

TO: SLATS Policy Board and Technical Advisory Committee
FROM: T.J. Nee, MPO Coordinator
DATE: October 21, 2019
SUBJECT: Summary of Agenda Items, October 28, 2019 SLATS Joint Policy/Technical Meeting

The following is a summary of the items to be reviewed at the October 28, 2019 SLATS Joint Policy Board and Technical Advisory Committee meeting.

Agenda Items 4, TIP Administrative Modifications

None at this time

Agenda Items 5 and 6, Resolutions 2019-4 and 2019-5, Adoption of Performance Measure Targets.

MAP-21 and the FAST Act require incorporation of Performance-Based Planning and Programming in the development of MPO Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP), including setting targets to measure that performance.

To date, States and MPOs have set targets for Safety (PM1), Pavement and Bridge Condition (PM2), Travel Reliability and Freight Reliability (PM3), and Transit Asset Management (TAM) performance measures. PM1 and TAM targets are adopted annually. PM2 and PM3 targets are adopted every 2 years. The two (2) resolutions noted above adopt updated PM1 and TAM targets for 2020.

While each MPO can either support State targets or adopt their own, we recommend that SLATS (like most other MPOs in Wisconsin and Illinois) agrees to support State targets and plan and program projects to help each State achieve those targets. PM1 and TAM performance measures are listed below. The resolutions include the specific targets (numbers) provided by each State.

PM1 - Safety Targets (2020 for Illinois and Wisconsin)

- Number of fatalities
- Fatalities per million vehicle miles traveled
- Number of serious injuries
- Serious injuries per million vehicle miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

TAM -Transit Asset Management Targets (2020 for Illinois and Wisconsin)

- Facility Type
- Revenue Vehicle (Rolling Stock) Type
- Non-Revenue Vehicle (Equipment) Type

Agenda Item 7, Resolution 2019-6, Assignment of STBG-U Funds for a Portion of Henry Avenue in the City of Beloit

Our typical allocation of STBG-U funding per 5-year program cycle on the Wisconsin side of SLATS is

\$1.9M, most recently allocated to Park Avenue in the Town of Beloit, and prior to that, Prairie Avenue in the City of Beloit. WisDOT is allocating an additional \$32.5 million in federal general fund supplement funding through the 2021-25 STBG program cycle including \$384,346 to SLATS. The next infrastructure project in the Long-Range Transportation Plan ready for completion on the Wisconsin-side of SLATS using federal STBG-U funds (formerly STP-U) is a portion of Henry Avenue in the City of Beloit from Prairie Avenue to Royce Avenue. STBG-U funds planned for this project are \$384,346 and construction is anticipated as early as SFY22.

Agenda Item 8, Resolution 2019-7, Review and Approval of the Final 2020-2023 Transportation Improvement Program (TIP)

The 2020-2023 TIP has been finalized. Thank you to all the local agencies that contributed to the TIP. The Draft TIP was out for public review since September 27. An open house was held October 14. Significant additions to the 2020 TIP from 2019 include Henry Avenue from Prairie to Royce, bridge replacement/engineering at IL 75 over the Rock River, Illinois 251 resurfacing from south of Forest Hills Road to the Stateline and railroad crossing improvements in the Town of Turtle (E. Creek Road).

In addition to this annual update, local agencies are asked to keep SLATS informed of any changes in transportation projects in your communities that involve federal funding (be it project schedule, funding amount, project scope, or other factors) so that we can keep the TIP up to date. MPO TIPs become part of the Statewide Transportation Improvement Program (STIP). If projects are not in the TIP and in turn the STIP, federal funding may be compromised.

Agenda Item 9, Resolution 2019-8, Review and Approval of an Amendment to the SLATS 2019 Unified Planning Work Program (UPWP)

A 2019 work program amendment is needed transfer funds of approximately \$26,000 between categories. An amendment is needed whenever expenses across all 5 categories (100-500) vary by 10% or more to the approved UPWP. When this occurs, an amendment is needed to transfer funding before we can receive State and Federal reimbursement. All existing 2019 funding will still be used, and no additional funding is being added.

The purpose of the transfer is two-fold, first to fund 2 new intersection studies (with a consultant) under Short-Range Planning (200). Originally we had anticipated being able to do only 1. These studies include the US-51/CTH Q/Elmwood/Briar intersection area, and the STH 81/213 intersection area. Secondly, more staff time was spent under 200, primarily to fund multi-modal planning to prepare alternatives to add bicycle facilities to local street networks, primarily through potential lane reconfigurations. These projects are consistent with the SLATS Bike and Pedestrian Plan.

The funding largely comes from Program Administration (100), where we originally had funding to develop a logo for \$8000 with a consultant (which we now anticipate doing without a consultant), and Special Studies (500), where we originally anticipated more staff time, \$18,000, for the functional classification update and performance management activities.

Agenda Item 10, Resolution 2019-9, Review and Approval of the Final SLATS 2020 Unified Planning Work Program (UPWP)

The SLATS budget for 2020 is \$245,648.94, slightly higher than 2019. The funding sources are broke out by State and then population as detailed on pages 15 and 16. Sources include:

Federal (FHWA and FTA)	\$176,519.15	72%
State of Illinois	\$32,220.64	13%
City of Beloit	\$19,189.18	8%
State of Wisconsin	\$5,282.33	2%
Town of Beloit	\$3,977.37	2%
City of South Beloit	\$3,013.93	1%
Village of Rockton	\$2,975.21	1%
Town of Turtle	\$1,239.62	0.5%
Rockton Township	\$1,231.51	0.5%

All work funded through SLATS is outlined in the tables beginning on page 19. Each federal dollar is matched by either a State or local government for a federally-eligible activity identified in the UPWP. In addition, the State of Illinois is providing an additional \$25,000 in funding, similar to recent years.

Each year, in addition to regular, required or routine activities done in-house such as program administration, short and long range planning activities and the TIP, we have been able to fund additional/special studies with consultant assistance. These studies have included transit plans for Beloit Transit and SMTD, the current MPO-wide transit study, downtown parking studies for Beloit/South Beloit and Rockton, the Bike and Pedestrian Plan update and various corridor/intersection studies.

For 2020, we anticipate wrapping up the intersection and transit studies as needed from 2019 with our consultants. We also plan to kick-off a commuter/passenger/inter-city rail study with the goal of linking northeast Illinois to (initially) the Stateline area with perhaps a larger goal of connecting such service between Chicago and Madison. This will likely be a multi-year project and evolve over time. It will be coordinated with our Long-Range Plan update that we plan to kick-off in 2020 as well. The study has yet to be scoped; however, as a starting point, we will look at revisiting the 2002 commuter rail feasibility study which looked at extending Metra Service from Harvard to Clinton, and the 2008 South Central Wisconsin Commuter Transportation Study which looked at various regional commuting options including rail.