

## SLATS RESOLUTION 2016-5

### 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 Board has the responsibility to direct, coordinate, and administer the transportation planning process in the urbanized area; and

**WHEREAS**, the Federal Highway Administration and Federal Transit Administration, 23 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2016-2019 Transportation Improvement Program; and

**WHEREAS**, the Policy Board 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 Board 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. The addition of Project 291-16-03 (State ID 1093-01-01/82/83) I-43 (Beloit to Elkhorn) Bridge ID# B-53-0105 through B-53-0120 reconstructed pavement at bridges and deck overlays. This includes \$446,000 in Federal and \$50,000 in State funds for PE. Construction projects 1093-01-82 for \$4,921,400 & 1093-01-83 for \$4,242,500 currently programmed for CY 2022; and

**WHEREAS**, the SLATS Policy Board and Technical Advisory Committee 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 or previously amended since 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 Board adopts this Amendment to the 2016 TIP as detailed by Addendum A, to be hereafter referred to as the October 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 11<sup>th</sup> Day of October, 2016**

**ATTESTS:**

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**Chair, SLATS Policy Board**

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





**TABLE 4 - FISCAL CONSTRAINT TABLE WITH October, 2016 TIP Amendment 2 and A.M. 2**

| FUNDING SOURCE                    |         | PROGRAMMED EXPENDITURES |                     |             |             |                     | ESTIMATED AVAILABLE FUNDING |                     |                     |             |             |                     |
|-----------------------------------|---------|-------------------------|---------------------|-------------|-------------|---------------------|-----------------------------|---------------------|---------------------|-------------|-------------|---------------------|
| AGENCY                            | PROGRAM | 2016                    | 2017                | 2018        | 2019        | TOTAL               | PROGRAM                     | 2016                | 2017                | 2018        | 2019        | TOTAL               |
| FEDERAL HIGHWAY<br>ADMINISTRATION | BR      | -                       | \$412,000           | \$602,000   | -           | <b>\$1,014,000</b>  | BR                          | -                   | \$412,000           | \$602,000   | -           | <b>\$1,014,000</b>  |
|                                   | HSIP    | \$4,654,050             | \$3,700,000         | \$3,701,000 | \$513,000   | <b>\$12,568,050</b> | HSIP                        | \$4,654,050         | \$3,700,000         | \$3,701,000 | \$513,000   | <b>\$12,568,050</b> |
|                                   | NHPP    | <b>\$14,798,270</b>     | <b>\$21,749,000</b> | \$0         | \$9,919,000 | <b>\$46,466,270</b> | NHPP                        | <b>\$14,798,270</b> | <b>\$21,749,000</b> | \$0         | \$9,919,000 | <b>\$46,466,270</b> |
|                                   | SA      | -                       | -                   | -           | -           | <b>\$0</b>          | SA                          | -                   | -                   | -           | -           | <b>\$0</b>          |
|                                   | SS      | -                       | -                   | -           | -           | <b>\$0</b>          | SS                          | -                   | -                   | -           | -           | <b>\$0</b>          |
|                                   | STP-U   | -                       | -                   | -           | \$1,900,497 | <b>\$1,900,497</b>  | STP-U                       | -                   | -                   | -           | \$1,900,497 | <b>\$1,900,497</b>  |
|                                   | TAP     | -                       | -                   | \$883,000   | -           | <b>\$883,000</b>    | TAP                         | -                   | \$883,000           | -           | -           | <b>\$883,000</b>    |
| FEDERAL TRANSIT<br>ADMINISTRATION | 5307    | \$936,803               | \$961,741           | \$1,302,572 | \$1,312,098 | <b>\$4,513,214</b>  | 5307                        | \$936,803           | \$961,741           | \$1,302,572 | \$1,312,098 | <b>\$4,513,214</b>  |
|                                   | 5310    | \$704,100               | \$72,000            | -           | -           | <b>\$776,100</b>    | 5310                        | \$704,100           | \$72,000            | -           | -           | <b>\$776,100</b>    |
| <b>TOTAL</b>                      |         |                         |                     |             |             | <b>\$68,121,131</b> |                             |                     |                     |             |             | <b>\$68,121,131</b> |