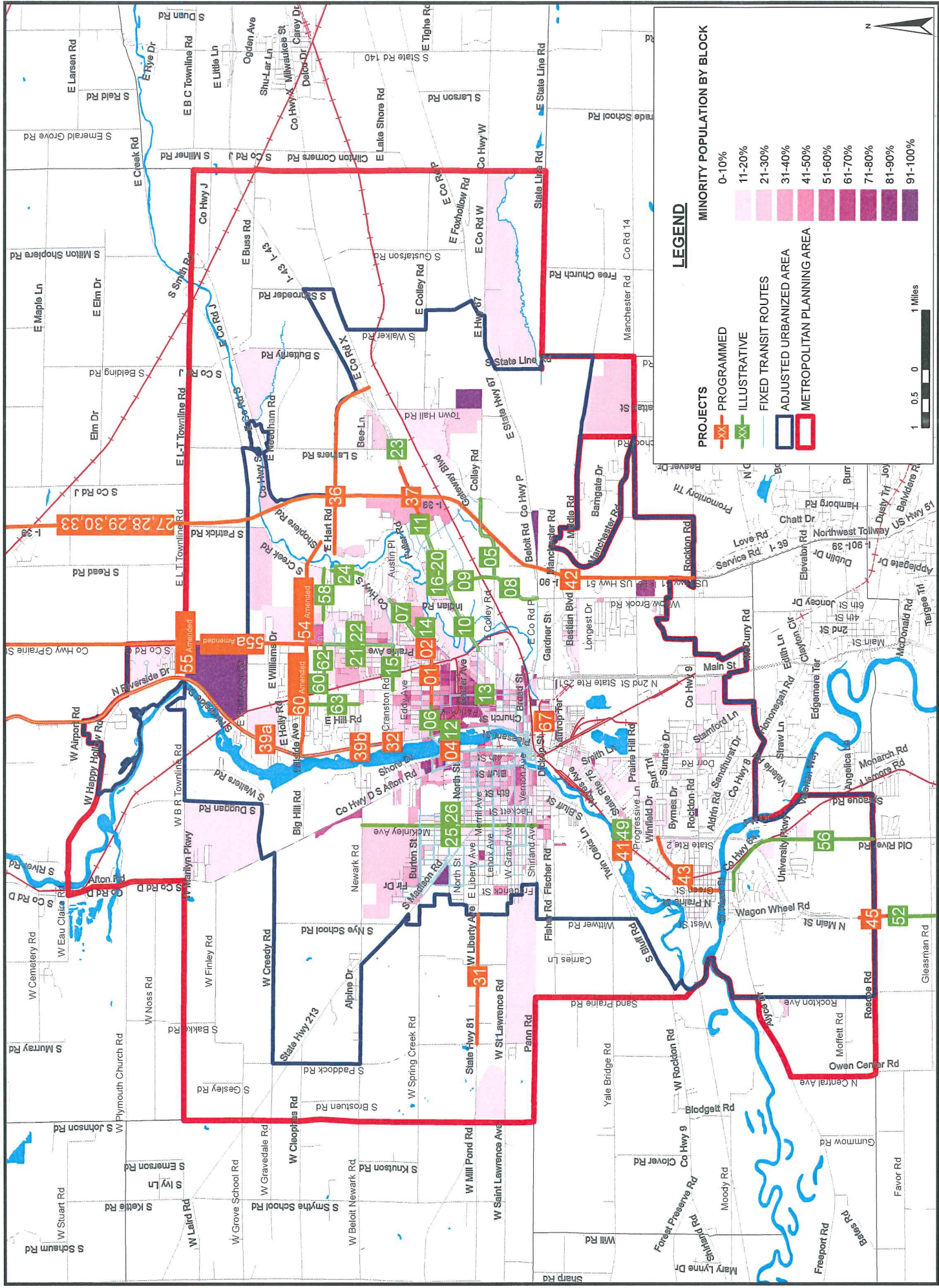
**April 14, 2014 Approved TIP Amendment**

**October 28, 2013 Adopted and Approved 2014 TIP**

**2008-2012 American Community Survey 5-Year Estimates (*B16001 Language Spoken at Home by Ability to Speak English for the Population 5 years and Over*)**

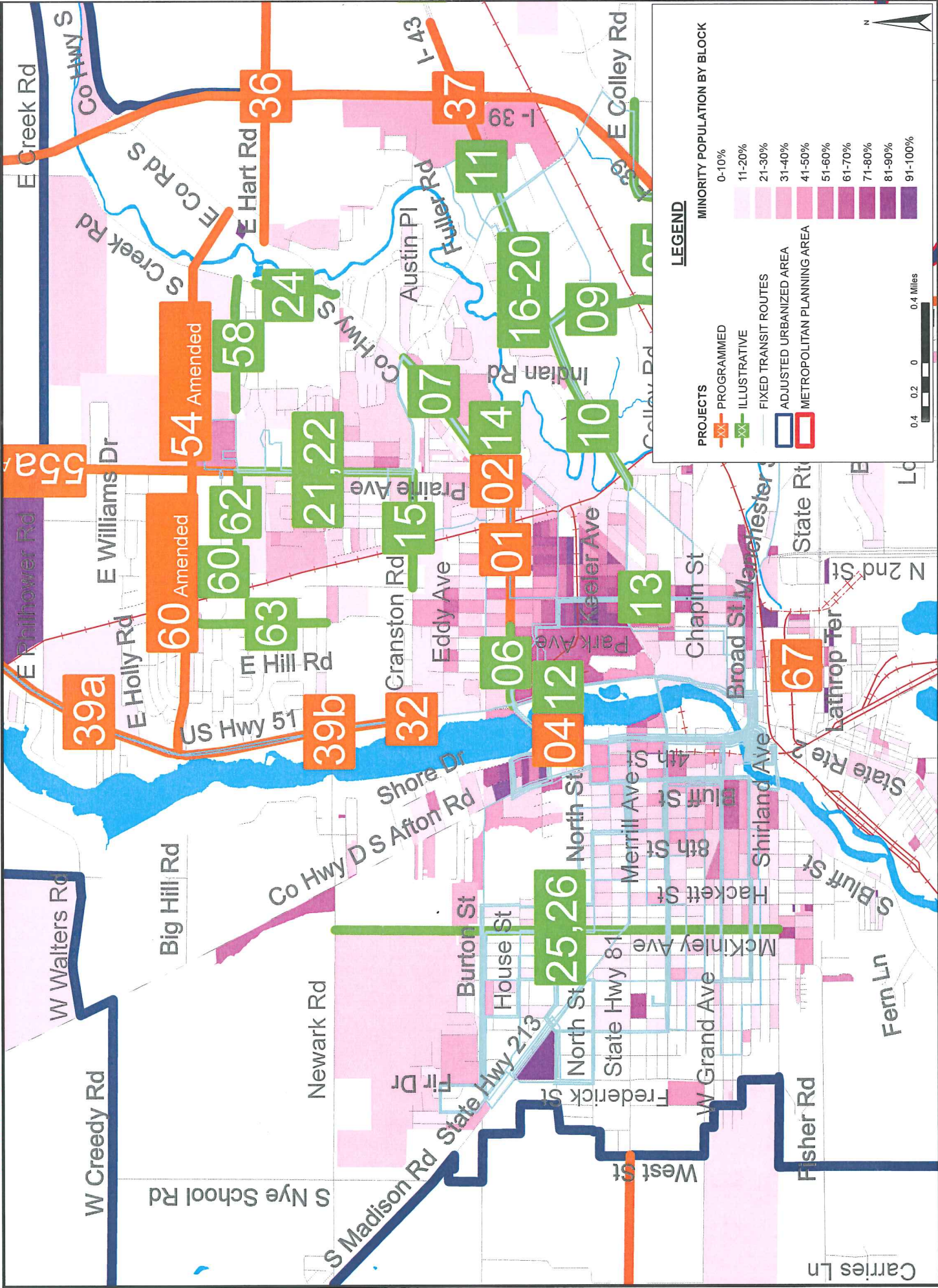
**DRAFT**

**MAP 1 - SLATS DEMOGRAPHICS AND 2014-2017 PROJECTS**



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

# DRAFT MAP 1A - MAP 1 ENLARGEMENT OF BELOIT CORE AND TRANSIT ROUTES



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

**SLATS RESOLUTION 2014-1  
AMENDMENT TO THE  
2014 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Stateline Area Transportation Study is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area and the greater Stateline Metropolitan Planning Area (MPA); and

WHEREAS, the SLATS Policy Committee has the responsibility to direct, coordinate, and administer the transportation planning process throughout the MPA; 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 SLATS 2014-2017 Transportation Improvement Program (SLATS 2014 TIP); and

WHEREAS, the SLATS Policy Committee formally adopted the SLATS 2014 TIP (October 8, 2013 Version) on October 28, 2013; 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 presented to the SLATS Technical Committee, area transportation planning and programming stakeholders, and the general public in accordance with the SLATS Public Involvement Plan; and

WHEREAS, the changes proposed to the TIP are as follows:

1. The TIP # for the City of Beloit project to resurface Henry Ave. from Park Ave. to Royce is changed from 291-14-001 to 291-14-007 (the first number was mistakenly assigned to two projects);
2. Three new projects are added by the State of Wisconsin: a resurfacing of a portion of US-51, a signal replacement at US-51 and Co-Q, the inclusion of Traffic OPS at various locations region-wide;
3. The three Rock County projects are revised to provide additional funding to various portions where needed, including additional ROW acquisition costs, additional costs for utility re-locations and related work, and additional funding for actual construction;
4. The Town of Beloit Sidewalk on Inman Parkway project is reprogrammed from 2015 to 2016;
5. The City of South Beloit Wheeler Ave Bike Path Project is changed to Advanced Construction Status;
6. The specific details of the above changes are listed in Addendum A to this Resolution; and

WHEREAS, the Policy Committee has reviewed the proposed changes and, to the best of their knowledge, finds :

1. The changes/projects are consistent with the adopted SLATS Long-Range Transportation Plan;
2. The cost estimates are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
3. 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;
4. It is not the intent of this Amendment to change any other aspects of the SLATS 2014 TIP as adopted on October 28, 2013 and no other projects are affected by these changes; and

NOW, THEREFORE, BE IT RESOLVED that the SLATS Policy Committee adopts this Amendment to the 2014 TIP as detailed by Addendum A, to be hereafter referred to as the April 2014 Amendment; and

BE IT FURTHER RESOLVED the Policy Committee directs the staff to incorporate this Amendment into the main tables and charts of the SLATS 2014 TIP (along with any non-substantive clerical corrections and formatting improvements deemed appropriate by staff) and submit the fully-updated document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Adopted this 14th Day of April, 2014

