



Wheeler Avenue Bridge over Turtle Creek– South Beloit

**STATELINE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
(SLATS MPO)**

**2015-2018 TRANSPORTATION
IMPROVEMENT PROGRAM**

SEPTEMBER 19, 2014 **DRAFT**

2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

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

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



This document was prepared with Federal Funds, but does not necessarily reflect the official views or policy of the U.S. Department of Transportation

SLATS RESOLUTION 2014-7

**APPROVAL OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
(September 19, 2014 DRAFT)**

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 2015-2018 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:

SEPTEMBER 19, 2014 DRAFT

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 approves this **2015-2018 Transportation Improvement Program (Version _____ 2014)** and directs the staff to submit this document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Approved this Day of , 2014

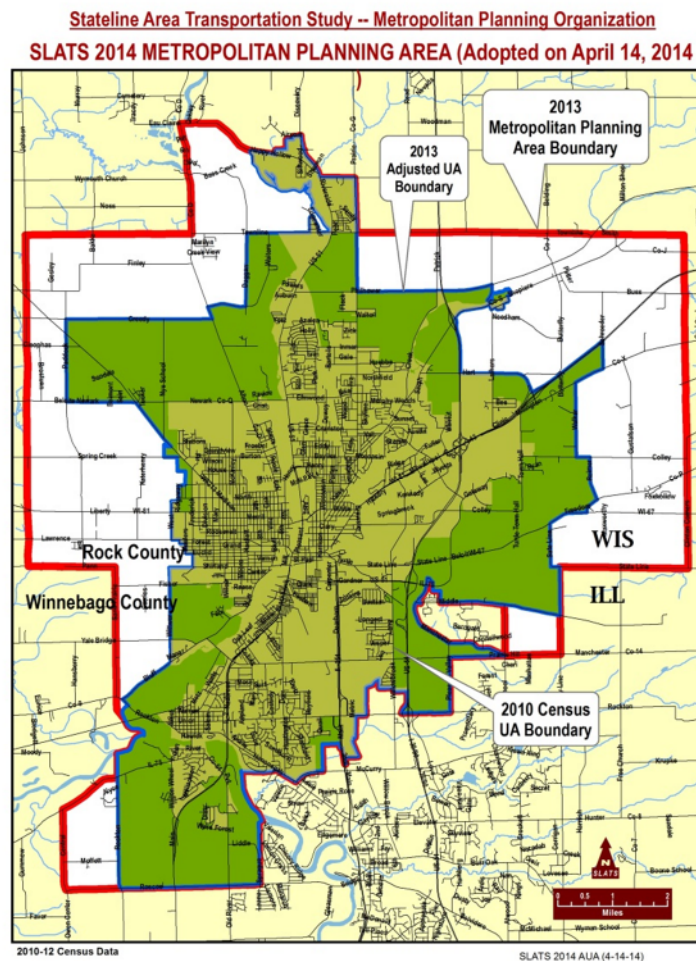
ATTESTS:

Chair, SLATS Policy Committee

Chair, SLATS Technical Committee
or MPO Coordinator

BACKGROUND AND PURPOSE

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



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

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

- Maximize the cost-effectiveness of transportation system investments
- Promote the development and integration of non-motorized transportation modes
- Improve the mobility of all persons, regardless of social and economic status or physical or mental conditions
- Improve overall safety of the transportation system
- Increase auto and public transit occupancy rates
- Minimize vehicle-miles of travel
- Minimize fuel consumption
- Limit air, noise and water pollution
- Reduce congestion
- Minimize environmental disruptions

ORGANIZATIONAL STRUCTURE

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

A Technical Advisory Committee (see below) that includes public works officials, engineers, planners and administrators from the member municipalities and counties, as well as local public transit representatives (Beloit Transit System and Stateline Mass Transit District), WisDOT, IDOT and the Federal Highway Administration (FHWA) Wisconsin and Illinois advise the Policy Committee on transportation issues of a regional nature. Additional non-voting members include the Federal Transit Administration (FTA) Region V – Chicago, IDOT Office of Planning and Programming, Janesville MPO, Rockford Metropolitan Agency for Planning (RMAP) and the Village of Roscoe.

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

The SLATS Policy and Technical Advisory Committees include the following members. Note that these positions are outlined in the MPO's bylaws most recently updated in 2008.

SLATS MPO POLICY COMMITTEE

Village of Rockton President
Mayor of the City of South Beloit
Duly appointed member from the Beloit City Council
Chair/Supervisor of Rock County Board
Chair/Supervisor of Rockton Township
Chair/Supervisor of Town of Turtle
Chair/Supervisor of Town of Beloit
Chair of Winnebago County
IDOT District 2 Engineer
WisDOT Southwest Region Director

Dale Adams, Committee Chair
Alice Schoonover
Regina Hendrix
Alan Sweeney
Tom Jencius
Roger Anclam
Tim Guenther
Scott Christiansen
Paul Loete
Jeff Gust

SLATS MPO TECHNICAL ADVISORY COMMITTEE

City of Beloit Public Works Department
City of Beloit Engineering Division
Winnebago County Planning Department
Winnebago County Highway Department
Rock County Planning Department
Rock County Highway Department
Town of Beloit Engineer
Town of Turtle Engineer
Village of Rockton Public Works
City of South Beloit Planning
Beloit Transit System
Federal Highway Administration Wisconsin
Federal Highway Administration Illinois
WisDOT Southwest Region Systems Planning Chief
IDOT District 2 Systems and Planning
WisDOT Central Planning Office
Stateline Mass Transit District

Greg Boysen
Mike Flesch, Committee Chair
Staci Bernardi
Joseph Vanderwerff
Adam Pritchard
Benjamin Coopman
Frank McKearn

Gordy Nygren

Michelle Gavin
Dwight McComb
John Donovan
Paul Wydeven
Dan Long
Matt Schreiber
Sharon Hecox

NON-VOTING MEMBERS

Village of Roscoe
Roscoe Township
Town of Rock
Janesville Metropolitan Planning Organization
Rockford Metropolitan Agency for Planning
FTA Region V Chicago
IDOT Office of Planning and Programming

Dave Krienke

Mark Gunn
Terry Nolan
Michael Hren
Christopher Bertch
Doug DeLille

TIP OVERVIEW

The TIP is the result of a comprehensive, coordinated, and continuing urban transportation planning process encompassing the entire Metropolitan Planning Area (MPA). The TIP is developed by the MPO in cooperation with the State, affected transit operators and local communities. The TIP lists all

programmed projects in the SLATS MPA that are to be federally funded under Title 23 U.S.C. and 49 U.S.C., and may include projects to be funded entirely with state or local funds. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. SLATS locally approves the TIP and forwards it to state and federal agencies. The Governors or their designees approve the TIP, which is then made part of the State Transportation Improvement Program (STIP).

The TIP is a constantly evolving listing of short and mid-range improvements aimed at achieving a balanced and responsive transportation system for the MPA. All improvements in the TIP must be consistent with and flow from the LRTP and reflect investment priorities. The LRTP addresses improvements that are needed in the next 25-30 years and the public can help determine projects and priorities in that document as well. There must also be a firm commitment to fund and implement all listed projects, especially those listed in the first year. However, because priorities and other factors can change, the TIP is a flexible and amendable document. That said the TIP must be fiscally/financially constrained. This means that projects cannot be included that do not have a reasonable chance of being funded unless they are specifically noted as unfunded “illustrative” projects. The TIP must also include the use of an inflation factor (currently 2.4%) to inflate costs in the out years in the 2015 TIPs and long-range transportation plans. This inflation factor (provided by WisDOT) is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.

PERFORMANCE MEASURES

The 2012 transportation reauthorization act **Moving Ahead for Progress in the 21st Century Act (MAP-21)** modified the metropolitan planning process to include the addition of performance-based planning. Specifically, MPOs will be required to establish and use a performance-based approach to transportation decision-making and the development of transportation plans. This includes the integration of performance targets into the planning process to identify needed transportation improvements and inform project selection. Once implemented, the TIP is designed to make progress toward achieving those identified performance targets. Each MPO will establish performance targets coordinated with the State(s) and public transportation providers no later than 180 days after the date the State or public transportation provider establishes performance targets. The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the LRTP, linking investment priorities to those performance targets.

PUBLIC PARTICIPATION

As a matter of practice, citizen involvement and public participation is promoted and encouraged early and throughout the planning process. Our goal is to achieve active participation and build public consensus early in the development of plans and studies, including the TIP. These and other public documents including the Public Involvement Plan (PIP) and LRTP are available for review on the SLATS MPO website www.beloitwi.gov (found under Engineering) and at the SLATS MPO Office located in City of Beloit Engineering Division at 2400 Springbrook Court, Beloit Wisconsin. All open houses and official meetings of the Policy and Technical Advisory Committees are open to the public, are at accessible locations and are announced in local media and posted on our website. Illustrations are used to help convey technical information when appropriate. Records of all legal notices,

meeting notes or minutes and lists of attendees are kept on file at the MPO Office and copies are available for review.

