

## SLATS RESOLUTION 2022-9

### APPROVAL OF AMENDMENTS TO THE SLATS 2022-2025 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 2022-2025 Transportation Improvement Program; and

**WHEREAS**, the Policy Board has reviewed the transportation projects programmed in the 2022-2025 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

**WHEREAS**, the SLATS Policy Board formally approved the SLATS 2022 TIP on October 4, 2021, TIP Amendment 1 on February 14, 2022, TIP Amendment 2 on April 25, 2022, TIP Amendment 3 on May 16, 2022 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 change proposed to the TIP (referred to as July 2022 TIP Amendment 4) is:

- a. Add TIP number 291-22-005 for the State of Wisconsin, Liberty Avenue - WIS 213/McKinley Ave. Intersection Reconstruction, \$357,413 in federal /\$119,137 local funding for design programmed in 2022 and \$1,905,963 in federal /\$211,773 State/\$1,000 local funding shown beyond 4-year TIP for construction in 2027.
- b. Amend TIP number 291-22-050 for Beloit Transit operations to include \$814,460 in federal 5307 funding up from \$622,515, plus \$74,190 in ARPA funding for a total of \$1,146,399, \$491,847 State and \$640,119 local.
- c. Add TIP number 2-22-004 for the Village of Rockton, Rockton Road Multi-Use Path Phase 2, \$47,883 local funding for design programmed in FY23 and \$250,000 in federal/\$107,526 local for construction programmed in FY24. Project moved from Illustrative list.
- d. Amend TIP number 2-22-002 for the Village of Rockton Old River Road Multi-Use Path to 2-22-003 to correct a duplicative number

**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:

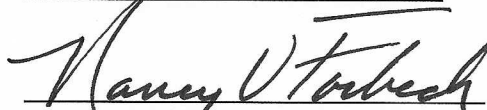
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 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; and

**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:

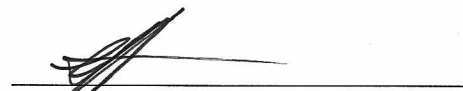
1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
2. The States have assured that all Federal funds paired with projects in this 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 **July 2022 TIP Amendment 4 to the SLATS 2022-2025 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 25<sup>th</sup> Day of July, 2022

  
Chair, SLATS Policy Board

ATTESTS:

  
MPO Coordinator











**TABLE 4 - FISCAL CONSTRAINT TABLE, 2022-2025 SLATS TIP WITH FEBRUARY 2022 TIP AMENDMENT 1, APRIL 2022 TIP AMENDMENT 2, MAY TIP AMENDMENT 3, JULY TIP AMENDMENT 4**

| AGENCY                         | REVENUES     |                           |                          |                          |                          | EXPENDITURES |              |                           |                          |                          |                          |              |
|--------------------------------|--------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------|--------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------|
|                                | PROGRAM      | CY 2022<br>(SFY2022-2023) | CY2023<br>(SFY2023-2024) | CY2024<br>(SFY2024-2025) | CY2025<br>(SFY2025-2026) | TOTAL        | PROGRAM      | CY 2022<br>(SFY2022-2023) | CY2023<br>(SFY2023-2024) | CY2024<br>(SFY2024-2025) | CY2025<br>(SFY2025-2026) | TOTAL        |
| FEDERAL HIGHWAY ADMINISTRATION | STP-FLEX     | \$162,400                 |                          |                          |                          | \$162,400    | STP-FLEX     | \$162,400                 |                          |                          |                          | \$162,400    |
|                                | STP/STBG/BR  | \$4,494,000               |                          | \$1,000,000              |                          | \$5,494,000  | STP/STBG/BR  | \$4,494,000               |                          | \$1,000,000              |                          | \$5,494,000  |
|                                | STBG-U       | \$629,960                 | \$2,284,843              | \$2,000,000              |                          | \$4,914,803  | STBG-U       | \$629,960                 | \$2,284,843              | \$2,000,000              |                          | \$4,914,803  |
|                                | STBG-TA/SRTS |                           | \$961,082                |                          |                          | \$961,082    | STBG-TA/SRTS |                           | \$961,082                |                          |                          | \$961,082    |
|                                | NHPP         | \$757,413                 | \$17,600,000             | \$34,987,001             |                          | \$53,344,414 | NHPP         | \$757,413                 | \$17,600,000             | \$34,987,001             |                          | \$53,344,414 |
|                                | SA           |                           |                          |                          |                          | \$0          | SA           |                           |                          |                          |                          | \$0          |
|                                | HSIP         | \$24,000                  | \$3,251,000              | \$3,764,000              | \$3,764,000              | \$10,803,000 | HSIP         | \$24,000                  | \$3,251,000              | \$3,764,000              | \$3,764,000              | \$10,803,000 |
| FEDERAL TRANSIT ADMINISTRATION | 5307         | \$932,469                 | \$1,040,967              | \$1,119,906              | \$1,143,650              | \$4,236,992  | 5307         | \$932,469                 | \$1,040,967              | \$1,119,906              | \$1,143,650              | \$4,236,992  |
|                                | 5310         | \$610,284                 |                          |                          |                          | \$610,284    | 5310         | \$610,284                 |                          |                          |                          | \$610,284    |
|                                | 5339         |                           |                          |                          |                          | \$0          | 5339         |                           |                          |                          |                          | \$0          |
|                                | 5311         |                           |                          |                          |                          | \$0          | 5311         |                           |                          |                          |                          | \$0          |
| CARES, ARPA                    |              | \$566,929                 |                          |                          |                          | \$566,929    |              | \$566,929                 |                          |                          | \$566,929                |              |
| <b>TOTAL</b>                   |              | \$8,177,455               | \$25,137,892             | \$42,870,907             | \$4,907,650              | \$81,093,904 |              | \$8,177,455               | \$25,137,892             | \$42,870,907             | \$4,907,650              | \$81,093,904 |