ATTESTS:



Chairman, SLATS Policy Committee



Chairman, SLATS Technical Committee or  
SLATS Planning Coordinator

Amended Parts		Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus								
Project quick reference #	Lead Agent	THESE AMENDMENTS ARE FISCALLY CONSTRAINED - FUNDING IS COMMITTED AS SHOWN		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	Codes (see accompanying table)			ACTIVITY PRIOR TO 2014 (\$1,000s)				Comments, Change, & Amendment Notes			
		\$ Sources	Mode							Purpose	Fed	State	Local	Total	See Part C for 2014-2017 funding / programming					
<b>April 14, 2014 AMENDMENT</b>																				
<b>CITY OF BELOIT</b>																				
02	CBel	291-14-001	Henry Ave			Henry Ave	Resurface	\$ 450,000	L	RD	CON	-	-	-	-	New in 2014 TIP				
02	CBel	291-14-007	Henry Ave			Park Ave - Royce	Resurface	\$ 450,000	L	RD	CON	-	-	-	-	TIP # Corrected to remove duplication.				
<b>STATE OF WISCONSIN</b>																				
39a	WI	291-14-004	US-51			Cranston Rd to WI-11	Mill & overlay	\$ 750,000	\$	RD	FR					Project added 4/2014. CON in 2020 w/possible advancement to 2018.				
39b	WI	291-14-005	US-51 / Co-Q			Intersection	Signal replacement	\$ 100,000	\$	RD	TSM					Project added 4/2014. CON not yet programmed.				
39c	WI	291-14-006	SW Region Traffic OPS			Regionwide locations	MIS/Consultant Services 2014	\$ 50,000	\$	RD	TSM					Project added 4/2014.				
<b>ROCK COUNTY WISCONSIN</b>																				
54	RCO	291-06-007	Inman Prky (Rock Co lead w/ City Beloit part.)	5989-05-21/4071		Prairie Ave to Shopiere Rd	New roadway	\$ 582,900	L	RD	FR	430	D	-	153	FC	583	PE Cost estimates adjusted based on 6/26/12 chart from Rock County. Local funds reduced to \$389K as per chart. Local funding split between Rock Co & Beloit in same proportions as prior to the chart. Possible that all funds are expected from Beloit??		
						\$ 6,099,900	Total all parts	\$ 4,500,000	SL	RD	CON				490	wi	210	FC	700	ROW approved for 2013. ROW acquisition will be by local and amts in excess of 30% shall be applied elsewhere in the budget.
									SL	RD	CON									Utility moved from 2013 to 2014 by July 2013 Amendment. Const obligated in 2014 (advanced from 2015), to be built in 2015. Parts of local to be funded by City of Beloit as per local agreement.
									SL	RD	CON	430	D	-	153	FC	583			PE Cost estimates adjusted based on 6/26/12 chart from Rock County. Local funds reduced to \$389K as per chart. Local funding split between Rock Co & Beloit in same proportions as prior to the chart. Possible that all funds are expected from Beloit??
									SL	RD	CON									ROW cost est increased by \$85K and assigned as 100% local (no State). Scheduled for 2014.
									SL	RD	CON									Utility estimates updated (reduced by \$63K) & cost divided 70/30 State/local. Divided into 4 utility subparts with ids added.
									SL	RD	CON									CON cost est increased by \$216K. Now partially funding with Urban STP. State & local amounts slightly reduced.





Amended Parts

Table 1 - PART A: Project Descriptions

Table 1 - Part B: Project History, Progress & Prospectus

Project quick reference #	Lead Agent	THESE AMENDMENTS ARE FISCALLY CONSTRAINED - FUNDING IS COMMITTED AS SHOWN		Project Name	Description	Total \$ (Estimated)	Codes (see accompanying table)			ACTIVITY PRIOR TO 2014 (\$1,000s)					See Part C for 2014-2017 funding / programming	Comments, Change, & Amendment Notes
		TIP #	State Project #s				Location	Mode	Purpose	Phase	Fed	State	Local	Total		
55	RCO	291-08-001; 371-09-008;	5966-00-007273	Co-G / Townline Rd Intersection (with Janeville MPA)	Reconstruction & improvement of the intersection including turn lanes, approaches & signalization	\$ 400,000	FL	RE	PE	320	SR	-	80	RC	400	PE Cost estimate adjusted upward as per 6/26/12 chart from Rock County. ROW acquisition will be by local and grants in excess of 30% shall be applied elsewhere in the budget. Construction originally programmed for 2015 but advanced to be obligated in 2014 & be built in 2015 by 2014 TIP. Advancement achieved by infusion of \$612K in Federal (SA) funds, \$302 State, & \$412K County in 2014. Total project cost increased from \$1,714M to \$1,826M by 2014 TIP.
							\$ 375,000	SL	RE	ROW	-	263	WI	112	RC	
55 Amended	RCO	291-08-001; 371-09-008;	5966-00-004014142/43/44/45	Co-G / Townline Rd Intersection (with Janeville MPA)	Reconstruction & improvement of the intersection including turn lanes, approaches & signalization	\$ 1,826,000	FSL	RE	CON	320	SR	-	80	RC	400	PE Cost estimate adjusted upward as per 6/26/12 chart from Rock County. ROW cost est. increased by \$231K and will now be 100% local in 2014. 6 utility projects added and split 70/30 State/Local. Construction originally programmed for 2015 but advanced to be obligated in 2014 & be built in 2015 by 2014 TIP. Advancement achieved by infusion of \$612K in Federal (SA) funds, \$302 State, & \$412K County in 2014. Total project cost increased from \$1,714M to \$1,826M by 2014 TIP. Total CON cost increased by \$3,533M (4/20/14) through infusion of additional State & Local funds.
							\$ 400,000	FL	RE	PE	-	561	WI	241	RC	
55a	RCO	291-12-10-01/40/70	5966-10-01/40/70	Co-G	Beloit to Reconstruct - i-39 Incident / Alternate route (6 miles), o in Janeville TIP.	\$ 802,000	S&L	RE	PE	-	561	WI	241	RC	802	Design obligated in 2012 and underway. 1st adopted version of 2012 TIP increased local from \$802K to \$13,739,000 & Local Construction obligated in 2014, to be built 2014 & 2015.
							\$ 100,000	S&L	RE	UTL	-	-	-	-	-	
55a Amended	RCO	291-12-10-01/42/43/44	5966-10-01/42/43/44	Co-G	Beloit to Reconstruct - i-39 Incident / Alternate route (6 miles), o in Janeville TIP.	\$ 507,000	L	RE	ROW	-	-	-	-	-	802	Design obligated in 2012 and underway. 1st adopted version of 2012 TIP increased local from \$802K to \$13,739,000 & Local Construction obligated in 2014, to be built 2014 & 2015. ROW added 4/20/14.
							\$ 361,000	S&L	RE	UTL	-	561	WI	241	RC	
60	TBel	291-11-004-11/12	5989-00-11/12	Sidewalk on Inman Prky	Shaded areas and/or black type as adopted Oct. 28, 2013	\$ 48,000	F	W	CON	48	SS	-	-	-	48	Design obligated in 2012. Construction moved to 2015 by the July 2013 Amendment.
							\$ 299,000	F	W	CON	-	-	-	-	-	
60 Amended	TBel	291-11-004-11/12	5989-00-11/12	Sidewalk on Inman Prky	Shaded areas and/or black type as adopted Oct. 28, 2013	\$ 48,000	F	W	CON	48	SS	-	-	-	48	Design obligated in 2012. Construction moved to 2016 (4/20/14).
							\$ 299,000	F	W	CON	-	-	-	-	-	
67	SBeI	02-13-002	546.563	South Beloit Bike Path	Shaded areas and/or black type as adopted Oct. 28, 2013	\$ 109,313	F&L	W	CON	87	EN	-	22	sb	109	Project is changed to Advanced Construction Status by April 2014 amendment.
							\$ 437,250	F&L	W	CON	350	EN	-	87	sb	

**Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects**

Amended Parts	2014				2015				2016				2017				
	Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.																
	Project quick reference #	Lead Agent	14 Fed	14 State	14 Local	14 Total	16 Fed	15 State	16 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local
55	RCo	612 SA	802 wi	412 rc	1,826		cont										
55 Amended	RCo		316 wi	606 rc	606		cont										
		612 SA	3,276 wi	1,473 rc	5,361		cont										
55a	RCo			70 wi	30 rc	100		cont									
				7,664 wi	5,173 rc	12,837											
55a Amended	RCo						cont										
			253 wi	108 rc	361												
		555 N P	7,902 wi	4,878 rc	13,335												
VII		<b>BELOIT TOWN WISCONSIN</b>															
	Shaded area and/or black type, as adopted Oct. 28, 2013																
60	TBel					299 SS				299							
60 Amended	TBel																
										299 SS				299			
X		<b>CITY OF SOUTH BELOIT ILLINOIS</b>															
	Shaded area and/or black type, as adopted Oct. 28, 2013																
67	SBel																- sb

**RESOLUTION of ADOPTION – SLATS 2014-2017 TIP**

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

WHEREAS, the Federal Highway Administration and Federal Transit Administration, 23 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2014-2017 Transportation Improvement Program; and

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

WHEREAS, the Policy Committee has reviewed the transportation projects programmed in the 2014-2017 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:

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

WHEREAS, the SLATS Policy and Technical Committees 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.