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

NOTICE OF TIP DEVELOPMENT TO TRANSIT PROVIDERS

Transportation in the SLATS area is primarily automobile-oriented and most people travel via personal automobiles. However, various forms of public or private mass transportation including buses, paratransit vehicles or taxis are also available. Both the users and operators of these mass transportation services are regarded as important transportation stakeholders. SLATS makes special effort to notify these stakeholders of TIP development to provide the opportunity to participate in the process of transit planning and delivery of services. The following are known providers. All stakeholders are asked to inform SLATS staff of any other providers so that those entities can be placed on the SLATS mailing list and notified of all aspect of the transportation planning process.

- Beloit Transit System, Fixed Route Transit Service, 1225 Willowbrook Road, Beloit, WI
- Stateline Mass Transit District, 110 E. Main St., Rockton IL
- Rock County Specialized Transit, Rock County Council on Aging, 3530 N. CTH F, Janesville, WI
- Janesville Transit System, Fixed Route Transit Service, 101 Black Bridge Road., Janesville, WI
- Rockford Mass Transit District, 520 Mulberry St, Rockford, IL
- Coach USA (Van Galder Bus) Charter Service, 715 South Pearl St., Janesville, WI
- Durham School Services. School Bus, 1409 Manchester Street, Beloit, WI
- First Student Education Services, School Bus/ Charter, 2743 S. Bartells Dr., Beloit, WI
- First Student Transit Inc., School Bus/ Charter, 720 N. Blackhawk Road, Rockton, IL
- Call-Me-A-Cab, Inc., Taxicab Service, 410 Bluff St., Beloit, WI
- Yellow Cab of Beloit, Taxicab Service, 454 St. Paul Ave., Beloit, WI
- Flying AJ's Taxi Service, 717 Newfield Dr, Beloit, WI
- Janesville City Taxi, 803 Harding St, Janesville, WI
- Taxi Latino Service, 129, Rudder Rd, Machesney Park, IL

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

TIP PROCESS

Projects for the TIP are selected and prioritized as follows:

1. Project Solicitation:

Each year in the summertime, requests for projects to be included in the TIP are solicited from all units of government in the SLATS area including the Wisconsin and Illinois Departments of Transportation. Participants are asked to list all major projects proposed for implementation during the coming four years. Participants are also asked to provide detailed progress reports on projects that were funded and initiated in previous years and are being continued. Projects that have been recently completed are also documented.

Of particular importance to MPOs are two flexible funding programs of MAP-21, the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP). Large sums of STP money are apportioned to the States annually. In turn, the States are required to allocate parts of these monies into TAP, SPR (Special Planning and Research), and for bridge projects. STP monies are also allocated to MPOs on the basis of population. In turn, within the SLATS MPA, the use of these monies requires the cooperative planning/programming efforts of the State(s) and the MPO. STP monies can be spent on a wide variety of projects ranging from planning to highway construction, to transit capital improvements, to bridge projects, safety projects, and more.

Similar to the above, TAP monies are allocated to small urban areas and the MPO must be involved in applying for and prioritizing the use of these monies. Consequently, an important part of the TIP development process is the effort SLATS puts forth involving the public and the area transportation stakeholders in considering, selection and assigning priority to projects eligible for STP and TAP monies. Multi-jurisdiction projects that benefit the region as a whole or projects that would be difficult for a single MPO stakeholder to accomplish alone or strictly with local funds are encouraged. The following criteria are used to evaluate potential projects:

- **Safety** is based on the number and severity of traffic incidents (crashes and/or fatalities) occurring over the most recent five-year period.
- **Level of Service** is the ability of existing roadways to safely accommodate traffic by comparing the expected traffic counts for the future years for all the proposed projects.
- **Physical Condition** of the street/highway is evaluated noting the type of surface (gravel, seal coat, asphalt, or concrete), the condition of the surface, the age of the improvements and the amount of traffic that currently and is expected to use the roadway.
- **Miscellaneous** criteria that may receive consideration include: demonstrating the ability to reduce traffic incidents, improving air quality, encouraging alternatives to automobile use by including sidewalks, bike trails or transit lanes, improving connectivity, promoting

economic development and of course estimated project cost compared to funding availability.

Transit and bicycle or pedestrian projects are considered based on their expected benefit to the community and/or benefit to underserved populations. Projects that are designated Surface Transportation Program (STP) projects are then prioritized by the Policy Committee based on the recommendation of the Technical Committee.

2. Draft TIP

The Draft TIP is then prepared and projects are compiled into a draft table. Projects that are funded were clearly differentiated from projects that are not funded (illustrative). This was done in August and September.

Summary tables include information on:

- What projects are funded or programmed as opposed to unfunded or illustrative
- What agencies are sponsoring the projects and what agencies are participating
- What types of federal funding are being applied for or used to fund the projects
- What mode are being programmed and at what levels
- What are the primary purposes of the projects, e.g. preserving, expanding, or improving the effectiveness of the transportation system
- What phases are the projects in and the relative costs of those phases
- What is the timing of the projects and the overall programmed expenditures
- What types of projects have been recently funded, at what levels, and by what agencies

In accordance with the Public Involvement Plan (PIP) adopted November 5, 2012 a public notice is published in the local newspaper announcing the Draft TIP is available for a 30-day public comment period including information on:

- Where the Draft TIP is available for review and comment
- Time and location of any public open house
- When and where the Technical and Policy Committee meeting(s) will be in which the public can attend to observe or offer additional information during the decision-making process
- Contact information for the MPO staff.

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

Note that the **Annual Listing of Obligated Projects** funded under 23 USC and 49 USC Chapter 53 will be compiled and provided on the SLATS web site within the first 90 days of 2015.

The 30-day public review period on the Draft 2015-2018 TIP began September 20, 2014. Notice of the public review period and notice of the Technical and Policy Committee meeting held on October 20, 2014 was advertised in the Beloit Daily News on September 19, 2014 and September 26, 2014.

3. Final Draft:

The final draft, including any public comments received, is forwarded to the Technical and Policy Committees for review. The Technical Committee evaluates the projects for conformance with the LRTP and funding capabilities. The Committee also recommends the ranking of projects to be funded under the Surface Transportation Program (STP) in relation to each other based on the criteria discussed above.

4. Adoption and Submittal

Once the Technical Advisory Committee reviews the Final Draft and ranks the STP projects as applicable, it forwards its recommendation to the Policy Committee for adoption. Again, formal notice is provided of when and where the Technical and Policy Committee meeting(s) will take place in which the public could attend to observe or offer additional information during the decision-making process. After adoption, the TIP is forwarded to the Wisconsin and Illinois Departments of Transportation to be included in their Statewide Transportation Improvement Programs (STIPs). Only after approval by the State DOTs and inclusion in their respective STIPs can federally funded projects be commenced and implemented.

Notice of the Final TIP review and approval and notice of the Technical and Policy Committee meeting held on _____ was advertised in the Beloit Daily News on _____ and _____. The 2015 TIP was approved by the Policy Committee on _____.

TIP MODIFICATION AND AMENDMENT

Although the TIP can be amended at any time, and at a minimum must be updated every two years, the common practice of SLATS is to comprehensively update the document every year. Simple changes, such as advancing or delaying a project's implementation, can sometimes be done administratively. More significant changes, such as adding or deleting a project, usually require full public notification in accordance with the PIP and formal amendment by the SLATS Policy Committee. See below for clarification of when and how the TIP can be changed or amended. Changes to an adopted TIP will be in accordance with the PIP, as categorized and summarized below.

1. NO AMENDMENT NEEDED FOR NON-SIGNIFICANT CHANGE

No formal amendment to the TIP is required for the following changes, provided the changes do not trigger the need to re-demonstrate fiscal constraint:

- Changing the implementation schedule for projects within the first four years of the TIP

- Changes to the project scope (i.e., the character of work or the project limits) where the project remains reasonably consistent with the approved project. Otherwise this would be a minor amendment.
- Changing the funding source (federal, state, or local), funding category (the sub-type or source of Federal, State or local funding), or changing the amount of funding for a project without changing the scope of work or the schedule for the project

2. MINOR AMENDMENTS

Minor amendments must be approved by the SLATS Policy Committee and the Governor (Illinois or Wisconsin) and submitted to the State DOTs and FHWA/FTA. Appropriate public involvement for minor amendments is required and may be handled within the context of a SLATS Policy Committee meeting by providing adequate advance notice of the amendment action and public comment opportunity in the published meeting agenda prior to the scheduled action on the amendment by the policy.

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

3. MAJOR AMENDMENTS

Major Amendments require a formal public notice and appropriate public comment opportunity (30 day) as provided in the PIP. Following appropriate consideration of public comments, a major amendment requires approval by the SLATS Policy Committee and the Governor (Illinois or Wisconsin). Approved amendments must be submitted to WisDOT, IDOT and FHWA/FTA.

- Changing the schedule by adding an expansion project to the first four years of the TIP, including advancing a project for implementation from and illustrative list or from the out-years of the TIP.
- Significantly changing the scope (i.e., the character of work or project limits) of an expansion project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Significantly changing the funding by changing, adding, or deleting any project to the extent that the change exceeds either 50% of the annual program cost or \$1,000,000.

