

SLATS RESOLUTION 2021-1

APPROVAL OF AMENDMENTS TO THE SLATS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2021-2024 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2021-2024 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, the SLATS Policy Board formally approved the SLATS 2021 TIP on October 26, 2020 and has been apprised of any subsequent Administrative Modifications; 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 processed in accordance with the SLATS Public Involvement Plan; and

WHEREAS, the changes proposed to TIP (referred to as January 2021 TIP Amendment 1) include:

- TIP number 291-21-003 to add WIS 213 (State Street) from the Illinois State Line to USH 51, mill and overlay, \$56,250 in federal STBG-FLEX/\$18,750 local funding for design in 2021, \$276,000 federal/\$69,000 State funding for construction currently scheduled for 2027; 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:

§ 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment 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 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);

- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in 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 part 27](#) regarding discrimination against individuals with disabilities.

WHEREAS, the SLATS Policy Board has reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
2. The States have assured that all Federal funds paired with projects in this TIP are available or reasonably expected to be available for those projects; and
3. Projects for which funding is not available are conspicuously identified as illustrative projects.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Stateline Area Transportation Study approves the **January 2021 Amendment 1 to the SLATS 2021-2024 Transportation Improvement Program (TIP)** 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 11th Day of January, 2021

ATTESTS:

Chair, SLATS Policy Board

MPO Coordinator

TABLE 4 - FISCAL CONSTRAINT TABLE, 2021-2024 SLATS TIP

| AGENCY | REVENUES | | | | | | EXPENDITURES | | | | | |
|--------------------------------|-------------|--------------|--------------|--------------|--------------|---------------------|--------------|--------------|--------------|--------------|--------------|---------------------|
| | PROGRAM | 2021 | 2022 | 2023 | 2024 | TOTAL | PROGRAM | 2021 | 2022 | 2023 | 2024 | TOTAL |
| FEDERAL HIGHWAY ADMINISTRATION | STP-FLEX | \$56,250 | | | | \$56,250 | STP-FLEX | \$56,250 | | | | \$56,250 |
| | STP/STBG/BR | \$57,000 | \$4,423,000 | | \$1,000,000 | \$5,480,000 | STP/STBG/BR | \$57,000 | \$4,423,000 | | \$1,000,000 | \$5,480,000 |
| | STBG-U | \$384,346 | | \$1,900,497 | \$2,000,000 | \$4,284,843 | STBG-U | \$384,346 | | \$1,900,497 | \$2,000,000 | \$4,284,843 |
| | STBG-TA | \$581,378 | | | | \$581,378 | STBG-TA | \$581,378 | | | | \$581,378 |
| | NHPP | \$7,494,000 | \$18,000,000 | \$13,920,000 | \$27,278,000 | \$66,692,000 | NHPP | \$7,494,000 | \$18,000,000 | \$13,920,000 | \$27,278,000 | \$66,692,000 |
| | SA | \$279,579 | | | | \$279,579 | SA | \$279,579 | | | | \$279,579 |
| | HSIP | \$1,538,000 | \$1,452,813 | \$3,908,000 | \$3,908,000 | \$10,806,813 | HSIP | \$1,538,000 | \$1,452,813 | \$3,908,000 | \$3,908,000 | \$10,806,813 |
| FEDERAL TRANSIT ADMINISTRATION | 5307 | \$1,022,885 | \$1,043,343 | \$1,064,210 | \$1,085,494 | \$4,215,932 | 5307 | \$1,022,885 | \$1,043,343 | \$1,064,210 | \$1,085,494 | \$4,215,932 |
| | 5310 | | | | | \$0 | 5310 | | | | | \$0 |
| | 5339 | \$1,204,701 | | | | \$1,204,701 | 5339 | \$1,204,701 | | | | \$1,204,701 |
| | 5311 | \$180,193 | | | | \$180,193 | 5311 | \$180,193 | | | | \$180,193 |
| CARES ACT | | \$955,948 | | | | \$955,948 | | \$955,948 | | | | \$955,948 |
| TOTAL | | \$13,698,030 | \$24,919,156 | \$20,792,707 | \$35,271,494 | \$94,737,637 | | \$13,698,030 | \$24,919,156 | \$20,792,707 | \$35,271,494 | \$94,737,637 |