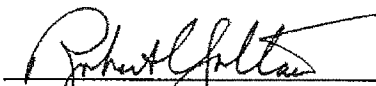
NOW, THEREFORE, BE IT RESOLVED that the Policy Committee of the Stateline Area Transportation Study adopts this 2014-2017 Transportation Improvement Program (Version Dated October 8, 2013) and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Adopted this 28 Day of Oct., 2013



Chairman, SLATS Policy Committee

ATTESTS:



SLATS Planning Coordinator

Project quick reference #		Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm		Table 1 - PART A: Project Descriptions				Table 1 - Part B: Project History, Progress & Prospectus									
I	01	CBel	291-13-002	Henry Ave	CITY OF BELOIT	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	ACTIVITY PRIOR TO 2014 (\$1,000s)				Total	Comments, Change, & Amendment Notes
													Fed	State	Local	TIGER		
						Park Ave - Royce	Resurface	\$ 295,000	L	RD	P	CON						New project at start of 2013. Start delayed from 2015 to 2016.
						Royce - Prairie	Resurfact	\$ 450,000	L	RD	P	CON						New in 2014 TIP.
						Systemwide in Beloit as per criteria & need	LOE programmed annually. Includes engineering. Plus \$8k/yr. Total is for 2013-2017.	\$ 7,931,926	L	RD	P	O&M				1,500 cb	1,500	Conducted as programmed. Increase in utility appraisals and infills programmed at 2.8%/year for future years.
						At Fourth St in City of Beloit	Replacement	\$ 150,000	F&L	Brdg	P	PI				120 BR	150	Design moved from 2013 to 2015. Construction possible in 2016.
						Wilbrook Rd - Gateway Blvd	Reconstruct/Expansion	\$ 1,435,000	ILLU	ILLU	ILLU	ILLU						New project at start of 2013 (291-13-001); was originally programmed with local funds that are no longer available; for 2014 TIP, reclassified as an Illustrative project; City will seek TIGER funds grant to refund this project to 2014.
						Riverside Dr - Park Ave	Resurfact	\$ 225,000	ILLU	ILLU	ILLU	ILLU						New project at start of 2013 (291-13-003); for 2014 TIP project delayed to 2018; moved to Illustrative list until funding reconfirmed.
						Prairie to Cranston	Reconstruction	\$ 2,140,000	ILLU	ILLU	ILLU	ILLU						Reconstruction with possible widening for safety. SLATS HIGH-PRIORITY STP-U project. Project added in Feb 2013.
						Stalaine to Colley Rd	New const. expend	\$ 1,000,000	ILLU	ILLU	ILLU	ILLU						City to seek TIGER grant to advance this project to 2014.
						Colley Rd to Milwaukee Rd	New const. expend	\$ 1,200,000	ILLU	ILLU	ILLU	ILLU						City to seek TIGER grant to advance this project to 2014.
						White Av to Lee Ln	New bike/pedestrian path with lighting	\$ 2,160,000	ILLU	ILLU	ILLU	ILLU						Project added as illustrative project by the July 2013 Amendment. Beloit is applying for Transportation Alternative Program (TAP) funds.
						i-90 to Lee Ln	Reconst	\$ 500,000	ILLU	ILLU	ILLU	ILLU						Project first appeared in the MAIN TIP Table in 2006 (291-06-004). Project was delayed since then and in 2013 reclassified as an Illustrative Project.
						At Fourth St in City of Beloit	Replacement	\$ 200,000	ILLU	ILLU	ILLU	ILLU						
						Woodward to White	Reconstruct	\$ 1,300,000	ILLU	ILLU	ILLU	ILLU						
						Royce to Prairie	Reconst	\$ 1,000,000	ILLU	ILLU	ILLU	ILLU						
						Dewey Av to Prairie Av	Concrete Joint Repair	\$ 800,000	ILLU	ILLU	ILLU	ILLU						

		SLATS 2014 TIP v2.xlsm											
		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects				2016				2017			
Project quick reference #	Lead Agent	2014		2015		2016		2017		2016		2017	
		Fed	State	Fed	State	Fed	State	Fed	State	Fed	State	Fed	State
<p><b>Cost below are in 1000s of dollars.</b> See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.</p>													
I		CITY OF BELOIT											
01	CBel	-	-	-	-	-	-	-	-	-	-	-	-
02	CBel	-	-	-	-	-	-	-	-	-	-	450 cb	450
03	CBel	-	-	-	-	1,542	1,542 cb	-	-	295	295 cb	-	-
04	CBel	-	-	-	-	-	-	-	-	-	-	-	-
05	CBel	-	-	-	-	-	-	-	-	-	-	-	-
06	CBel	-	-	-	-	-	-	-	-	-	-	-	-
07	CBel	-	-	-	-	-	-	-	-	-	-	-	-
08	CBel	-	-	-	-	-	-	-	-	-	-	-	-
09	CBel	-	-	-	-	-	-	-	-	-	-	-	-
10	CBel	-	-	-	-	-	-	-	-	-	-	-	-
11	CBel	-	-	-	-	-	-	-	-	-	-	-	-
12	CBel	-	-	-	-	-	-	-	-	-	-	-	-
13	CBel	-	-	-	-	-	-	-	-	-	-	-	-
14	CBel	-	-	-	-	-	-	-	-	-	-	-	-
15	CBel	-	-	-	-	-	-	-	-	-	-	-	-
14 Fed		-	-	-	-	-	-	-	-	-	-	-	-
14 State		-	-	-	-	-	-	-	-	-	-	-	-
14 Local		-	-	-	-	1,542	1,542 cb	-	-	295	295 cb	-	-
14 Total		-	-	-	-	1,542	1,542 cb	-	-	295	295 cb	-	-
15 Fed		-	-	-	-	-	-	-	-	-	-	-	-
15 State		-	-	-	-	-	-	-	-	-	-	-	-
15 Local		-	-	-	-	-	-	-	-	-	-	-	-
15 Total		-	-	-	-	-	-	-	-	-	-	-	-
16 Fed		-	-	-	-	-	-	-	-	-	-	-	-
16 State		-	-	-	-	-	-	-	-	-	-	-	-
16 Local		-	-	-	-	-	-	-	-	-	-	-	-
16 Total		-	-	-	-	-	-	-	-	-	-	-	-
17 Fed		-	-	-	-	-	-	-	-	-	-	-	-
17 State		-	-	-	-	-	-	-	-	-	-	-	-
17 Local		-	-	-	-	-	-	-	-	-	-	-	-
17 Total		-	-	-	-	-	-	-	-	-	-	-	-

Table 1 - PART A: Project Descriptions			Table 1 - Part B: Project History, Progress & Prospectus															
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amount shown. Filename: SLATS 2014 TIP v2.xlsx		Location	Description	Total \$ (Estimated)	Codes (see accompanying table)			ACTIVITY PRIOR TO 2014 (\$1,000s)					Comments, Change, & Amendment Notes			
		TIP #	State Project #s				Name	Mode	Purpose	Phase	Fed	State	Local	Total				
16	CBel	ILLUS		Milwaukee Rd	Concrete Joint Repair	\$ 100,000	ILLUS											
17	CBel	ILLUS		Milwaukee Rd	Concrete Joint Repair	\$ 100,000	ILLUS											
18	CBel	ILLUS		Milwaukee Rd	Concrete Joint Repair	\$ 100,000	ILLUS											
19	CBel	ILLUS		Milwaukee Rd	Concrete Joint Repair	\$ 100,000	ILLUS											
20	CBel	ILLUS		Milwaukee Rd	Concrete Joint Repair	\$ 100,000	ILLUS											
21	CBel	ILLUS		Prairie Av	Concrete pavement repair	\$ 400,000	ILLUS											
22	CBel	ILLUS		Prairie Av	Concrete pavement repair	\$ 300,000	ILLUS											
23	CBel	ILLUS		Lathers Rd Brdg	Expansion project	\$ 4,500,000	ILLUS											
24	CBel	ILLUS		Creek Rd	2" Overlay	\$ 87,000	ILLUS											
25	CBel	ILLUS		McKinley Ave	Reconditioning	\$ 1,250,000	ILLUS											
26	CBel	ILLUS		McKinley Ave	Reconditioning	\$ 3,975,000	ILLUS											
STATE OF WISCONSIN																		
27	WI	291-10-003	1001-03-06/76	I-39	Bridge Maintenance - epoxy deck overlay to four bridges (B-S-0046.0051.0216.0217) Colley Road to CMS/TPP (Chicago Milwaukee, St. Paul/Pacific Railroad)	\$ 22,000												
					Total all parts:	\$ 372,000												
28	WI	291-11-001	1001-10-01/11	I-39/90	Design & Construction, Program Controls	\$ 12,200,000												
					Total all parts:	\$ 13,900,000												
29	WI	291-11-001	1001-10-02/12	I-39/90	Design & Construction Corridor Tasks	\$ 1,000,000												
					Total all parts:	\$ 2,150,000												

		SLATS 2014 TIP v2.x.lsm															
		2014				2015				2016				2017			
Project quick reference #	Lead Agent	14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total
16	CBel																
17	CBel																
18	CBel																
19	CBel																
20	CBel																
21	CBel																
22	CBel																
23	CBel																
24	CBel																
25	CBel																
26	CBel																
II		STATE OF WISCONSIN															
27	WI	285	SA	87	WI	372											
28	WI		cont'	cont'			cont'	cont'			cont'	cont'			cont'	cont'	
29	WI		cont'	cont'			cont'	cont'			cont'	cont'			cont'	cont'	



		Table 1 - PART A: Project Descriptions										Table 1 - Part B: Project History, Progress & Prospectus																				
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm		Location		Description	Total \$ (Estimated)	Sources			Modes			Purpose			Codes (see accompanying table)															
		TIP #	State	Project #s	Name	Location	Description	Total \$ (Estimated)	F&S	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD		
	WI	291-11-002			I-39/90	IL State Line to CoO	Reconst. & expand from 4 to 6 lanes	\$ 14,700,000	F&S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD	
		291-11-002	1003-10-01210203040502					\$ 13,955,000	S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD	
30		291-11-002	7294004142434701 71020304050607 71020304050607 71020304050607 84050607080910 1003-11-20210223					\$ 1,200,000	S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD	
		291-11-002				\$ 140,076,000	Total all parts:	\$ 110,221,000	F&S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD	
	WI	291-12-003	5340-00-3161		WI-51	WI-1 to Willow Crik Bldg & Padlock Rd to Babco City limit	Resurface pavement surface and overlay bridge decks. B-53-0101 & 0102 (4.52 mi)	\$ 683,000	S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD
31		291-12-003				\$ 3,015,000	Total all parts:	\$ 2,332,000	F&S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD
	WI	291-12-004	5350-00-042474		US-51	Cranston Rd Intersection	Reconstruct, add left turn lane	\$ 120,000	F&S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD
32		291-12-004				\$ 1,545,000	Total all parts:	\$ 1,125,000	F&S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD
	WI	291-12-008	1001-10-049		I-39/90	Between IL State Line & US-12/18	Dynamic Message Sign, sign bridge, and installation. Also in Janesville & Madison TIP.	\$ 144,000	S	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td></td>	RD <td>RD <td>RD <td>RD <td>RD </td></td></td></td>	RD <td>RD <td>RD <td>RD </td></td></td>	RD <td>RD <td>RD </td></td>	RD <td>RD </td>	RD

		SLATS 2014 TIP v2.xlsm															
		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects															
		2014				2015				2016				2017			
Project quick reference #	Lead Agent	14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total
30	WI																
31	WI																
32	WI																
33	WI																

Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.