Foremost, the amended TIP must remain fiscally constrained within revenues that can reasonably be expected to be available. Any additions to or deletions from the TIP or changes in the schedule or scope of projects in the TIP that are not consistent with an approved conformity determination cannot be approved prior to re-evaluation of conformity and a new USDOT conformity determination.

TIP PROJECTS

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

MAP 1 shows the location of all the major projects (by quick reference number) programmed in the MPA (and the location of the illustrative projects). MAP 1 also shows the areas served by public transit, including the areas served by the fixed-route services of the Beloit Transit System (see **MAP 2A** for an enlarged view). Note that Rock County Specialized Transit provides paratransit services to the entire MPA north of the state line. The Stateline Mass Transit District (SMTD) provides demand response service to the entire MPA south of the state line.

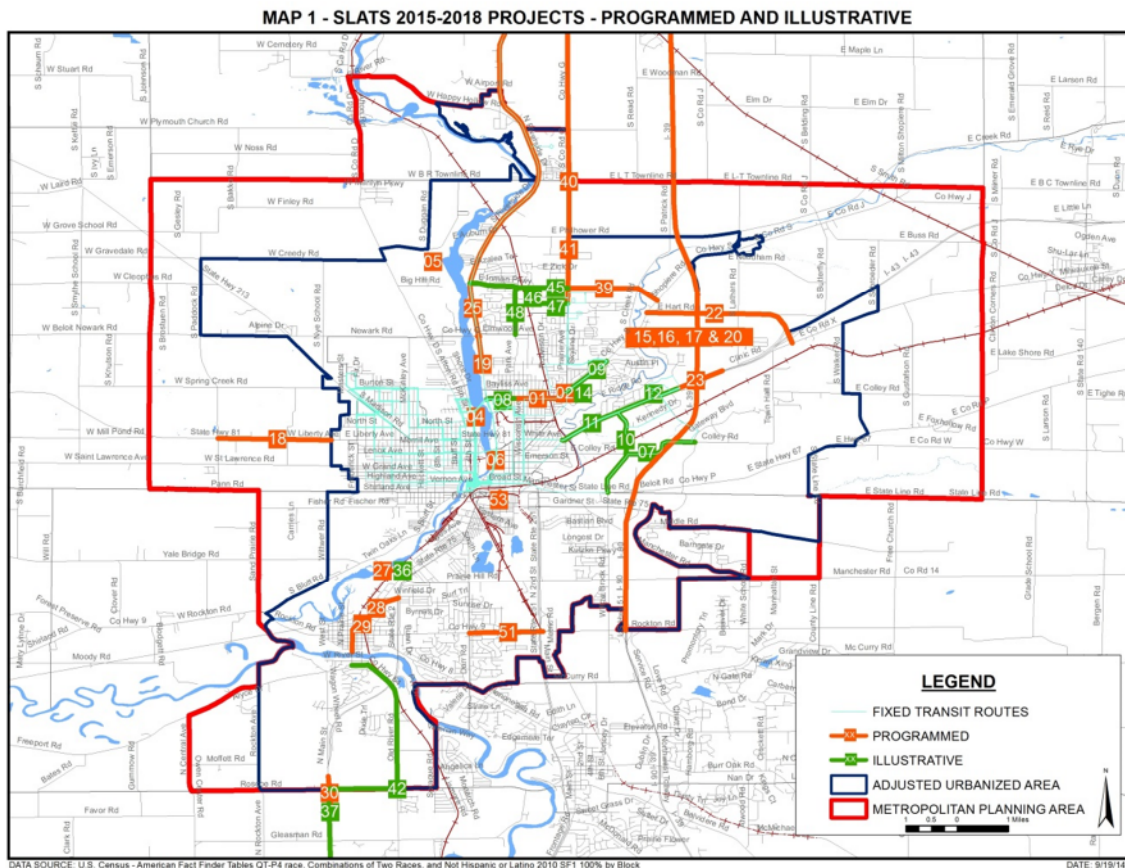


TABLE 1 (on the following page) lists all programmed projects for the SLATS 2015 TIP. Illustrative projects are listed below each lead agency's programmed projects for ease of reference but are clearly differentiated as illustrative only. In addition to specific projects names, locations, descriptions, TABLE 1 also includes the various codes, acronyms, attributes and information related to each project.

TABLE 2 following **TABLE 1** lists and further explains the various codes, acronyms, attributes and information related to each project in TABLE 1. Most codes are self-explanatory but additional information about some of the codes used is provided below.

LEAD AGENCY CODES

Lead agencies typically sponsor transportation improvements within the SLATS MPA. Typically, the Lead Agency is responsible for planning, funding or applying for funds, coordinating, engineering, and constructing the project or contracting for some or all of those aspects. All local governments with projects in this TIP have a variety of funding sources available to them for use on roadway and public transit improvements. Among these are revenues from general funds secured through property and sales taxes, General Obligation Bonds, grants issued to the local government through the U.S. Department of Housing & Urban Development, funding secured through Tax Increment Financing Districts, funds from special assessments, motor fuel taxes, vehicle and parking fees, and others. This TIP notes which local taxing/funding authority will be participating in the funding of the projects and the amounts of the funding to be provided, but not the specific source of the local funds.

FUNDING SOURCE CODES

Federal-aid highway and transit funding programs changed effective October 1, 2012 under MAP-21. Some programs were eliminated, some aspects of programs were shifted or consolidated, and some new priorities were added. Most funding priorities were retained but under programs with slightly different names. Federal funds are separated by *New MAP-21 Programs* and *Funding Sources Prior to MAP-21*.

Additional funding codes labeled *Other Special Funding Codes Used* include "**F**," which refers to a federally funded project where the exact source is unspecified or, perhaps, there are multiple federal sources involved. "**L**" refers to local funding, usually from the project's lead agency and further specified in other parts of the TIP. "**S**" generally refers to funding from the State of Illinois or the State of Wisconsin. "**ILLUS**" or "**ILLU**" refers to projects that are not funded but listed as potential projects seeking funding and/or public support. "**INF**" refers to projects listed for informational purposes. Finally, the abbreviation "**cont**" is a notation for funding that was approved in a previous year but will be expended, part or all, in later years.

PART A: Project Descriptions								PART B: Activity 2014 or before				PART C: Proposed 4-Year Program of New and Continued Projects												TABLE 1																								
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 2015 TIP draft v7.xlsm			Active / Funded & Illustrative Projects: 2015-2018 September 19, 2014 Draft			Codes (see accompanying table)				Comments, Change, & Amendment Notes				Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2015; programmed in 2016-2018. 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.																																
		TIP #	State Project #s	Name	Location	Description	Total \$ - Estimated (Includes 2014 Activity)	\$ Source	Mode	Purpose	Phase	Fed	Source	State	Source	Local	Source	Total	2015 Fed	Source	2015 State	Source	2015 Local	Source	2015 Total	2016 Fed	Source	2016 State	Source	2016 Local	Source	2016 Total	16 Fed	Source	2017 State	Source	2017 Local	Source	2017 Total	17 Fed	Source	2018 State	Source	2018 Local	Source	2018 Total		
23	WI	291-14-001	1003-10-02	I39/90 & I/43 Interchange	I39/90 & I43	Reconstruct / modify	\$ 825,000	S	RD	EP	PE						825	-			cont'			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
24	WI	291-14-003	1009-11-94	Expoxy Pavement Marking	SW Region, Eastern Counties	STN locations as per annual plan	\$ 455,000	S	RD	EP	O&M						-	-	455		wi			455	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
25	WI	291-14-004	5350-01-03/73	US-51	Cranston Rd to WI-11	Mill & overlay	\$ 750,000	S	RD	P	PIE						750				wi			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
26	WI	ILLUS		Safety Projects	As determined by criteria	Assume WI spends a similar amt as IDOT	\$ 2,574,563	ELU	ELU	ELU	ELU						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
III	STATE OF ILLINOIS								STATE OF ILLINOIS																																							
27	IL	02-10-002	2-13330-000	Prairie Hill Rd Bridge	Over Rock River	PE Phase I for Reconst & Expansion	\$ 300,000	S	Brdg	EP	PE						300	-			cont'			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
28	IL	IL-14-001	2-10060-0111	IL-75 (Blackhawk Blvd)	Rock River to IL-2 in Rockton	Expand cross-section, reconstruct / resurface (3R) curb & gutter, new storm sewer drainage.	\$ 189,000	S	RD	EP	ROW						189	-			cont'			-	-	-	-	cont'	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			2-10060-0100		\$ 9,939,000	<-Total all parts	\$ 9,750,000	F&S	RD	EP	CON						-	-	-	-	-	-	-	-	-	-	7,800	STP	1,950	il	-	9,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	IL	IL-17-001	2-10060-0113	IL-75 (Blackhawk Blvd)	Rock River to IL-2 in Rockton	RR Crossing improvement	\$ 200,000	F&S	RD	P	CON						-	-	-	-	-	-	-	-	-	-	-	-	200	il	-	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
30	IL	IL-14-003	2-30154-0100	IL-2	at Roscoe Rd	Intersection reconstruction, horizontal realign	\$ 4,583,750	F&S	RD	EP	CON						3,667	STP	917	il	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
					\$ 7,330,000	<-Total all parts	\$ 2,746,250	F&S	RD	EP	CON						2,471	HSIP	275	il	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
31	IL	IL-15-001		Highway Safety Improvement	Various to be selected by IDOT by criteria.	Various locations throughout IDOT District 2	\$ 387,000	F&S	RD	P	CON						-	348	HSIP	39	il	-	-	387	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
32	IL	IL-16-001		Highway Safety Improvement	Various to be selected by IDOT by criteria.	Various locations throughout IDOT District 2	\$ 3,687,000	F&S	RD	P	CON						-	-	-	-	-	-	-	-	-	3,318	HSIP	369	il	-	3,687	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	IL	IL-17-001		Highway Safety Improvement	Various to be selected by IDOT by criteria.	Various locations throughout IDOT District 2	\$ 3,687,000	F&S	RD	P	CON						-	-	-	-	-	-	-	-	-	-	-	3,318	HSIP	369	il	3,687	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
34	IL	IL-18-001		Highway Safety Improvement	Various to be selected by IDOT by criteria.	Various locations throughout IDOT District 2	\$ 1,687,000	F&S	RD	P	CON						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,518	HSIP	169	il	-	-	-	-	-	-	-	-	-	1,687	-	-	
35	IL	ILLUS		Highway Safety Improvement	Various locations in District 2. Selected by IDOT- safety criteria	HSIP w/ State Match anticipated in 2019-2020	\$ 7,374,000	ELU	ELU	ELU	ELU						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
36	IL	ILLUS		Prairie Hill Rd Bridge	Rock River 0.4 MI W of IL-2, N of Rockton	Bridge repair-replace- possible jurisdictional transfer to Winn.Co.	\$ 3,659,000	ELU	ELU	ELU	ELU						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
37	IL	ILLUS		IL-2	Latham to Rockton	Expand to 4 lanes	\$ 20,000,000	ELU	ELU	ELU	ELU						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
38	IL	ILLUS		Safety Projects	As determined by criteria	5% of amts programmed by IDOT for District (2015 to 2018)	\$ 2,574,563	ELU	ELU	ELU	ELU						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IV	ROCK COUNTY WISCONSIN								ROCK COUNTY WISCONSIN																																							

