

Approved October \_\_, 2022



# 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

# 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM



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Agencies represented on SLATS include the following: City of Beloit, WI; City of South Beloit, IL; Village of Rockton, IL; Town of Beloit, WI; Town of Turtle, WI; Rockton Township, IL; Rock County, WI; Winnebago County, IL; Wisconsin Department of Transportation and Illinois Department of Transportation.

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**Federal Highway Administration**



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**ROCKTON TOWNSHIP**

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# SLATS RESOLUTION 2022-17

## Approval of the 2023-2026 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 2023-2026 Transportation Improvement Program; and

**WHEREAS**, the Policy Board has reviewed the transportation projects programmed in the 2023-2026 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; 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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) 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 and Technical Advisory Committee (TAC) have reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

- 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;
- 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
- 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 this **2023-2026 Transportation Improvement Program** 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 24<sup>th</sup> Day of October, 2022

ATTESTS:

\_\_\_\_\_

Vice Chair, SLATS Policy Board

\_\_\_\_\_

MPO Coordinator

# SUMMARY OF INPUT AND CHANGES

The Draft 2023-2026 TIP was published August 23, 2022. In addition to minor edits, changes reflected in the Final TIP include:

- Updated TAM targets for BTS and SMTD
- Updated October meeting date and notice dates
- Continued Rock County ADRC projects from 2022 into 2023. Updates anticipated early 2023.
- Updates to the RAISE grant for Willowbrook and Colley
- Updates to illustrative projects
- Updated operations funding for BTS
- Included PM1 baseline averages for WisDOT

## BACKGROUND AND PURPOSE

The Stateline Area Transportation Study (SLATS) established in 1974, is the federally designated Metropolitan Planning Organization (MPO) for the Beloit urbanized area (as defined by the US Census Bureau). SLATS spans the state line and includes portions of Wisconsin and Illinois. The purpose of an MPO is to conduct a federally mandated, 3-C (continuing, cooperative and comprehensive) intergovernmental transportation planning process for all urbanized areas over 50,000 in population. The SLATS MPO Metropolitan Planning Area (MPA) comprises more than 100 square miles and has a total population of nearly 69,000.

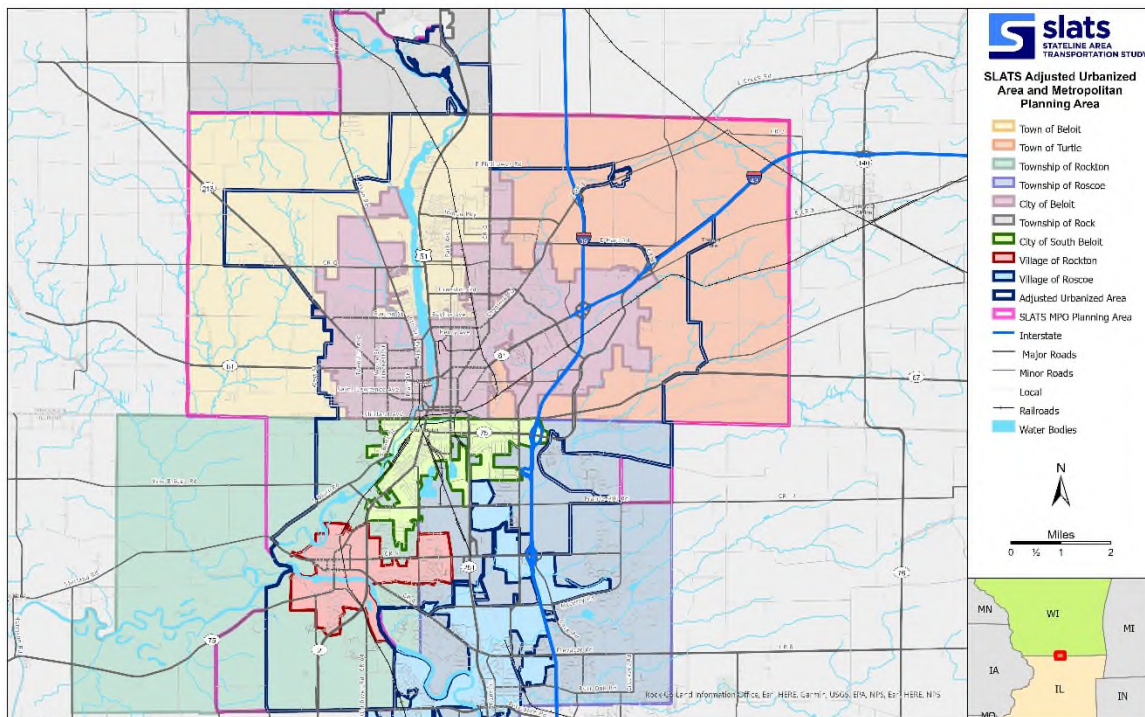
The SLATS MPO is required to develop and update a Long Range Transportation Plan (LRTP) every five years, a Unified Planning Work Program (UPWP) every year, and a four-year Transportation Improvement Program (TIP), which SLATS updates every year and amends as needed. All federally-funded transportation projects in the MPA must be included in the TIP. The TIP must also include all regionally significant transportation improvements funded by the States and local governments. The TIP must be approved by the MPO Policy Board and approved by both the State of Wisconsin and State of Illinois Departments of Transportation prior to receiving the Federal Highway Administration's (FHWA) and Federal Transit Administration's (FTA) acceptance.