Table 1 - PART A: Project Descriptions												Table 1 - Part B: Project History, Progress & Prospectus													
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	Sources			Mode	Purpose	Phase	Codes (see accompanying table)	ACTIVITY PRIOR TO 2014 (\$1,000s)					Comments, Change, & Amendment Notes			
		Fed	State							Local	Totals	Fed					State	Local	Totals						
34	Moved to 55a	291-12-10	5966-10-01	Co-G		Beloit to Janesville, Hubbe Pkwy to WI-11	PE to Reconstruct - I-39 Incident / Alternate route (6 miles) in Janesville TIP.	\$	F&S	R	TSM	PE						176	44	-	-	220		See Part C for 2014-2017 funding / programming	
35	WI	291-12-005	5105-02-06	Various Highways		SW Region Wide Planning	Park & Ride Location Study	\$	F&S	R		PE							wi	-	-	-	220		Included for informational purposes. Funding to be obligated in 2012. Region-wide planning study. Funding and fiscal constraint is being handled at State level. Ongoing thru CY 2014.
36	WI	291-13-007	3621-00-0621776	Hart Road (in Town of Turtle)		Co-S to Co-X	Reconstruct Grade, Base & Surface (1.75 mi) plus will be an alternate routing for I-39.	\$	S	R	EP	PE							wi	-	-	-	325		This new project added to 2013 TIP by the July 2013 Amendment. NOTE: Anticipate obligation of const funds in 2015 with const in 2016. Project may be advanced if possible.
								\$	S	R	CON													wi	-
37	WI	291-14-001	1003-10-02	139/90 & I/43 Interchange		139/90 & I/43	Reconstruct / modify	\$	S	R	EP	PE							wi	-	-	-	825		Environmental Assessment is an agreement with FHWA and Environmental Services to reassess the area separately.
								\$	S	R	O&M													wi	-
38	WI	291-14-002	1009-11-90	Expoxy Pavement Marking - CY 2014		SW Region, Eastern Counties	STN locations as per annual plan	\$	S	R	EP	O&M							wi	-	-	-	-		Region-wide project listed for information purposes. Fiscal Constraint is accounted for in STIP
39	WI	291-14-003	1009-11-94	Expoxy Pavement Marking - CY 2015		SW Region, Eastern Counties	STN locations as per annual plan	\$	S	R	EP	O&M							wi	-	-	-	-		Region-wide project listed for information purposes. Fiscal Constraint is accounted for in STIP
40	WI	ILLUS		Safety Projects		As determined by criteria	Assume WI spends a similar amt as IDOT	\$	ILL	ILL	ILL	ILL													
<b>STATE OF ILLINOIS</b>																									
41	IL	02-10-002	2-13330-000	Prarie Hill Rd Bridge		Over Rock River	PE Phase I for Reconst & Expansion	\$	S	R	Brdg	PE							il	-	-	-	300		Engineering and negotiation for jurisdictional transfer underway.
42	IL	IL-06-001	02-06-001; 291-03-004; 2-97290-0200	I-39 / 90		Rockton Rd to IL/MI Stateline	Additional lanes, bridge replacement, reconstruction, ramp repair & culvert replacement. Design in 2012.	\$	F&S	R	W	PE							il	-	-	-	48,200		Underway; scheduled to be completed by end of CY 2013.

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects												SLATS 2014 TIP v2.xlsm			
		2014				2015				2016				2017			
Project quick reference #	Lead Agent	14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total
34	Moved to 35a																
35	WI	cont'		cont'													
36	WI			cont'					2,205								
37	WI			cont'													
38	WI		455	WI	455												
39	WI						455	WI	455								
40	WI																
III	STATE OF ILLINOIS																
41	IL																
42	IL																

Table 1 - PART A: Project Descriptions		Table 1 - Part B: Project History, Progress & Prospectus															
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsx		Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version		Codes (see accompanying table)		ACTIVITY PRIOR TO 2014 (\$1,000s)					See Part C for 2014-2017 funding / programming				
		TIP #	State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources	Mode	Purpose	Phase	Fed		State	Local	Total	Comments, Change, & Amendment Notes
43	IL	IL-14-401	2-10050-0111 2-10050-0100	IL-75 (Blackhawk Blvd)	Rock River to IL-2 in Rockton	Expand cross-section, resurface (GR) curb & gutter, new storm sewer drainage	\$ 189,000	S	EP	ROW	-	-	-	-	-	New project added by July 2013 Amendment.	
44	IL	IL-14-402		Highway Safety Improvement Program	Various to be selected by IDOT by criteria	Various locations throughout IDOT District 2	\$ 1,780,000	F&S	EP	CON	-	-	-	-	-	New project added by July 2013 Amendment.	
45	IL	IL-14-403	2-30154-0100	IL-2	at Roscoe Rd	Intersection reconstruction, horizontal realignment	\$ 4,583,750	F&S	EP	CON	-	-	-	-	-	New project added by July 2013 Amendment.	
46	IL	IL-15-401		Highway Safety Improvement Program	Various to be selected by IDOT by criteria	Various locations throughout IDOT District 2	\$ 964,000	F&S	EP	CON	-	-	-	-	-	New project added by July 2013 Amendment.	
47	IL	IL-16-401		Highway Safety Improvement Program	Various to be selected by IDOT by criteria	Various locations throughout IDOT District 2	\$ 3,164,000	F&S	EP	CON	-	-	-	-	-	New project added by July 2013 Amendment.	
48	IL	ILLUS		Highway Safety Improvement Program	Various locations throughout IDOT District 2 to be selected by IDOT by safety criteria	\$931K HSIP w/ \$233K State Match -- will be placed in SLATS 2014 TIP	\$ 1,164,000	ILL	ILL	ILL	-	-	-	-	-	New project added by July 2013 Amendment. Project will be placed in 2014 TIP as the estimate of funds to be available for 2017.	
49	IL	ILLUS		Prairie Hill Rd Bridge	Rock River 0.4 MI W of IL-2, N of Rockton	Proposed bridge repair/replacement with possible jurisdictional transfer to Winnebago County.	\$ 3,913,000	ILL	ILL	ILL	ILL	-	-	-	-	-	New project added by July 2013 Amendment. Engineering is under construction. Funding possible in 2018. Project has STP funding priority.
50	IL	ILLUS		Highway Safety Improvement Program	Various locations throughout IDOT District 2 to be selected by IDOT by safety criteria	\$2.848K HSIP w/ \$316K State Match -- will be placed in SLATS 2015 TIP	\$ 3,164,000	ILL	ILL	ILL	ILL	-	-	-	-	-	New project added by July 2013 Amendment. Project will be placed in 2015 Amendment as the estimate of funds to be available for 2018.

		SLATS 2014 TIP v2.xlsm															
		2014				2015				2016				2017			
Project quick reference #	Lead Agent	Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.															
		14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total
43	IL	-	189	ii	189	7,800	STPU	1,950	ii	9,750	-	-	-	-	-	-	-
44	IL	1,601	179	ii	1,780	-	-	-	-	-	-	-	-	-	-	-	-
45	IL	3,667	917	ii	4,584	2,471	STPU	275	ii	2,746	-	-	-	-	-	-	-
46	IL	-	-	-	-	862	HSP	102	ii	964	-	-	-	-	-	-	-
47	IL	-	-	-	-	-	-	-	-	2,531	HSP	633	ii	3,164	-	-	-
48	IL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	IL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
50	IL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 1 - PART A: Project Descriptions		Table 1 - Part B: Project History, Progress & Prospectus															
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsx		Location	Description	Total \$ (Estimated)	Codes (see accompanying table)			ACTIVITY PRIOR TO 2014 (\$1,000s)				Comments, Change, & Amendment Notes			
		TIP #	State Project #s				Name	\$ Sources	Mode	Purpose	Phase	Fed	State		Local	Total	
51	IL	ILLUS		Highway Safety Improvement Program	Various locations along I-90 selected by IDOT by safety criteria	\$ 3,164,000	ILL	ILL	ILL	ILL	ILL					New project added by July 2013 Amendment. Project will be placed in 2016 TIP as the estimate of funds to be available for 2019.	
52	IL	ILLUS		IL-2	Latham to Rockton	\$ 20,000,000	ILL	ILL	ILL	ILL	ILL						
53	IL	ILLUS		Safety Projects	As determined by criteria	\$ 2,574,563	ILL	ILL	ILL	ILL	ILL						
<b>ROCK COUNTY WISCONSIN</b>																	
RCO		291-06-007	5889-05-214071	Inman Pkwy/Reek Co lead w/ city Beloit parts	Prarie Ave to Shopshire Rd	\$ 582,900	L	R	m	PE	CON	430	D	153	rc cont'	583	PE Cost estimates adjusted based on 6/26/12 chart from Rock County. Local funds reduced to \$358K as per chart. Local funding split between Rock County and Beloit. Possible that all funds are expected from Beloit??
54						\$ 76,000	L	R	w	PE	CON	-	-	76	cb	76	
						\$ 93,000	L	R	w	PE	CON	-	-	93	rc	93	
						\$ 48,000	L	R	w	PE	CON	-	-	48	cb	48	
						\$ 700,000	SL	R	m	ROW	CON	-	wi	210	rc	700	
55	RCO	291-06-001, 371-09-008;	5886-00-007273	Co-G / Townline Rd Intersection (with Janesville MPA)	Reconstruction & improvement of the intersection including turn lanes, approaches & signalization	\$ 400,000	FL	R	m	PE	CON	320	SR	80	rc	400	PE Cost estimate adjusted upward as per 6/26/12 chart from Rock County.
						\$ 375,000	SL	R	m	ROW	CON	-	wi	112	rc	375	ROW acquisition will be by local and amounts in excess of 30% shall be applied elsewhere in the budget.
55a	RCO	291-12-10	5886-10-01 5886-10-40 5886-10-70	Co-G	PE to Reconstruct -139 accident / Alternate route (6 miles) in Janesville TIP.	\$ 1,826,000	FSL	R	m	CON	CON	-	-	-	-	-	Construction originally programmed for 2015 but advanced to be obligated in 2014 & be built in 2015 by 2014 TIP. Advancement achieved by infusion of \$612K in Federal (SA) funds, \$802 State, & \$412K County in 2014. Total project cost increased from \$1,714M to \$1,826M by 2014 TIP.
						\$ 802,000	S&L	R	m	PE	CON	-	wi	241	rc	802	Design obligated in 2012 and underway. 1st adopted version of 2013 TIP increased total cost from \$802K to \$13.7M State & Local. Construction obligated in 2014, to be built 2014 & 2015.
						\$ 100,000	S&L	R	m	UTL	CON	-	-	-	-	-	Utility work moved from 2013 to 2014 by July 2013 Amendment.
					Total all parts:	\$ 12,837,000	S&L	R	m	CON	CON	-	-	-	-	-	

Project quick reference #		2014			2015			2016			2017										
		14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total				
Lead Agent		<p><b>Cost below are in 1000s of dollars.</b> See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.</p>																			
51	IL																				
52	IL																				
53	IL																				
IV		ROCK COUNTY WISCONSIN																			
54	RCO																				
			612 SA	802 WI	412 RC	1,826															
55	RCO																				
55a	RCO																				
	Previously Project # 34																				