PART A: Project Descriptions							PART B: Activity 2014 or before				PART C: Proposed 4-Year Program of New and Continued Projects											TABLE 1														
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 2015 TIP draft v7.xlsm			Active / Funded & Illustrative Projects: 2015-2018 September 19, 2014 Draft			Codes (see accompanying table)				2015				2016				2017			2018													
		TIP #	State Project #s	Name	Location	Description	Total \$ - Estimated (Includes 2014 Activity)	\$ Sources	Mode	Purpose	Phase	Comments, Change, & Amendment Notes	Fed	State	Local	Total	2015 Fed	2015 State	2015 Local	2015 Total	2016 Fed	2016 State	2016 Local	2016 Total	2017 Fed	2017 State	2017 Local	2017 Total	2018 Fed	2018 State	2018 Local	2018 Total				
											Cost below are in 1000s of dollars. See attached Table 1A for SOURCE codes. Funding amts are OBLIGATED in Year 2015; programmed in 2016-2018. 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.																									
39	RCo	291-06-007	5989-05-21 5989-05-21/71/72	Inman Prky (Rock Co lead w/ City Beloit part.)	Prairie Ave to Shopiere Rd	New roadway	\$ 582,900 \$ 76,000 \$ 93,000 \$ 48,000 \$ 785,000 \$ 4,692,000	L L L L L SL	RD RD RD RD RD RD	EP EP EP EP EP CON	PE PE PE PE ROW CON	PE cb rc cb rc	583 76 93 48 785 -	430	D	-	153	rc	583	-	-	-	-	-	-	-	-	-	-	-	-	-				
<p>PE cost estimates adjusted based on 6/26/12 chart from Rock County. Local funds reduced to \$369K as per chart. Local funding split between Rock Co & Beloit in same proportions as prior to the chart. Possible that all funds may come from Beloit. ROW cost increased by \$85K and assigned as 100% local (no State).</p> <p>As per 2014 TIP. Scheduled for 2014. Utility estimates updated (reduced by \$63K) & cost divided 70/30 State/local. Divided into 4 utility subparts with ids added. Construction cost estimate increased by \$219K. Project partially funding with Urban STP. State & local amounts slightly reduced.</p> <p>As per 2015 TIP. State contribution to utility costs removed. Construction costs adjusted from \$4.716M to \$4.692M and moved from 2014 to 2015.</p>											<p>STP</p> <p>STP</p> <p>wi</p> <p>rc</p> <p>1,897</p> <p>STP</p> <p>1,537</p> <p>wi</p> <p>1,258</p> <p>rc</p> <p>4,692</p>																									
40	RCo	291-08-001; 371-09-008;	5966-00-00 5966-00-00/72/73	Co-G / Townline Rd Intersection (with Janeville MPA)	Reconstruction & improvement of the intersection including turn lanes, approaches & signalization	\$ 522,000 \$ 606,000 \$ 351,000 \$ 5,416,000	FL L L FSL	RD RD RD RD	EP EP EP EP	PE ROW UTL CON	PE ROW UTL CON	rc rc rc	522 606 351 -	418	SR	-	104	rc	522	-	-	-	-	-	-	-	-	-	-	-	-					
<p>PE Cost estimate adjusted upward as per 6/26/12 chart from Rock County. ROW cost estimate increased by \$231K and changed to 100% local in 2014.5 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.</p> <p>Advancement achieved by infusion of \$612K in Federal (SA) funds, \$802 State, & \$412K County in 2014. Total project cost increased from \$1.714M to \$1.825M by 2014 TIP. Total construction cost increased by \$3.535M (3/2014) through infusion of additional State & Local funds.</p> <p>As per 2015 TIP. PE cost increased from \$490K to \$522K; State \$249K participation in Utility cost removed and full \$351K assumed by Rock Co.; Construction cost revised from \$5.361M to \$5.416M and moved from 2014 to 2015.</p>											<p>SA</p> <p>3,013</p> <p>wi</p> <p>1,791</p> <p>rc</p> <p>5,416</p> <p>612</p> <p>SA</p> <p>3,013</p> <p>wi</p> <p>1,791</p> <p>rc</p> <p>5,416</p>																									
41	RCo	291-12-10	5966-10-01	Co-G	Beloit to Janesville, Huebbe Prky to WI-11	PE to Reconstruct - I-39 Incident / Alternate route (6 miles), o in Janesville TIP.	\$ 802,000 \$ 507,000 \$ 361,000 \$ 13,337,000	S&L L S&L S&L	RD RD RD RD	EP EP EP EP	PE ROW UTL CON	PE ROW UTL CON	rc rc rc	802	-	561	wi	241	rc	802	-	-	-	-	-	-	-	-	-	-	-					
<p>Design obligated in 2012 and underway. 1st adopted version of 2013 TIP increased total cost from \$602K to \$13.7M State & Local. Construction obligated in 2014, to be built 2014 & 2015. ROW added 3/2014. Utility work moved from 2013 to 2014 by July 2013 Amendment. Utility cost est increased by \$251K 3/2014. Construction cost increased by \$498K thru infusion of NHPF, State & Local funds (3/2014).</p> <p>As per 2015 TIP. State contribution of \$253K to utility costs, removed; Rock Co. assumes full \$361K. Construction cost adjusted by removal of \$555K NHP funds; State increased from \$7.992M to \$9.222M; and local decreased from \$4.878M to \$4.115M (total construction increased by \$2K). Construction moved from 2014 to 2015.</p>											<p>cont'</p> <p>cont'</p> <p>cont'</p> <p>wi</p> <p>4,115</p> <p>rc</p> <p>13,337</p> <p>9,222</p> <p>wi</p> <p>4,115</p> <p>rc</p> <p>13,337</p>																									
V	WINNEBAGO COUNTY ILLINOIS							WINNEBAGO COUNTY ILLINOIS																												
42	WCo	ILLUS		Old River Road	Roscoe Rd from e/o IL-2 to Old River Rd; and Old River Rd from Roscoe Rd to IL-75	Resurface w/ intersection widening at Roscoe/Old River & reconstruct at Old River/IL-75.	\$ 3,000,000	ILLU	ILLU	ILLU	ILLU		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
Project initiated in 2009 but deferred each year through 2013 because funding was needed for other projects; as of the 2014 TIP, the project was relegated to the illustrative category.																																				
VI	TURTLE TOWN WISCONSIN							TURTLE TOWN WISCONSIN																												
43	TTrtl			Annual Overlay Program	to be determined by criteria	Annual Level of Effort	\$ 565,000	L	RD	P	O&M	t	125	-	-	-	125	t	125	-	-	-	-	-	-	-	-	-	-	-						
As per 2015 TIP, Town of Turtle budgets \$110 per year for overlay work. In 2014, they spent slightly larger amount (\$125K).											110																									
TTrtl	ILLUS			Huebbe Prky	Ehle Dr to Creek Rd	2" Mill & overlay		ILLU	ILLU	ILLU	ILLU		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Project removed as per 2015 TIP.																																				