The MPO's planning process must consider the safe and efficient movement of people, services and freight by all modes of travel including streets and highways, public transportation, commuter railways, bicycle and pedestrian as well as intermodal connections for freight and passengers between ground

transportation, airports, and railroads. An overarching goal of the transportation system is to encourage harmonious community interaction while protecting the aesthetic and ecological features of the physical environment. The TIP furthers that goal by coordinating and prioritizing all major transportation improvements in the MPA over the next four plus years. Prioritization of projects is based on the following objectives:

- Maximize the cost-effectiveness of transportation system investments
- Promote the development and integration of non-motorized transportation modes
- Improve the mobility of all persons, regardless of social and economic status or physical or mental conditions
- Improve overall safety of the transportation system
- Increase auto and public transit occupancy rates
- Minimize vehicle-miles of travel
- Minimize fuel consumption
- Limit air, noise and water pollution
- Reduce congestion
- Minimize environmental disruptions

## Exhibit 1 – SLATS MPA and AUA





# ORGANIZATIONAL STRUCTURE

The SLATS MPO is directed and governed by a Policy Board and includes representation from the City of Beloit, Town of Beloit, Town of Turtle and Rock County in Wisconsin, and the City of South Beloit, Village of Rockton, Rockton Township, and Winnebago County in Illinois. Representation on the Policy Board also includes the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT).

The Policy Board has appointed a Technical Advisory Committee (TAC) that includes public works officials, engineers, planners and administrators from the member municipalities and counties, as well as local public transit representatives from Beloit Transit System (BTS) and Stateline Mass Transit District (SMTD). The TAC advises the Policy Board on transportation issues of a regional nature. Additional non-voting members include the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), WisDOT, IDOT, adjacent MPOs and non-member municipalities with lands included in the SLATS MPA.

The City of Beloit is the fiscal agent for SLATS. SLATS is funded by annual grants from FHWA, FTA, the States of Illinois and Wisconsin (through IDOT and WisDOT) and funding from municipal governments represented on the Policy Board.

The SLATS Policy Board and TAC include the following chief elected officials/members (or duly appointed representatives). Note that these positions are outlined in the MPO's bylaws most recently updated in 2015.

## SLATS Policy Board

- City of Beloit
  - City of South Beloit (Policy Board Chair)
  - Village of Rockton
  - Town of Beloit
  - Town of Turtle
  - Rockton Township
  - Rock County
  - Winnebago County
  - WisDOT SW Region
- Nancy Forbeck (Chair)  
Sonya Hoppes  
Tricia Diduch  
Diane Greenlee (Vice-Chair)  
Roger Anclam  
Trent Kehoe  
Alan Sweeney  
Joseph Chiarelli  
Stephen Flottmeyer

- IDOT Region 2

Masood Ahmad

## SLATS TAC

The TAC currently consists of one voting representative from each of the following agencies:

- |  |                   |
|--|-------------------|
| • The City of Beloit Public Works Department | Bill Frisbee      |
| • The City of Beloit Engineering Division    | Scot Prindiville  |
| • The City of Beloit Community Development   | Julie Christensen |
| • The Winnebago County Planning Department   |                   |
| • The Winnebago County Highway Department    | Carlos Molina     |
| • The Rock County Planning Department        | Andrew Baker      |
| • The Rock County Highway Department         | Duane Jorgenson   |
| • The Town of Beloit                         | Frank McKearn     |
| • The Town of Turtle                         | Dave Bomkamp      |
| • The Village of Rockton                     | Tricia Diduch     |
| • The City of South Beloit                   | Brandon Boggs     |
| • BTS  | Teri Downing      |
| • SMTD                                       | Sharon Hecox      |
| • WisDOT SW Region                           | Tom Koprowski     |
| • IDOT District 2                            | Rob Bates         |