Table 1 - PART A: Project Descriptions												Table 1 - Part B: Project History, Progress & Prospectus											
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.xlsm		Active / Funded & Illustrative Projects: 2014-2017 Oct. 8, 2013 Version		Total \$ (Estimated)	Codes (see accompanying table)			ACTIVITY PRIOR TO 2014 (\$1,000s)				See Part C for 2014-2017 funding / programming									
		TIP #	State Project #s	Name	Location		Description	\$ Sources	Mode	Purpose	Phase	Fed	State		Local	Total	Comments, Change, & Amendment Notes						
<b>WINNEBAGO COUNTY, ILLINOIS</b>																							
56	WCo	ILLUS		Old River Road	Resco Rd to IL-75	Widen & resurf		ILLU	ILLU	ILLU													
<b>TURTLE TOWN, WISCONSIN</b>																							
57	TTTtl			Annual Overlay Program	to be determined by criteria	LOE programmed annually includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 536,223	L	RD	P	O&M						101	101	Conducted as programmed. Similar funding continued in future years.				
58	TTTtl	ILLUS		Huebbe Pkwy	Elle Dr to Creek Rd	2" Mill & overlay	\$ 104,000	ILLU	ILLU	ILLU													
<b>BLOIT TOWN, WISCONSIN</b>																							
59	TBei			Annual Overlay Program	to be determined by criteria	LOE programmed annually includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 659,333	L	RD	P	O&M												
60	TBei	291-11-004	5888-00-11/12	Sidewalk on Inman Pkwy	Riverside to Prairie	New Safe Routes to School	\$ 48,000	F	B&P	FE	PE	SS							48	48	Design obligated in 2012. Construction moved to 2015 by the July 2013 Amendment.		
60	TBei	ILLUS		Bartells Drive	Huebbe Pkwy to Inman Pkwy	2" Mill & overlay	\$ 94,000	ILLU	ILLU	ILLU													
62	TBei	ILLUS		Huebbe Pky	Bartells Dr to Prairie Av	2" Mill & overlay	\$ 141,000	ILLU	ILLU	ILLU													
63	TBei	ILLUS		Park Avenue	Inmann to Elmwood	Reconstruction	\$ 2,440,000	ILLU	ILLU	ILLU													
<b>ROCKTON TOWNSHIP, ILLINOIS</b>																							
64	TRktn			Annual O & M	work to be determined by criteria (including road overlays)	LOE programmed annually includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 1,529,031	L	RD	d	O&M												
<b>ROCKTON VILLAGE, ILLINOIS</b>																							
65	VRktn			Annual O & M	Village-wide	LOE programmed annually includes engineering. Plus \$8k/yr. Total is for 2012-2016.	\$ 1,247,647	L	RD	d	O&M												

		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects												SLATS 2014 TIP v2.xlsm			
		2014				2015				2016				2017			
Project quick reference #	Lead Agent	14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total
		<p><b>Cost below are in 1000s of dollars.</b> See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PARTs A and B for information on previous funding obligations.</p>															
V		WINNEBAGO COUNTY ILLINOIS															
56	WCo	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VI		TURTLE TOWN WISCONSIN															
57	TTrtl	-	-	104 t	104	-	-	107 t	107	-	-	110 t	110	-	-	114 t	114
58	TTrtl	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VII		BELOIT TOWN WISCONSIN															
59	TBel	-	-	128 tb	128	-	-	132 tb	132	-	-	135 tb	135	-	-	140 tb	140
60	TBel	-	-	-	-	299 ss	-	-	299	-	-	-	-	-	-	-	-
60	TBel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
62	TBel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63	TBel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIII		ROCKTON TOWNSHIP ILLINOIS															
64	TRktn	-	-	297	297	-	-	306 tn	306	-	-	315 tn	315	-	-	324 tn	324
IX		ROCKTON VILLAGE ILLINOIS															
65	VRktn	-	-	242 vn	242	-	-	245 vn	249	-	-	257 vn	257	-	-	264 vn	264

**Table 1 - Part B: Project History, Progress & Prospectus**

**Table 1 - PART A: Project Descriptions**

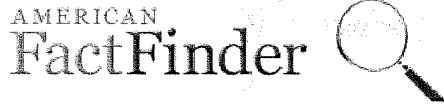
Project quick reference #	Lead Agent	This TIP is fiscally constrained. Projects noted as ILLUS are NOT FUNDED and are shown for informational purposes. All other projects have COMMITTED FUNDING in the amounts shown. Filename: SLATS 2014 TIP v2.Xlsm	TIP #		State Project #s	Name	Location	Description	Total \$ (Estimated)	\$ Sources			Mode	Purpose	Phase	ACTIVITY PRIOR TO 2014 (\$1,000s)					See Part C for 2014-2017 funding / programming		
			Fed	State						Local	Total	Comments, Change, & Amendment Notes											
<b>CITY OF SOUTH BLOTT ILLINOIS</b>																							
66	SBei					Annual Overlay Program	City-wide, to be determined by criteria	\$ 642,405	L				RD	Δ	O&M	-	-	121	sb	121	121	O&M conducted as programmed. Similar funding continued in future years.	
67	SBei	02-13-002				South Beloit Bike Path	New bike path connection over Turtle Creek	\$ 109,313	F&L				BR	W	PF	87	EN	22	sb	109	109		
							\$ 546,563 Total all parts	\$ 437,250	F&L				BR	W	CON	350	EN	87	sb	437	437		
<b>STATE LINE MASS TRANSIT DISTRICT</b>																							
70	SMTD	02-13-001; 02-14-001; 02-15-001; 02-16-001; 02-17-001				Operations	Continuing operation of service initiated in 2008. Cost estimated to increase 8.5%/yr due to service growth. Total to the right includes 2013-2017.	\$ 3,807,000	FSL				MT	Δ	TOP	236	7	325	il	77	sm	638	Operated successfully in 2013. Ridership increasing substantially; costs expected to increase by 8% to 9% annually.
71	SMTD	02-14-002				Passenger shelter	Improve safety & service	\$ 15,000	F				MT	W	TC								New project in 2014, 2014 TIP. Local match to be provided via Transportation Development Credit (TDC). Federal funds may be JARC funds or the MAP-21 counterpart.
73	SMTD	02-16-002				Full-sized transit bus	Initiate fixed-route connection through service area, linking BTS & RMTD.	\$ 350,000	F				MT	W	TC								New project for 2016, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
74	SMTD	02-16-003				Replacement PT buses (3)	Maintain service	\$ 232,488	F				MT	Δ	TC								New project for 2016, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
75	SMTD	02-17-002				Full-sized transit bus	Bolster fixed-route service/connection	\$ 350,000	F				MT	W	TC								New project for 2017, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
76	SMTD	02-17-003				Replacement PT buses (3)	Maintain service	\$ 246,642	F				MT	Δ	TC								New project for 2017, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.
77	SMTD	02-17-004				Replace radio & antenna	Maintain service	\$ 18,000	F				MT	Δ	TC								New project for 2017, as per 2014 TIP. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.

Project quick reference #		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects												SLATS 2014 TIP v2.xlsm												
		2014				2015				2016				2017												
Lead Agent		14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total									
X		CITY OF SOUTH BELOIT ILLINOIS																								
66	SBel	-	-	125 sb	125	-	-	128 sb	128	-	-	132 sb	132	-	-	136 sb	136									
67	SBel	-	-	-sb	-	-	-	-sb	-	-	-	-sb	-	-	-	-sb	-									
XI	ST	STATE LINE MASS TRANSIT DISTRICT																								
70	SMTD	256	7	366	il	75	sm	697	282	7	403	il	760	304	7	443	il	822	328	7	487	il	75	sm	890	
71	SMTD	15	F	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
73	SMTD	-	-	-	-	-	-	-	-	350	F	-	-	350	-	-	-	-	-	-	-	-	-	-	-	-
74	SMTD	-	-	-	-	-	-	-	-	232	F	-	-	232	-	-	-	-	-	-	-	-	-	-	-	-
75	SMTD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	350	F	-	-	-	-	350
76	SMTD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247
77	SMTD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18

Table 1 - Part B: Project History, Progress & Prospectus

Project quick reference #	Lead Agent	TIP # State Project #s		Location	Description	Total \$ (Estimated)	Codes (see accompanying table)				Phase	ACTIVITY PRIOR TO 2014 (\$1,000s)					Comments, Change, & Amendment Notes		
		TIP #	Name				\$ Sources	Mode	Purpose	Fed		State	Local	Total					
<b>XII BELOIT TRANSIT SYSTEM</b>																			
80	BTS	291-13-050	Operations	Daily fixed-route & complementary ADA services	No cost increase for 2013 but increase by 3% annually thru 2016. Total to the right includes 2012-2016.	\$ 2,010,000	FSL	MT	d	TOP	574	7	480	wi	956	cb	2,010	See Part C for 2014-2017 funding / programming	
81	BTS	291-14-050; 291-15-050; 291-16-050; 291-17-050	Operations	Daily fixed-route & complementary ADA services	No cost increase for 2013 but increase by 3% annually thru 2016. Total to the right includes 2012-2016.	\$ 8,661,384	FSL	MT	d	TOP	-	-	-	-	-	-	-	Operated successfully in 2013, continue services at similar level in future years. Costs increased at 3% annually.	
82	BTS	291-13-051; 291-14-051; 291-15-051; 291-16-051	Capital Equipment	General parts & equipment	Programmed ams vary thru the years. Funded with FED & local funds.	\$ 71,122	FL	MT	p	TC	-	-	-	-	-	-	-	Operated successfully in 2013, continue services at similar level in future years. Costs increased at 3% annually.	
83	BTS	291-13-052; 291-14-052; 291-15-052; 291-16-052	Office Equipment	Major office equipment & furniture	Programmed ams vary thru the years. Funded with FED & local funds.	\$ 4,100	FL	MT	d	TC	-	-	-	-	-	-	-	Project programmed in 2013 deferred. Project deferred to 2015.	
84	BTS	291-12-053 or 291-13-053	Vehicles	Transit Coaches	Transit coaches: 2 in 2013; 4 in 2014.	\$ 850,000	FL	MT	d	TC	680	9	-	-	170	cb	850	Vehicles programmed for 2013 were ordered and will be delivered in early 2014.	
85	BTS	291-16-053; 291-17-053	Vehicles	Transit Coaches	Transit coaches: 2 in 2013; 4 in 2014.	\$ 3,238,000	FL	MT	d	TC	-	-	-	-	-	-	-	As per 2014 TIP, four vehicles are now programmed for 2015 and three vehicles in 2017. Cost estimated at \$425K in 2013 dollars, inflated by 3% annually; split 80% Federal, 20% Local.	
86	BTS	291-13-054; 291-16-054; 291-16-054	Operations Facility	General maintenance; New bus stop; parking lot resurface in 2015.	Programmed ams vary thru the years. Funded with FED & local funds.	\$ 138,000	FL	MT	d	TC	-	-	-	-	-	-	-	Bus and parking maintenance deferred to 2016.	
87	BTS	ILLUS	Admin/Maint Facility	Strip/sea/repair concrete floor		\$ 70,000	FL	FL	FL	FL	-	-	-	-	-	-	-		
88	BTS	ILLUS	Admin/Maint Facility	Replace/rehab HVAC		\$ 70,000	FL	FL	FL	FL	-	-	-	-	-	-	-		
					ILLUS / Funded / Total \$	64,445,728 \$	293,740,743 \$	388,185,889				54,614	51,235	4,724				110,572	