PART A: Project Descriptions										PART B: Activity 2014 or before					PART C: Proposed 4-Year Program of New and Continued Projects										TABLE 1																								
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 2015 TIP draft v7.xlsm			Active / Funded & Illustrative Projects: 2015-2018 September 19, 2014 Draft			Codes (see accompanying table)				Comments, Change, & Amendment Notes	2015					2016					2017					2018																					
		TIP #	State Project #s	Name	Location	Description	Total \$ - Estimated (Includes 2014 Activity)	\$ Sources	Mode	Purpose	Phase		Fed	State	Local	Total	2015 Fed	2015 State	2015 Local	2015 Total	2016 Fed	2016 State	2016 Local	2016 Total	2017 Fed	2017 State	2017 Local	2017 Total	2018 Fed	2018 State	2018 Local	2018 Total																	
XI STATE LINE MASS TRANSIT DISTRICT										STATE LINE MASS TRANSIT DISTRICT																																							
54	SMTD	02-13-001; 02-14-001; 02-15-001; 02-16-001; 02-17-001		Operations	Continue service. Cost/service increase 8.5%/yr. Total to the right includes 2013-2017.	\$ 3,169,000	FSL	MT	P	TOP	Operating successfully. Ridership increasing steadily and substantially; costs expected to increase by 8-9% annually.	256	7	366	il	75	sm	697	282	7	403	il	75	sm	760	304	7	443	il	75	sm	822	328	7	487	il	75	sm	890	-	7	-	il	-	sm	-			
55	SMTD	02-14-002		Passenger shelter	Improve safety & service	\$ 15,000	F	MT	E	TC	Project added in 2014 TIP. Local match to be provided via Transportation Development Credit (TDC). Federal funds may be JARC funds or the MAP-21 counterpart.	15	F	-	il	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
56	SMTD	02-16-002		Full-sized transit bus	Initiate fixed-route connection through service area, linking BTS & RMTD.	\$ 350,000	F	MT	E	TC	As per 2014 TIP, 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.	-	-	-	-	-	-	-	-	350	F	-	il	-	-	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
57	SMTD	02-16-003		Replacement PT buses (3)	Maintain service	\$ 232,488	F	MT	P	TC	As per 2014 TIP, new project for 2016. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.	-	-	-	-	-	-	-	-	232	F	-	il	-	-	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
58	SMTD	02-17-002		Full-sized transit bus	Bolster fixed-route service/connection	\$ 350,000	F	MT	E	TC	As per 2014 TIP, new project for 2017. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	350	F	-	il	-	-	350	-	-	-	-	-	-	-	-	-	-						
59	SMTD	02-17-003		Replacement PT buses (3)	Maintain service	\$ 246,642	F	MT	P	TC	As per 2014 TIP, new project for 2017. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247	F	-	il	-	-	247	-	-	-	-	-	-	-	-	-	-	-						
60	SMTD	02-17-004		Replace radio & antenna	Maintain service	\$ 18,000	F	MT	P	TC	As per 2014 TIP, new project for 2017. Local match to be provided via TDC. Federal funds may be JARC funds or the MAP-21 counterpart.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	F	-	il	-	-	18	-	-	-	-	-	-	-	-	-	-	-						
XII BELOIT TRANSIT SYSTEM										BELOIT TRANSIT SYSTEM																																							
61	BTS	291-14-050		Operations	Daily fixed-route & complimentary ADA services.	\$ 2,010,000	FSL	MT	P	TOP	Operating successfully. Continue services at similar level in future years. Maintain costs at 2014 level for 2015 and increase by 2.4% annually thereafter (previously costs were increased at 3% annually but lowered in 2015 per WisDOT advice).	574	UAF	480	wi	956	cb	2,010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
62	BTS	291-15-050, 291-16-050, 291-17-050, 291-18-050		Operations		\$ 8,534,117	FSL	MT	P	TOP		-	-	-	-	-	-	-	588	UAF	492	wi	979	cb	2,058	602	UAF	503	wi	1,002	cb	2,108	616	UAF	515	wi	1,026	cb	2,158	631	UAF	528	wi	1,051	cb	2,210			
63	BTS	291-16-051, 291-17-051, 291-18-051		Capital Equipment	General parts & equipment. Programmed amts vary thru the years. Funded with FED & local funds.	\$ 71,111	FL	MT	P	TC	Projects first programmed in 2013; deferred to 2014, deferred again to 2016 by 2015 TIP.	-	-	-	-	-	-	-	-	19	BBF	-	5	cb	23	19	BBF	-	5	cb	24	19	BBF	-	5	cb	24	19	BBF	-	5	cb	24	19	BBF	-	5	cb	24
64	BTS	291-16-052		Office Equipment	Major office equipment & furniture.	\$ 14,100	FL	MT	P	TC	Project deferred in 2014 to 2015. Deferred again to 2016 and increased by \$10K by the 2015 TIP.	-	-	-	-	-	-	-	-	11	BBF	-	3	cb	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
65	BTS	291-15-052		Vehicles	1 full-sized coach plus travel cost including related travel expenses.	\$ 420,000	FL	MT	P	TC	1 vehicle scheduled for 2015 (@\$410K plus \$10K in travel costs). Computes to 2015 total cost of \$420,000. 3 vehicles for 2018 (vehicle cost inflated by 2.4%/yr) plus \$10K in travel costs. Computes to 2018 total cost of \$1,330,702.	-	-	-	-	-	-	-	-	336	BBF	-	84	cb	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
66	BTS	291-18-052		Vehicles	3 full-sized coaches plus travel costs including related travel expenses.	\$ 1,330,703	FL	MT	P	TC	Roof and parking maintenance increased from \$138K to \$250K and deferred to 2016.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,065	BBF	-	266	cb	1,331	-	-	-	-						
67	BTS	291-16-053		Operations Facility	General maintenance: New roof & parking lot resurface.	\$ 250,000	FL	MT	P	TC	As per 2015 TIP, this project is no longer illustrative. Cost is increased to \$90K and programmed as a 2016 project.	-	-	-	-	-	-	-	-	188	BBF	-	63	cb	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
68	BTS	291-16-054		Admin/Maint Facility	Strip/seal/repair concrete floor	\$ 90,000	FL	MT	P	TC	As per 2015 TIP, this project is no longer illustrative. Cost is increased to \$100K and programmed as a 2016 project. This project is for the storage and maintenance facility, not the office.	-	-	-	-	-	-	-	-	68	BBF	-	23	cb	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
69	BTS	291-16-055		Admin/Maint Facility	Replace/rehab HVAC for the storage & maintenance facility	\$ 100,000	FL	MT	P	TC	Project added as per 2015. This is part of the TIGER grant application for Willowbrook and Colley Rds.	-	-	-	-	-	-	-	-	75	BBF	-	25	cb	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
70	BTS	ILLUS		Facility Expansion	Fueling system, bus bay, and vehicle wash.	\$ 958,000	ILLUS	ILLUS	ILLUS	ILLUS	SLATS 2015 TIP draft v6.xlsm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
Filename:		SLATS 2015 TIP draft v7.xlsm		ILLUS / Funded / Total		\$ 62,729,126	\$ 380,854,406	\$ 443,583,532					16,316	29,611	7,706	53,633	12,702	57,985	10,582	81,268	12,943	24,153	4,196	41,293	36,395	65,611	3,875	105,891	27,028	67,729	4,022	98,779																	

MODE, PURPOSE AND PHASE CODES

The projects in this TIP are coded by *Mode* (6 types), *Purpose* (5 types), and *Phase* (8 types). Again, for the most part the names given are self-explanatory and need no further elaboration. However, a project's *Purpose* can be somewhat subjective, particularly when differentiating between preservation and expansion. The following describes major project *Purpose* categories in more detail.

- **Preservation Projects (P).** The primary purpose of these projects is to maintain, preserve, or rejuvenate components of the existing system. Most simple lane resurfacing projects and reconstruction projects will be preservation projects. Minor lane widening, signalization upgrades, minor intersection improvements and other projects that do not significantly add to the capacity of the system will also, most often, also be considered preservation projects.
- **Expansion Projects (E).** An expansion project will significantly add to the capacity of the existing system. A completely new roadway or the addition of a full new lane to a roadway would be considered an expansion project. Converting a narrow rural roadway to a full urban cross-section would be an expansion project. Comprehensive intersection expansion, signalization, and technologically intelligent systems applied to a long corridor that would substantially increase the capacity of that corridor would also be considered an expansion project.
- Some large projects both preserve and expand to significant degrees and are coded "EP."
- Unspecific, community-wide expenditures, such as chip-seal work or pothole repair, are preservation projects (coded "P"), but are coded in the *Phase* column as operations & maintenance "O&M," whereas more extensive work (complete rebuilds, targeted at a specific roadway but not expanding its capacity), will be code "P" in *Purpose* but "CON" in *Phase*.
- Some projects are referred to as **TSM** projects and coded as such in the Purpose Column. TSM stands for Transportation Systems Management. TSM projects, as defined for this TIP, are projects designed to improve the efficiency or safety of the existing system but are relatively small footprint projects that do not involve lengthy lane additions and similar large footprint construction. Intersection improvements and signalizations are good examples of **TSM** projects.

