

SLATS RESOLUTION 2016-1

APPROVAL OF THE JULY 2016 AMENDMENT TO THE 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

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 2016-2019 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 2016-2019 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, the SLATS Policy Committee formally adopted the **SLATS 2016 TIP on October 19, 2015**; 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. Additional 5307 funding for Beloit Transit System was moved from 2017 to 2016 to cover 2016 operations expenses. Total federal dollars for 2016 are updated to \$630,049 along with \$489,488 in State and \$880,849 in local funding for a 2016 total operations budget of \$2,000,386;
2. 2017 through 2019 operations expenses have been updated and adjusted for inflation;
3. The full-size transit coach that had been illustrative is now programmed in 2016 based on a 5339 federal capital grant in the amount of \$354,800 with \$88,700 in local funding for a total capital budget of \$443,500 for the new coach; and

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.
4. It is not the intent of this Amendment to change any other aspects of the SLATS 2016 TIP as adopted on October 19, 2015 and no other projects are affected by these changes; 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.

NOW, THEREFORE, BE IT RESOLVED that the **SLATS Policy Committee adopts this Amendment to the 2016 TIP as detailed by Addendum A, to be hereafter referred to as the July 2016 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 2016 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 July, 2016

ATTESTS:

Chair, SLATS Policy Committee

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

TABLE 4 - FISCAL CONSTRAINT TABLE WITH July 25, 2016 TIP Amendment 1 and A.M. 1

FUNDING SOURCE		PROGRAMMED EXPENDITURES					ESTIMATED AVAILABLE FUNDING					
AGENCY	PROGRAM	2016	2017	2018	2019	TOTAL	PROGRAM	2016	2017	2018	2019	TOTAL
FEDERAL HIGHWAY ADMINISTRATION	BR	-	\$412,000	\$602,000	-	\$1,014,000	BR	-	\$412,000	\$602,000	-	\$1,014,000
	HSIP	\$4,654,050	\$3,700,000	\$3,701,000	\$513,000	\$12,568,050	HSIP	\$4,654,050	\$3,700,000	\$3,701,000	\$513,000	\$12,568,050
	NHPP	\$5,872,270	\$29,549,000	\$0	\$9,919,000	\$45,340,270	NHPP	\$5,872,270	\$29,549,000	\$0	\$9,919,000	\$45,340,270
	SA	-	-	-	-	\$0	SA	-	-	-	-	\$0
	SS	-	-	-	-	\$0	SS	-	-	-	-	\$0
	STP-U	-	-	-	\$1,900,497	\$1,900,497	STP-U	-	-	-	\$1,900,497	\$1,900,497
	TAP	-	-	\$883,000	-	\$883,000	TAP	-	\$883,000	-	-	\$883,000
FEDERAL TRANSIT ADMINISTRATION	5307	\$936,803	\$961,741	\$1,302,572	\$1,312,098	\$4,513,214	5307	\$936,803	\$961,741	\$1,302,572	\$1,312,098	\$4,513,214
	5310	\$704,100	\$72,000	-	-	\$776,100	5310	\$704,100	\$72,000	-	-	\$776,100
TOTAL						\$66,995,131						\$66,995,131