Project quick reference #		Table 1 - PART C: Proposed 4-Year Program of New and Continued Projects										SLATS 2014 TIP v2.xlsm									
		2014					2015					2016					2017				
Lead Agent		Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2014; programmed in 2015-2017. A notation of "cont" indicates that some funding was allocated to the project in a previous year. See PART's A and B for information on previous funding obligations.																			
Project quick reference #	Lead Agent	14 Fed	14 State	14 Local	14 Total	15 Fed	15 State	15 Local	15 Total	16 Fed	16 State	16 Local	16 Total	17 Fed	17 State	17 Local	17 Total				
<b>XII</b>																					
<b>BELOIT TRANSIT SYSTEM</b>																					
80	BTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
81	BTS	591	494	985	2,070	609	509	1,014	2,132	627	525	1,045	2,196	646	540	1,076	2,262				
		UAF		wi	cb	UAF		wi	cb	UAF		wi	cb	UAF		wi	cb				
82	BTS	14	-	3	17	14	-	4	18	14	-	4	18	15	-	4	19				
		BFF		cb		BFF		cb		BFF		cb		BFF		cb					
83	BTS	-	-	-	-	3	-	1	4	-	-	-	-	-	-	-	-				
						BFF		cb													
84	BTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
85	BTS	-	-	-	-	1,443	-	361	1,804	-	-	-	-	1,147	-	287	1,434				
						BFF		cb						BFF		cb					
86	BTS	-	-	-	-	110	-	28	138	-	-	-	-	-	-	-	-				
						BFF		cb													
87	BTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
88	BTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Filename:		9,512	15,068	10,465	35,075	36,363	78,113	3,989	118,465	6,251	6,725	3,987	18,973	4,617	1,493	4,545	10,655				



B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over  
2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 39.01, Winnebago County, Illinois		Census Tract 39.03, Winnebago County, Illinois		Census Tract 40.01, Winnebago County, Illinois
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	4,526	+/-401	5,829	+/-344	8,485
Speak only English	4,352	+/-400	5,647	+/-325	7,988
Spanish or Spanish Creole:	14	+/-17	12	+/-20	381
Speak English "very well"	14	+/-17	12	+/-20	329
Speak English less than "very well"	0	+/-11	0	+/-16	52
French (incl. Patois, Cajun):	3	+/-6	0	+/-16	0
Speak English "very well"	3	+/-6	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
French Creole:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Italian:	24	+/-25	0	+/-16	0
Speak English "very well"	24	+/-25	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Portuguese or Portuguese Creole:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
German:	20	+/-24	48	+/-62	39
Speak English "very well"	14	+/-22	48	+/-62	15
Speak English less than "very well"	6	+/-10	0	+/-16	24
Yiddish:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Other West Germanic languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Scandinavian languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Greek:	0	+/-11	17	+/-27	0
Speak English "very well"	0	+/-11	17	+/-27	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Russian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0

	Census Tract 39.01, Winnebago County, Illinois		Census Tract 39.03, Winnebago County, Illinois		Census Tract 40.01, Winnebago County, Illinois
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English less than "very well"	0	+/-11	0	+/-16	0
Polish:	0	+/-11	0	+/-16	23
Speak English "very well"	0	+/-11	0	+/-16	23
Speak English less than "very well"	0	+/-11	0	+/-16	0
Serbo-Croatian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Other Slavic languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Armenian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Persian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Gujarati:	38	+/-62	0	+/-16	0
Speak English "very well"	29	+/-48	0	+/-16	0
Speak English less than "very well"	9	+/-15	0	+/-16	0
Hindi:	0	+/-11	40	+/-66	0
Speak English "very well"	0	+/-11	40	+/-66	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Urdu:	6	+/-19	0	+/-16	0
Speak English "very well"	4	+/-12	0	+/-16	0
Speak English less than "very well"	2	+/-8	0	+/-16	0
Other Indic languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Other Indo-European languages:	0	+/-11	32	+/-70	0
Speak English "very well"	0	+/-11	22	+/-48	0
Speak English less than "very well"	0	+/-11	10	+/-22	0
Chinese:	32	+/-49	33	+/-50	0
Speak English "very well"	20	+/-31	33	+/-50	0
Speak English less than "very well"	12	+/-19	0	+/-16	0
Japanese:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Korean:	4	+/-8	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	4	+/-8	0	+/-16	0
Mon-Khmer, Cambodian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Hmong:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Thai:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Laotian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Vietnamese:	0	+/-11	0	+/-16	54
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	54
Other Asian languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0



	Census Tract 39.01, Winnebago County, Illinois		Census Tract 39.03, Winnebago County, Illinois		Census Tract 40.01, Winnebago County, Illinois
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English less than "very well"	0	+/-11	0	+/-16	0
Tagalog:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Other Pacific Island languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Navajo:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Other Native North American languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Hungarian:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Arabic:	19	+/-29	0	+/-16	0
Speak English "very well"	19	+/-29	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
Hebrew:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0
African languages:	14	+/-21	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	14	+/-21	0	+/-16	0
Other and unspecified languages:	0	+/-11	0	+/-16	0
Speak English "very well"	0	+/-11	0	+/-16	0
Speak English less than "very well"	0	+/-11	0	+/-16	0

	Census Tract 40.01, Winnebago County, Illinois	Census Tract 40.02, Winnebago County, Illinois		Census Tract 40.03, Winnebago County, Illinois	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-518	6,110	+/-463	1,817	+/-227
Speak only English	+/-520	5,859	+/-443	1,447	+/-203
Spanish or Spanish Creole:	+/-164	108	+/-75	333	+/-157
Speak English "very well"	+/-137	68	+/-63	165	+/-172
Speak English less than "very well"	+/-61	40	+/-37	168	+/-146
French (incl. Patois, Cajun):	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
French Creole:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Italian:	+/-16	20	+/-31	5	+/-8
Speak English "very well"	+/-16	0	+/-16	5	+/-8
Speak English less than "very well"	+/-16	20	+/-31	0	+/-11
Portuguese or Portuguese Creole:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
German:	+/-45	71	+/-65	8	+/-13
Speak English "very well"	+/-21	26	+/-42	8	+/-13
Speak English less than "very well"	+/-39	45	+/-50	0	+/-11
Yiddish:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Other West Germanic languages:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Scandinavian languages:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Greek:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Russian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Polish:	+/-34	0	+/-16	0	+/-11
Speak English "very well"	+/-34	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Serbo-Croatian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Other Slavic languages:	+/-16	0	+/-16	7	+/-11
Speak English "very well"	+/-16	0	+/-16	7	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Armenian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Persian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Gujarati:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Hindi:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Urdu:	+/-16	0	+/-16	0	+/-11

	Census Tract 40.01, Winnebago County, Illinois	Census Tract 40.02, Winnebago County, Illinois		Census Tract 40.03, Winnebago County, Illinois	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Other Indic languages:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Other Indo-European languages:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Chinese:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Japanese:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Korean:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Mon-Khmer, Cambodian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Hmong:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Thai:	+/-16	19	+/-30	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	19	+/-30	0	+/-11
Laotian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Vietnamese:	+/-55	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-55	0	+/-16	0	+/-11
Other Asian languages:	+/-16	33	+/-50	6	+/-12
Speak English "very well"	+/-16	33	+/-50	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	6	+/-12
Tagalog:	+/-16	0	+/-16	7	+/-12
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	7	+/-12
Other Pacific Island languages:	+/-16	0	+/-16	4	+/-7
Speak English "very well"	+/-16	0	+/-16	4	+/-7
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Navajo:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Other Native North American languages:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Hungarian:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Arabic:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Hebrew:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
African languages:	+/-16	0	+/-16	0	+/-11

	Census Tract 40.01, Winnebago County, Illinois	Census Tract 40.02, Winnebago County, Illinois		Census Tract 40.03, Winnebago County, Illinois	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11
Other and unspecified languages:	+/-16	0	+/-16	0	+/-11
Speak English "very well"	+/-16	0	+/-16	0	+/-11
Speak English less than "very well"	+/-16	0	+/-16	0	+/-11

	Census Tract 12.01, Rock County, Wisconsin		Census Tract 14, Rock County, Wisconsin		Census Tract 15, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	5,089	+/-308	5,927	+/-494	2,352
Speak only English	4,970	+/-326	5,628	+/-467	1,941
Spanish or Spanish Creole:	69	+/-58	276	+/-177	297
Speak English "very well"	52	+/-53	97	+/-69	217
Speak English less than "very well"	17	+/-22	179	+/-146	80
French (incl. Patois, Cajun):	18	+/-29	2	+/-4	8
Speak English "very well"	18	+/-29	2	+/-4	7
Speak English less than "very well"	0	+/-13	0	+/-13	1
French Creole:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Italian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Portuguese or Portuguese Creole:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
German:	32	+/-53	0	+/-13	0
Speak English "very well"	22	+/-36	0	+/-13	0
Speak English less than "very well"	10	+/-17	0	+/-13	0
Yiddish:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other West Germanic languages:	0	+/-13	0	+/-13	2
Speak English "very well"	0	+/-13	0	+/-13	2
Speak English less than "very well"	0	+/-13	0	+/-13	0
Scandinavian languages:	0	+/-13	0	+/-13	1
Speak English "very well"	0	+/-13	0	+/-13	1
Speak English less than "very well"	0	+/-13	0	+/-13	0
Greek:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Russian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Polish:	0	+/-13	21	+/-32	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	21	+/-32	0
Serbo-Croatian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other Slavic languages:	0	+/-13	0	+/-13	9
Speak English "very well"	0	+/-13	0	+/-13	9
Speak English less than "very well"	0	+/-13	0	+/-13	0
Armenian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Persian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Gujarati:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Hindi:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Urdu:	0	+/-13	0	+/-13	3