TABLE 2 - CODES AND ACRONYMS USED IN TABLE 1				
FEDERAL - NEW MAP-21 PROGRAMS		LEAD AGENCY CODES AND SHORTER CODES FOR FUNDING		
ACST	Alcohol & Controlled Substance Testing	BSD	Beloit School District	bs
BBF	Bus & Bus Facilities	BTS	Beloit Transit System	bt
CMAQ	Congestion Mitigation & Air Quality Improvement	CBel	City of Beloit	cb
EM	Enhanced Mobility of Seniors & Individuals with Disabilities	IL	State of Illinois	il
ER	Public Transportation Emergency Relief Program	ISTHA	Illinois State Toll Highway Authority	is
GRFG	State of Good Repair Formula Grants	RCCA	Rock County Council on Ageing	ra
HRT	Human Resources Training	RCo	Rock County	rc
HSIP	Highway Safety Improvement Program	SBel	City of South Beloit	sb
NHPP	National Highway Performance Program (NHPP)	SMTD	State Line Mass Transit District	sm
RAF	Formula Grants for Rural Areas (5311)	TBel	Town of Beloit	tb
RDD	Research, Development, Demonstration & Deployment Projects	TRktn	Rockton Township	tn
RHC	Railway-Highway Crossing Program	TRock	Town of Rock	tr
SF	Significant Freight Provisions	TRos	Roscoe Township	ts
SPR	State Planning & Research	TTrtl	Town of Turtle	tt
STP	Flexible Funding Programs -Surface Transportation Program	VRktn	Village of Rockton	vn
TAP	Flexible Funding Programs –Transportation Alternative Program (TAP)	VRos	Village of Roscoe	vs
TIGER	Transportation Investment Generating Economic Recovery	WC	Winnebago County	wc
TODP	Transit-Oriented Development Planning Pilot	WI	State of Wisconsin	wi
TP	Metro & Statewide & NonMetro Transportation Planning	PROJECT MODES		
UAF	Urbanized Area Formula Grants	B&P	Bike and Pedestrian improvements	
FEDERAL - FUNDING SOURCES PRIOR TO MAP-21		Brdg	Bridge improvements	
7	FTA Section 7 funding for public transit services	MT	Projects for mass transportation	
9	FTA Section 9 funding for public transit services	RD	Roads & highways for motoring traffic	
AR	American Recovery & Reinvestment Act (also TIGER)	RR	Improvements to RR crossings	
BR	Federal or State bridge funds	ILLU	Unfunded Illustrative Project	
D	Special demonstration funds	PROJECT PURPOSES		
EN	Federal enhancement funds	E	System or service expansion	
HP	Congressional determined high priority projects	EP	Expansion & preservation.	
IT	Intelligent Transportation System funds	P	System or service preservation	
JARC	Job Access Reverse Commute	S	A study or evaluation.	
NH	NHS, National Highway System funds	TSM	Efficiency, effectiveness, or safety	
RR	Funds for railroad-related and railroad safety work	ILLU	Unfunded Illustrative Project	
SA	Safety funds	PROJECT PHASES		
SF	Surface Transportation Program (STP) - Flexible funds	all	All phases or phase not yet differentiated	
SR	Surface Transportation Program (STP) - Rural funds	CON	Actual construction work (highway or pedestrian systems, not transit)	
SU	Surface Transportation Program (STP) - Urban funds	O&M	Operate & maintain non-transit facilities	
SS	Safe Routes to School funding	PE	Planning and/or engineering aspects	
OTHER SPECIAL FUNDING CODES USED		ROW	Acquisition of land / ROW	
F	Federal funds from the above and/or other sources	TC	Public transit capital equipment or facilities	
L	Local funding	TOP	Public transit operations	
S	State funding (WI or ILL)	UTL	Major ancillary utility work	
ILLUS	An Illustrative project (not funded, listed for informational purposes only)	ILLU	Unfunded Illustrative Project	
INF	Informational project	N:\lib\Traffic\SLATS\2015 TIP\CODES AND ACRONYMS USED		
cont'	Funding is continued from a previous year	IN TABLE 1		

IMPLEMENTATION STATUS

TABLE 3 reports the implementation status of projects included in the previous TIP and TIP amendments. A brief description is provided along with the implementing agency and project status. Project status includes: underway, completed, deferred or dropped.

TABLE 3 TO BE ADDED BEFORE FINAL ADOPTION

FINANCIAL PLAN

FISCAL CONSTRAINT ASSURANCE

As previously stated, funding for transportation improvements is from a wide variety of sources. All projects with funding shown in the four years of this TIP (2014-2017), as detailed in **TABLE 1** have been approved as funded projects. The Lead Agency for the project has reasonable assurances that this funding will be available in the amounts stated. Projects have been paired with funding sources(s) which have been identified and committed to that project through the capital improvements programming processes or a similar budgeting process of the particular agency or governmental unit responsible for the project. An inflation factor (currently 2.4%) is used to inflate costs in the out years of the TIP unless otherwise specified or explained.

Projects or project parts listed in Part B of **TABLE 1** or in the first year of Part C (Year 2015) have an even greater degree of funding assurance. Funding for these projects or parts has been “authorized or obligated.” These projects or parts are either underway, are in the bidding process, or are about to be bid.

For Federally-funded projects, **TABLE 4** summarizes the amounts of Federal funding “programmed” in this TIP and the amounts of Federal funding “known or reasonably expected to be available” for projects. The two sides of the table are supposed to be identical, thereby demonstrating that the TIP is “fiscally constrained.” Transit funding is subject to further review by the funding providers.

Programmed & Available Federal Funds (\$1,000s)								SLATS 2015 TIP		September 19, 2014 Draft				TABLE 4	
Funding Source	Programmed Expenditures							Estimated Available Funding							
See Code Tables	Before 2015 Prgmd	Yr 2015 Prgmd	Yr 2016 Prgmd	Yr 2017 Prgmd	2018 Prgmd	Yrs 15-18 Prgmd	Total Prgmd	Before 2015 Avlb	Yr 2015 Avlb	Yr 2016 Avlb	Yr 2017 Avlb	Yr 2018 Avlb	Yrs 15-18 Avlb	Total Avlb	
7	830,000	282,000	304,000	328,000	-	914,000	1,744,000	830,000	282,000	304,000	328,000	-	914,000	1,744,000	
BBF	-	336,000	359,795	18,959	1,083,976	1,798,731	1,798,731	-	336,000	359,795	18,959	1,083,976	1,798,731	1,798,731	
BR	120,000	-	412,160	-	-	412,160	532,160	120,000	-	412,160	-	-	412,160	532,160	
D	430,300	-	-	-	-	-	430,300	430,300	-	-	-	-	-	430,300	
EN	1,131,510	-	-	-	-	-	1,131,510	1,131,510	-	-	-	-	-	1,131,510	
F	15,000	-	582,488	614,642	-	1,197,130	1,212,130	15,000	-	582,488	614,642	-	1,197,130	1,212,130	
HSIP	2,471,000	348,000	3,318,000	3,318,000	1,518,000	8,502,000	10,973,000	2,471,000	348,000	3,318,000	3,318,000	1,518,000	8,502,000	10,973,000	
NH	6,741,000	-	-	-	-	-	6,741,000	6,741,000	-	-	-	-	-	6,741,000	
NHP	220,000	6,844,000	7,365,000	23,699,000	22,912,000	60,820,000	61,040,000	220,000	6,844,000	7,365,000	23,699,000	22,912,000	60,820,000	61,040,000	
SA	-	2,281,000	-	-	-	2,281,000	2,281,000	-	2,281,000	-	-	-	2,281,000	2,281,000	
SF	272,000	-	-	-	-	-	272,000	272,000	-	-	-	-	-	272,000	
SR	418,000	-	-	-	-	-	418,000	418,000	-	-	-	-	-	418,000	
STP	3,667,000	1,897,000	-	7,800,000	-	9,697,000	13,364,000	3,667,000	1,897,000	-	7,800,000	-	9,697,000	13,364,000	
TAP	-	126,400	-	-	883,200	1,009,600	1,009,600	-	126,400	-	-	883,200	1,009,600	1,009,600	
UAF	-	587,776	601,883	616,328	631,120	2,437,106	2,437,106	-	587,776	601,883	616,328	631,120	2,437,106	2,437,106	
Totals	16,315,810	12,702,176	12,943,326	36,394,929	27,028,296	89,068,727	105,384,537	16,315,810	12,702,176	12,943,326	36,394,929	27,028,296	89,068,727	105,384,537	

Demonstrating fiscal constraint for Illustrative projects is not needed. Illustrative projects do not have approved funding and are not included in **TABLE 4**. It is not known when or if funding will be approved for these projects.