	Census Tract 12.01, Rock County, Wisconsin		Census Tract 14, Rock County, Wisconsin		Census Tract 15, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English "very well"	0	+/-13	0	+/-13	3
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other Indic languages:	0	+/-13	0	+/-13	8
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	8
Other Indo-European languages:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Chinese:	0	+/-13	0	+/-13	25
Speak English "very well"	0	+/-13	0	+/-13	6
Speak English less than "very well"	0	+/-13	0	+/-13	19
Japanese:	0	+/-13	0	+/-13	3
Speak English "very well"	0	+/-13	0	+/-13	3
Speak English less than "very well"	0	+/-13	0	+/-13	0
Korean:	0	+/-13	0	+/-13	3
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	3
Mon-Khmer, Cambodian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Hmong:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Thai:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Laotian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Vietnamese:	0	+/-13	0	+/-13	21
Speak English "very well"	0	+/-13	0	+/-13	21
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other Asian languages:	0	+/-13	0	+/-13	20
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	20
Tagalog:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other Pacific Island languages:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Navajo:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other Native North American languages:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Hungarian:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
Arabic:	0	+/-13	0	+/-13	6
Speak English "very well"	0	+/-13	0	+/-13	6
Speak English less than "very well"	0	+/-13	0	+/-13	0
Hebrew:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0
African languages:	0	+/-13	0	+/-13	5

	Census Tract 12.01, Rock County, Wisconsin		Census Tract 14, Rock County, Wisconsin		Census Tract 15, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English "very well"	0	+/-13	0	+/-13	5
Speak English less than "very well"	0	+/-13	0	+/-13	0
Other and unspecified languages:	0	+/-13	0	+/-13	0
Speak English "very well"	0	+/-13	0	+/-13	0
Speak English less than "very well"	0	+/-13	0	+/-13	0

	Census Tract 15, Rock County, Wisconsin	Census Tract 16, Rock County, Wisconsin		Census Tract 17, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-235	4,722	+/-411	4,635	+/-430
Speak only English	+/-248	3,743	+/-385	3,737	+/-359
Spanish or Spanish Creole:	+/-206	907	+/-254	877	+/-294
Speak English "very well"	+/-140	471	+/-153	457	+/-184
Speak English less than "very well"	+/-76	436	+/-169	420	+/-229
French (incl. Patois, Cajun):	+/-13	0	+/-13	0	+/-9
Speak English "very well"	+/-13	0	+/-13	0	+/-9
Speak English less than "very well"	+/-2	0	+/-13	0	+/-9
French Creole:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Italian:	+/-9	13	+/-20	13	+/-21
Speak English "very well"	+/-9	13	+/-20	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	13	+/-21
Portuguese or Portuguese Creole:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
German:	+/-9	0	+/-13	8	+/-13
Speak English "very well"	+/-9	0	+/-13	8	+/-13
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Yiddish:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other West Germanic languages:	+/-5	0	+/-13	0	+/-9
Speak English "very well"	+/-5	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Scandinavian languages:	+/-4	0	+/-13	0	+/-9
Speak English "very well"	+/-4	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Greek:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Russian:	+/-9	38	+/-65	0	+/-9
Speak English "very well"	+/-9	28	+/-48	0	+/-9
Speak English less than "very well"	+/-9	10	+/-16	0	+/-9
Polish:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Serbo-Croatian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Slavic languages:	+/-12	0	+/-13	0	+/-9
Speak English "very well"	+/-12	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Armenian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Persian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Gujarati:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hindi:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Urdu:	+/-7	0	+/-13	0	+/-9



	Census Tract 15, Rock County, Wisconsin	Census Tract 16, Rock County, Wisconsin		Census Tract 17, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-7	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Indic languages:	+/-13	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-13	0	+/-13	0	+/-9
Other Indo-European languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Chinese:	+/-26	0	+/-13	0	+/-9
Speak English "very well"	+/-10	0	+/-13	0	+/-9
Speak English less than "very well"	+/-19	0	+/-13	0	+/-9
Japanese:	+/-5	0	+/-13	0	+/-9
Speak English "very well"	+/-5	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Korean:	+/-6	9	+/-14	0	+/-9
Speak English "very well"	+/-9	9	+/-14	0	+/-9
Speak English less than "very well"	+/-6	0	+/-13	0	+/-9
Mon-Khmer, Cambodian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hmong:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Thai:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Laotian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Vietnamese:	+/-31	0	+/-13	0	+/-9
Speak English "very well"	+/-31	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Asian languages:	+/-30	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-30	0	+/-13	0	+/-9
Tagalog:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Pacific Island languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Navajo:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Native North American languages:	+/-9	1	+/-9	0	+/-9
Speak English "very well"	+/-9	1	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hungarian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Arabic:	+/-8	0	+/-13	0	+/-9
Speak English "very well"	+/-8	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hebrew:	+/-9	11	+/-19	0	+/-9
Speak English "very well"	+/-9	11	+/-19	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
African languages:	+/-9	0	+/-13	0	+/-9

	Census Tract 15, Rock County, Wisconsin	Census Tract 16, Rock County, Wisconsin		Census Tract 17, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other and unspecified languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9

	Census Tract 18, Rock County, Wisconsin		Census Tract 19, Rock County, Wisconsin		Census Tract 20, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	3,427	+/-375	2,279	+/-318	3,741
Speak only English	2,334	+/-280	2,130	+/-287	3,447
Spanish or Spanish Creole:	1,050	+/-246	116	+/-92	250
Speak English "very well"	592	+/-162	40	+/-38	147
Speak English less than "very well"	458	+/-181	76	+/-76	103
French (incl. Patois, Cajun):	12	+/-19	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	12	+/-19	0	+/-9	0
French Creole:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Italian:	0	+/-9	0	+/-9	9
Speak English "very well"	0	+/-9	0	+/-9	9
Speak English less than "very well"	0	+/-9	0	+/-9	0
Portuguese or Portuguese Creole:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
German:	0	+/-9	8	+/-13	0
Speak English "very well"	0	+/-9	8	+/-13	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Yiddish:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other West Germanic languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Scandinavian languages:	11	+/-16	0	+/-9	0
Speak English "very well"	11	+/-16	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Greek:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Russian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Polish:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Serbo-Croatian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Slavic languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Armenian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Persian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Gujarati:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hindi:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Urdu:	0	+/-9	0	+/-9	0

	Census Tract 18, Rock County, Wisconsin		Census Tract 19, Rock County, Wisconsin		Census Tract 20, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Indic languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Indo-European languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Chinese:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Japanese:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Korean:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Mon-Khmer, Cambodian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hmong:	0	+/-9	0	+/-9	35
Speak English "very well"	0	+/-9	0	+/-9	19
Speak English less than "very well"	0	+/-9	0	+/-9	16
Thai:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Laotian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Vietnamese:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Asian languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Tagalog:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Pacific Island languages:	0	+/-9	25	+/-29	0
Speak English "very well"	0	+/-9	25	+/-29	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Navajo:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Native North American languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hungarian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Arabic:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hebrew:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
African languages:	20	+/-29	0	+/-9	0

	Census Tract 18, Rock County, Wisconsin		Census Tract 19, Rock County, Wisconsin		Census Tract 20, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English "very well"	20	+/-29	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other and unspecified languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0

	Census Tract 20, Rock County, Wisconsin	Census Tract 21, Rock County, Wisconsin		Census Tract 22, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-290	3,634	+/-308	2,404	+/-180
Speak only English	+/-307	3,315	+/-344	2,206	+/-140
Spanish or Spanish Creole:	+/-183	211	+/-138	151	+/-145
Speak English "very well"	+/-105	148	+/-110	47	+/-52
Speak English less than "very well"	+/-84	63	+/-57	104	+/-129
French (incl. Patois, Cajun):	+/-9	0	+/-9	13	+/-21
Speak English "very well"	+/-9	0	+/-9	13	+/-21
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
French Creole:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Italian:	+/-15	0	+/-9	0	+/-9
Speak English "very well"	+/-15	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Portuguese or Portuguese Creole:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
German:	+/-9	11	+/-17	12	+/-18
Speak English "very well"	+/-9	11	+/-17	6	+/-9
Speak English less than "very well"	+/-9	0	+/-9	6	+/-9
Yiddish:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other West Germanic languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Scandinavian languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Greek:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Russian:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Polish:	+/-9	13	+/-20	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	13	+/-20	0	+/-9
Serbo-Croatian:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other Slavic languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Armenian:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Persian:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Gujarati:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Hindi:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Urdu:	+/-9	0	+/-9	0	+/-9

	Census Tract 20, Rock County, Wisconsin	Census Tract 21, Rock County, Wisconsin		Census Tract 22, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other Indic languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other Indo-European languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Chinese:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Japanese:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Korean:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Mon-Khmer, Cambodian:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Hmong:	+/-52	0	+/-9	0	+/-9
Speak English "very well"	+/-28	0	+/-9	0	+/-9
Speak English less than "very well"	+/-25	0	+/-9	0	+/-9
Thai:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Laotian:	+/-9	63	+/-92	0	+/-9
Speak English "very well"	+/-9	63	+/-92	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Vietnamese:	+/-9	21	+/-34	17	+/-32
Speak English "very well"	+/-9	10	+/-16	12	+/-23
Speak English less than "very well"	+/-9	11	+/-18	5	+/-9
Other Asian languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Tagalog:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other Pacific Island languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Navajo:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other Native North American languages:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Hungarian:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Arabic:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Hebrew:	+/-9	0	+/-9	0	+/-9
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
African languages:	+/-9	0	+/-9	0	+/-9

	Census Tract 20, Rock County, Wisconsin	Census Tract 21, Rock County, Wisconsin		Census Tract 22, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-9	0	+/-9	0	+/-9
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9
Other and unspecified languages:	+/-9	0	+/-9	5	+/-8
Speak English "very well"	+/-9	0	+/-9	5	+/-8
Speak English less than "very well"	+/-9	0	+/-9	0	+/-9