FUNDING FLEXIBILITY

Regardless of any of the above statements, the Federal, State and local participants in this TIP agree to the following funding flexibilities:

- A. The MPO and WISDOT and IDOT agree that the first year of the TIP, Year 2014, and (Table 1) constitutes an agreed-to list of projects for project selection purposes and that no further project selection action is required for WISDOT, IDOT, or the transit operators to proceed with the Federal funding commitment.
- B. If WISDOT, IDOT, or the transit operators wish to proceed with a project(s) that is not in the first year of the TIP, the MPO agrees that projects from the second, third, or fourth year of the TIP (2015-2017) can be advanced to proceed with a Federal aid commitment without further action by the MPO.
- C. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for Federal funding commitment without requiring any amendment to the TIP.
- D. It is the intent of WISDOT and IDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.
- E. Concerning the Federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WISDOT and/or IDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WISDOT and IDOT must seek MPO staff approval to use Entitlement or Allocated STP funds and CMAQ funds for projects not identified for that source of funding in the TIP.
- F. WISDOT and IDOT can also unilaterally interchange various FTA capital funds in urbanized areas with populations between 50,000 and 200,000 without necessitating a STIP or TIP amendment. The FTA should be notified of any interchange of funds.

ENVIROMENTAL JUSTICE

Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socio-economic groups. To do so requires active public involvement in transportation planning and decision making processes. Moreover, the 1994 *Executive Order 12898* that states, "Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In 1997, the U.S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of *Executive Order 12898*, followed by the FTA Circular (FTA C 4703.1) released in August of 2012 to provide FTA recipients further guidance in incorporating environmental justice principles into plans, projects and activities that receive funding from FTA.

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

- A. Minority and low-income populations should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
- B. Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
- C. In the process of developing this TIP, a concerted effort should be made to determine what populations are going to be affected by the projects in this TIP.
- D. SLATS should make a concerted effort to ensure the full and fair participation by all minority and low-income groups and affected communities in the transportation decision-making process.

MINORITY POPULATIONS

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

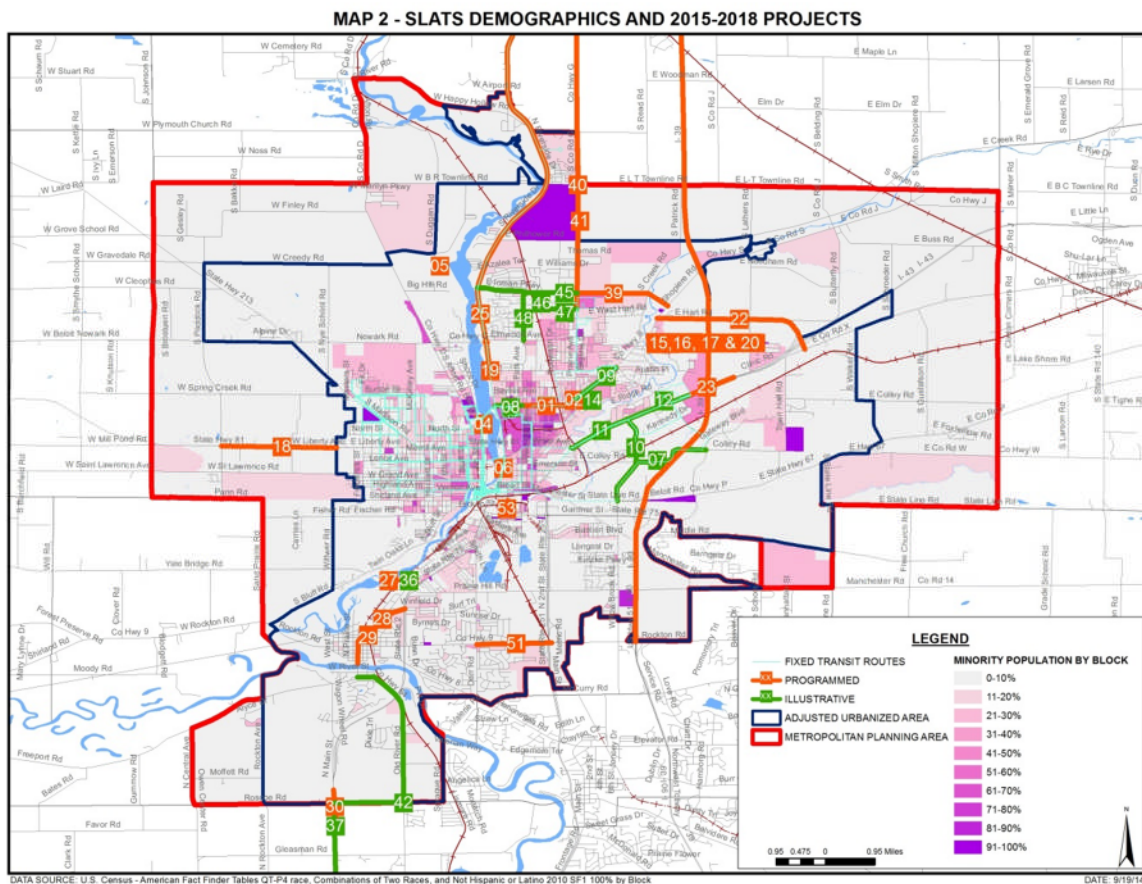
Hispanic individuals of all races make up a significant portion of the population at 8,296 individuals or 12% of the MPA population overall, and just over 17% of the population of the City of Beloit, or 6,332 persons. The next highest population of Hispanic individuals resides in South Beloit at 608.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

Lastly, note that the overall minority population in the MPA (including Hispanic persons) is just over 25% or 1 in 4 individuals. Individually however, with the exception of the City of Beloit, the various municipalities are less than 25% with South Beloit being the second highest at 16%. The City of Beloit seems to mirror the national numbers with a Hispanic population of about 17% (versus 16% nationally) and an overall minority population including Hispanic persons at just over 36% (the same nationally). With more than 1 in 3 individuals in the City of Beloit being a minority (and 1 in 4 in the MPA), SLATS will continuously strive to consider and address the mobility needs of minorities, and strive to ascertain, avoid or mitigate any disparate impacts of the transportation decisions made on minorities, and work to include minorities in those decision-making processes to further these goals.

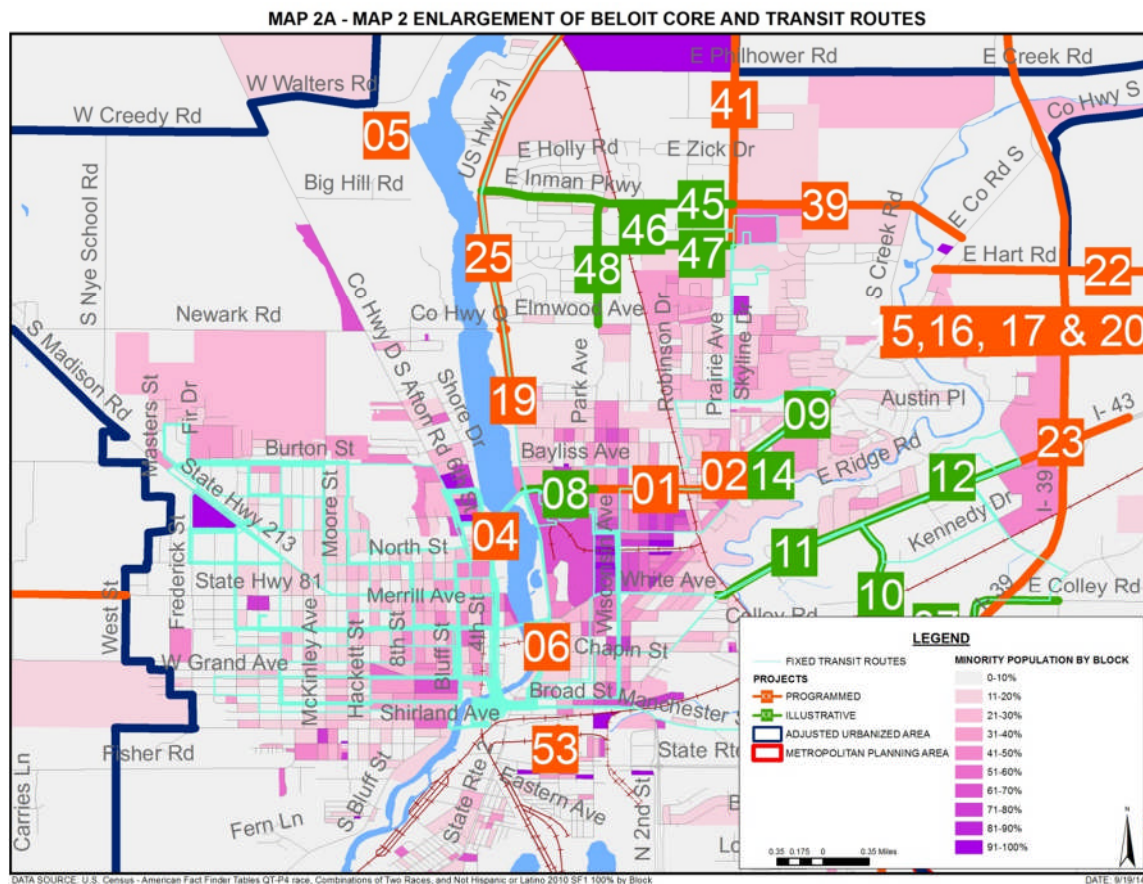
PLACE	TOTAL POPULATION BY PLACE	% BY PLACE	TOTAL MINORITY POPULATION BY PLACE (INCLUDES HISPANIC POPULATION)	% BY PLACE	HISPANIC POPULATION (FROM THE TOTAL - ALL RACES)	% BY PLACE	NON-HISPANIC POPULATION BY RACE													
							WHITE	% BY PLACE	BLACK OR AFRICAN AMERICAN	% BY PLACE	AMERICAN INDIAN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