	Census Tract 23, Rock County, Wisconsin		Census Tract 24, Rock County, Wisconsin		Census Tract 25, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	1,806	+/-171	3,617	+/-205	2,427
Speak only English	1,581	+/-164	3,528	+/-207	2,273
Spanish or Spanish Creole:	221	+/-151	30	+/-24	117
Speak English "very well"	107	+/-80	20	+/-24	36
Speak English less than "very well"	114	+/-84	10	+/-17	81
French (incl. Patois, Cajun):	0	+/-9	20	+/-20	0
Speak English "very well"	0	+/-9	9	+/-13	0
Speak English less than "very well"	0	+/-9	11	+/-17	0
French Creole:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Italian:	4	+/-7	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	4	+/-7	0	+/-9	0
Portuguese or Portuguese Creole:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
German:	0	+/-9	0	+/-9	2
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	2
Yiddish:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other West Germanic languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Scandinavian languages:	0	+/-9	0	+/-9	9
Speak English "very well"	0	+/-9	0	+/-9	9
Speak English less than "very well"	0	+/-9	0	+/-9	0
Greek:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Russian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Polish:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Serbo-Croatian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Slavic languages:	0	+/-9	0	+/-9	26
Speak English "very well"	0	+/-9	0	+/-9	26
Speak English less than "very well"	0	+/-9	0	+/-9	0
Armenian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Persian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Gujarati:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hindi:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Urdu:	0	+/-9	0	+/-9	0

	Census Tract 23, Rock County, Wisconsin		Census Tract 24, Rock County, Wisconsin		Census Tract 25, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Indic languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Indo-European languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Chinese:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Japanese:	0	+/-9	12	+/-19	0
Speak English "very well"	0	+/-9	12	+/-19	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Korean:	0	+/-9	19	+/-30	0
Speak English "very well"	0	+/-9	19	+/-30	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Mon-Khmer, Cambodian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hmong:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Thai:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Laotian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Vietnamese:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Asian languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Tagalog:	0	+/-9	8	+/-13	0
Speak English "very well"	0	+/-9	8	+/-13	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Pacific Island languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Navajo:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other Native North American languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hungarian:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Arabic:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Hebrew:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
African languages:	0	+/-9	0	+/-9	0

	Census Tract 23, Rock County, Wisconsin		Census Tract 24, Rock County, Wisconsin		Census Tract 25, Rock County, Wisconsin
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0
Other and unspecified languages:	0	+/-9	0	+/-9	0
Speak English "very well"	0	+/-9	0	+/-9	0
Speak English less than "very well"	0	+/-9	0	+/-9	0

	Census Tract 25, Rock County, Wisconsin	Census Tract 26.01, Rock County, Wisconsin		Census Tract 26.02, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-184	5,033	+/-351	4,157	+/-397
Speak only English	+/-212	4,148	+/-327	3,503	+/-354
Spanish or Spanish Creole:	+/-122	687	+/-296	535	+/-318
Speak English "very well"	+/-58	290	+/-133	369	+/-205
Speak English less than "very well"	+/-77	397	+/-211	166	+/-134
French (incl. Patois, Cajun):	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
French Creole:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Italian:	+/-9	0	+/-13	32	+/-46
Speak English "very well"	+/-9	0	+/-13	32	+/-46
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Portuguese or Portuguese Creole:	+/-9	5	+/-10	11	+/-17
Speak English "very well"	+/-9	0	+/-13	11	+/-17
Speak English less than "very well"	+/-9	5	+/-10	0	+/-9
German:	+/-4	55	+/-50	0	+/-9
Speak English "very well"	+/-9	43	+/-47	0	+/-9
Speak English less than "very well"	+/-4	12	+/-20	0	+/-9
Yiddish:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other West Germanic languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Scandinavian languages:	+/-18	0	+/-13	16	+/-14
Speak English "very well"	+/-18	0	+/-13	10	+/-11
Speak English less than "very well"	+/-9	0	+/-13	6	+/-8
Greek:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Russian:	+/-9	22	+/-37	7	+/-11
Speak English "very well"	+/-9	0	+/-13	7	+/-11
Speak English less than "very well"	+/-9	22	+/-37	0	+/-9
Polish:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Serbo-Croatian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Slavic languages:	+/-41	0	+/-13	0	+/-9
Speak English "very well"	+/-41	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Armenian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Persian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Gujarati:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hindi:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Urdu:	+/-9	0	+/-13	0	+/-9

	Census Tract 25, Rock County, Wisconsin	Census Tract 26.01, Rock County, Wisconsin		Census Tract 26.02, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Indic languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Indo-European languages:	+/-9	21	+/-154	0	+/-9
Speak English "very well"	+/-9	12	+/-92	0	+/-9
Speak English less than "very well"	+/-9	9	+/-62	0	+/-9
Chinese:	+/-9	0	+/-13	15	+/-22
Speak English "very well"	+/-9	0	+/-13	15	+/-22
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Japanese:	+/-9	0	+/-13	9	+/-14
Speak English "very well"	+/-9	0	+/-13	9	+/-14
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Korean:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Mon-Khmer, Cambodian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hmong:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Thai:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Laotian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Vietnamese:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Asian languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Tagalog:	+/-9	95	+/-101	19	+/-29
Speak English "very well"	+/-9	64	+/-64	19	+/-29
Speak English less than "very well"	+/-9	31	+/-46	0	+/-9
Other Pacific Island languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Navajo:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other Native North American languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hungarian:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Arabic:	+/-9	0	+/-13	10	+/-15
Speak English "very well"	+/-9	0	+/-13	10	+/-15
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Hebrew:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
African languages:	+/-9	0	+/-13	0	+/-9

	Census Tract 25, Rock County, Wisconsin	Census Tract 26.01, Rock County, Wisconsin		Census Tract 26.02, Rock County, Wisconsin	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9
Other and unspecified languages:	+/-9	0	+/-13	0	+/-9
Speak English "very well"	+/-9	0	+/-13	0	+/-9
Speak English less than "very well"	+/-9	0	+/-13	0	+/-9

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

**SLATS RESOLUTION 2014-6**  
**ADOPTION OF THE 2014 UNIFIED PLANNING WORK PROGRAM AMENDMENT**

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

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

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

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

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

**WHEREAS**, the Wisconsin Department of Transportation, the State Line Area Transportation Study and the Beloit Transit System have a Cooperative Agreement for Continuing Transportation Planning including coordination by the MPO for the development of a BTS Transit Development Program; and

**WHEREAS**, a Transit Development Program is a mid-range strategic plan intended to identify transit needs and proposed improvements for generally a five-year planning horizon; and

**WHEREAS**, the 2004 Beloit Transit System Transit Development Program was updated in coordination with the 2011 State Line Area Transportation Study Long Range Plan, and a new five-year Transit Development Program will be incorporated into the 2016 State Line Area Transportation Study Long Range Plan update; and

**WHEREAS**, the Policy Committee has determined that a Work Program Amendment to fund a Transit Development Program through a qualified consultant for Beloit Transit System is a priority consistent with the mission of the MPO and expressed long term strategies, goals and priorities; and

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Committee of the State Line Area Transportation Study adopts this 2014 Unified Planning Work Program Amendment and directs 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 Beloit Transit System Transit Development Program development will be incorporated into the State Line Area Transportation Study 2014 Unified Planning Work Program under Element 500 in lieu of the "State of the Stateline Region Report" and be partially funded in 2014 with the balance of the project funded and completed in 2015 through the State Line Area Transportation Study 2015 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 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
5. Sections 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)(P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

**Adopted this 25th Day of August, 2014**

**ATTEST**

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**Chair, SLATS Policy Committee**

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**Chair, SLATS Technical Committee or SLATS  
MPO Coordinator**



**OBJECTIVE:** Provide for special planning studies, analyses, feasibility studies and other technical work as needed to further the SLATS transportation planning process and facilitate sound transportation decision-making in the State Line Area.

**DESCRIPTION AND METHODOLOGY:** The MPO will participate in Special Studies (to be conducted in-house or with consultant assistance depending on the nature of the study, the degree of special expertise needed, the scope of the study and other relevant factors).

ACTIVITY SUB-ELEMENTS		BUDGT	HRS	SCH	
Several Special Studies as Time and Funding Permit	1	SLATS will coordinate and funds a study to examine the feasibility and priorities of various bike paths in South Beloit that would originate from 1) the Roscoe Bike Path that terminates south of Rockton Road and east of Route 251, 2) Door Road Bike Path that terminates at the City Park, and such other potential On-Road bike Paths that might be identified. The termination points for these paths would be as appropriate 1) the Iron Bridge being rehabilitated the crosses Turtle Creek, the potential future city park area south of Shrland across from the Beloit River-Side Bike Path, and a connectivity point in the vicinity of Rt 251 and Rt 75 to run along Rt 75 or proceeding along Rt 251 at the Wisconsin border.	\$ 25,000	455	Jan thru Dec
	2	Continue to monitor and evaluate the functional classification system and submit reports to the States requesting changes as appropriate. Review and comment on proposed changes to the functional classification system developed by the State DOTs.	\$ 47,522	1,016	
		During 2014, SLATS will continue efforts initiated in 2012 and 2013, as follows: (1) SLATS will update ADT map based on new 2010 traffic counts and ADT calculations (yet to be released from WisDOT). (2) SLATS will continue to refine the Functional Classification proposal based on stakeholder input. (3) SLATS will continue refine its study of future roadway corridors.			
	3	<del>Complete the State of the Stateline Region Report based on the 2010 Census demographics. Several MPOs and RPCs in Illinois produce a report such as this which is very well received by the Chambers of Commerce, local governments, media and the public in general. It would be at least eight to twelve pages in length and packed with data and narrative about income, housing, transportation, and related demographics for the Stateline area reaching from Rockton, Rockton Township, and South Beloit in Illinois to the City of Beloit and the Towns of Turtle and Beloit in Wisconsin. It provides high visibility to the MPO, encourages a regional identity, and integrates transportation with overall quality of life issues.</del>			
	3	Prepare a Transit Development Program (TDP) for Beloit Transit System (BTS) in coordination with BTS. This TDP will replace the 2011 TDP which was an update of the 2004 TDP. Program development will begin in and be partially funded in 2014 and continue into 2015 with additional funding programed in the 2015 UPWP. The TDP is a mid-range strategic plan intended to identify transit needs and proposed improvements for generally a five-year planning horizon. The program will be coordinated by SLATS in conjunction with BTS and prepared by a consultant.			
	4	<u>Integration of performance measures across State lines.</u> Wisconsin has identified and a set of performance measures that are recommended for the MPO to produce annually. Illinois has no such recommendation at this time. Also WisDOT is integrating crash identification information into the Wisconsin Information System for Local Road (WISLR). IDOT has identified Winnebago County has a high accident emphasis area so special attention in conjunction with RMAP will be focused on his problem although Illinois has no comprehensive road/crash information system like WISLR. SLATS will continue to develop performance measures and road system/crash information across the state line that can be applied to the entire SLATS area with an emphasis on accident data.			
5	Integrate the new requirements and emphasis areas of MAP-21 into the SLATS planning process; including the greater emphais on Performance Management.				
6	Direct Non-Labor Costs are shown in Element 100	\$ -			
		\$ 72,522	1,470		