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

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



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

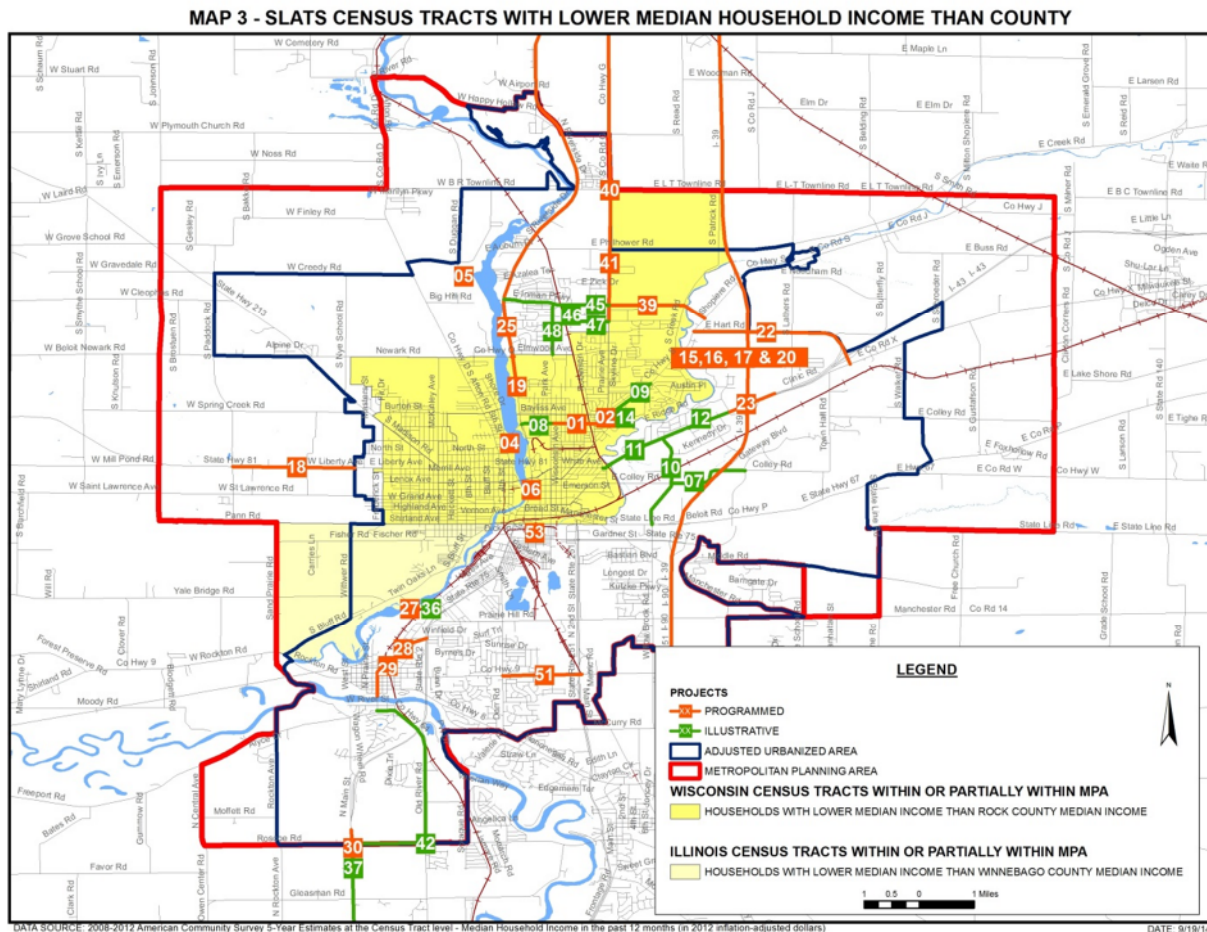


LOW INCOME HOUSEHOLDS

Data estimating the number of low-income households was available from the 2008-2012 American Community Survey 5-Year Estimates at the Census Tract level. Because Census Tract boundaries do not coincide with the MPA boundaries, we chose to examine Tracts that entirely contain or touch a portion of the MPA. Also, at the Census Tract level, we can make only generally observations regarding the location of households that are low-income. For our purposes, we determined the Median Household Income in the past 12 months (in 2012 inflation-adjusted dollars) from the ACS for Winnebago County in Illinois and Rock County in Wisconsin. Those income levels are \$47,573 +/- \$1,075 for Winnebago County and \$50,316 +/- \$1,022 for Rock County. We compared those levels to Median Household Income by Census Tract (within each County) and determined that the following Census Tracts have a median household income less than the County.

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

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



EFFORTS TOWARD PROJECT FAIRNESS

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

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

When transportation improvements are less regional and more localized, it is important that low income and minority neighborhoods are provided a fair proportion of beneficial transportation improvements as opposed to concentrating transportation improvements in non-EJ neighborhoods. A balanced transportation plan and improvement program strives to increase opportunities for safe and efficient travel in all parts of the community, regardless of race, ethnicity, or income levels, particularly with regard to alternative forms of transportation. If EJ populations lack access to an automobile, there is a greater need for public transit, sidewalks, bikeways and of course safe, pedestrian friendly streets and intersections.

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

- A. It is a fair assumption that any project with an element of expansion is likely to have a greater effect on nearby residents or businesses than projects that are simple maintenance, pavement resurfacing, or even reconstruction. Extra care should be taken regarding environmental justice when planning, designing and constructing projects that involve roadway expansion and the taking of additional right-of-way (ROW).
- B. When planning and locating new roadways, planners and design engineers should consider the effect of bisecting minority or low-income neighborhoods. If a neighborhood is split by a new roadway, the cohesiveness and social support structure of the neighborhood may be degraded, especially for persons with low incomes, language difficulties, and special needs for family or community support.
- C. The effects of traffic noise, congestion and pollution should be considered for all projects.
- D. The effects of increased vehicular traffic or increase vehicle speed should be considered, especially where large numbers of children or elderly persons are present. For pedestrians, especially the young and old, widened roadways and larger curb radii can be more dangerous to cross. It is important for roadways to be and remain pedestrian-friendly, especially in areas with higher numbers of pedestrians and populations less reliant on automobile use to meet their everyday transportation needs.

- E. In areas with transit-dependent populations, new roadways or improvements should be transit-friendly along existing or potential transit routes. For example, bus turnouts on heavily traveled roads should be added to improve safety for both the motoring and transit public. Sufficient ROW for bus stop shelters is also important, especially during inclement weather.
- F. Consider the effects on EJ populations and neighborhoods of connecting two previously unconnected roadways (e.g. cut-thru traffic, higher traffic volume and speed and congestion).
- G. Sometimes adverse impacts cannot be avoided and projects must proceed for the overall benefit of the greater community. In these cases, every effort should be made to identify, minimize and mitigate the impacts, including if circumstances preclude the affected person from finding suitable, affordable and comparable housing.

TRANSPORTATION NEEDS OF EJ POPULATIONS

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

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

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

Another way that SLATS plans for and serves the mobility needs of all residents, with potentially greater impact for minority and low-income populations in the area is through the emphasis placed on bicycle and pedestrian systems. The SLATS Long-Range Transportation Plan has contained an extensive bike and pedestrian element for more than a decade, and was created with input gathered

at numerous public meetings from potential users of the bicycle and pedestrian systems. Although there is a sizable contingent of bicycle users from middle and upper income groups, and although investing in bicycling has a number of community-wide benefits, bicycle users that lack access to an automobile, may rely more heavily on bicycle and pedestrian facilities to meet their daily transportation needs (trips to work, school, health care shopping and such). This TIP contains significant bicycle and/or pedestrian facility improvements.

EFFORTS TO EVALUATE THE IMPACTS OF PROJECTS

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

- About 90 percent of Federal funds for all projects in SLATS are designated for roadway projects (including safety projects) with bridge projects adding 0.5%. Most of these projects are determined more at a State level as opposed to the MPO or local level, and although they are regionally significant and important, make up the vast majority of all the federally funded projects.
- State and Federal bike and pedestrian facility funding (EN and TAP) in SLATS is about 2 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.
- Transit funding in SLATS makes up about 7.5 percent of the total Federal funding. Like bicycle and pedestrian facilities, transit is a transportation mode that can greatly benefit those that lack access to an automobile as well as provide many more benefits to communities 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 EJ populations and Title VI, perhaps more than roadway projects. This is why (as mentioned above) the mobility needs of minority populations are focused largely on transit planning and service (as well as bicycle and pedestrian) which are critical to populations lacking access to an automobile.

CONCLUSIONS

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

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

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

CERTIFICATION

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

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, sex, 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.

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