Non-voting membership is extended to:

- |  |                    |
|--|--------------------|
| • FHWA – WI  | Karl Buck          |
| • FHWA – IL  | John Donovan       |
| • FTA Region 5 Chicago                             | Evan Gross (WI)    |
|  | Anthony Greep (IL) |
| • District 2 Bureau of Urban Program Planning IDOT | Doug Delille       |
| • Central Planning Office for WisDOT               | Jim Kuehn          |
| • Janesville MPO                                   | David Salmon       |
| • Rockford MPO (R1PC)                              | Sydney Turner      |
| • Village of Roscoe                                | Scott Sanders      |
| • Roscoe Township                                  |                    |
| • Town of Rock                                     |                    |

# TIP OVERVIEW

The TIP is the result of a comprehensive, coordinated, and continuing urban transportation planning process encompassing the entire Metropolitan Planning Area (MPA). The TIP is developed by the MPO in cooperation with States, counties, public transit operators and local communities. The TIP lists all programmed projects in the SLATS MPA that are to be federally funded under Title 23 U.S.C. and 49 U.S.C., and may include projects to be funded entirely with state or local funds. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. The SLATS Policy Board approves the TIP, after which it is forwarded to state and federal agencies. The Governors or their designees approve the TIP, which is then made part of the State Transportation Improvement Program (STIP).

The TIP is a constantly evolving listing of short and mid-range improvements aimed at achieving a balanced and responsive transportation system for the MPA. All improvements in the TIP must be consistent with and flow from the LRTP and reflect investment priorities. The LRTP addresses transportation improvements that are needed in the next 20-30 years. There must also be a firm commitment to fund and implement all listed projects in the TIP, especially those listed in the first year. However, because priorities and other factors can change, the TIP is a flexible and amendable document. The TIP must be fiscally/financially constrained, meaning that projects cannot be included that do not have a reasonable chance of being funded, unless they are specifically noted as unfunded “illustrative” projects. The TIP must also include the use of inflation factors for expenses and revenues (unless otherwise provided) to inflate costs in the out years (beyond 2023), although these costs are often otherwise adjusted through TIP amendments or annual updates as needed. This inflation factor (provided by WisDOT) is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.

# PERFORMANCE MEASURES

MAP-21 and FAST ACT require incorporation of Performance-Based Planning and Programming in development of MPO LRTPs and TIPs. The Statewide and Nonmetropolitan Transportation Planning Metropolitan Transportation Planning Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

SLATS continues to work with local, State and federal partners to implement a performance based decision making process consistent with FAST Act (previously MAP-21) performance measures described in this section. SLATS will incorporate these measures and targets into future LRTP updates, and into other transportation related planning activities including this annual TIP, under guidance, timelines and processes established in cooperation with WisDOT, IDOT, FHWA, FTA and local public transit agencies.

The FAST Act identified seven national goal areas and requires DOTs and MPOs to develop a performance-based approach to support the national goals. As part of this process, USDOT in consultation with state DOTs, MPOs, and other stakeholders are establishing performance measures corresponding to the national goals. State DOTs and MPOs are free to identify additional measures, but all statewide transportation plans and LRTPs will need to address the performance measures and targets associated with those measures, at a minimum. Moreover, state DOTs, MPOs, and public transportation service providers are required to establish performance targets and to coordinate development of these targets to ensure consistency. The following table displays national goals and performance measure assessment areas.

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

MAP-21/Fast Act Performance Measures as established in 49 USC 625 and 23 CFR 490 are:

## Transit Asset Management (TAM)

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- Safety (PTASP) targets that include: Number of fatalities, rate of fatalities, number of injuries, rate of injures, number of safety events, rate of safety events and system reliability for all modes of service.

## Safety

- Number of fatalities
- Fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

## Infrastructure

- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-Interstate NHS in Good condition
- Percentage of pavements of the non-Interstate NHS in Poor condition
- Percentage of NHS bridges classified as in Good condition
- Percentage of NHS bridges classified as in Poor condition

## System Performance on NHS

- Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
- Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- (Pending) Greenhouse Gas (GHG) Emissions - Percentage change in tailpipe CO<sup>2</sup> emissions on the NHS compared to the base year (2021) – Note at the time this TIP was

prepared, this performance measure was the subject of a current NPRM and not yet official.

## Freight Movement

- Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

CMAQ - Congestion Reduction (CMAQ measures and targets do not apply, as SLATS is not within a non-attainment area for air pollution).

- Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
- Emissions Measure: Total Emission Reductions

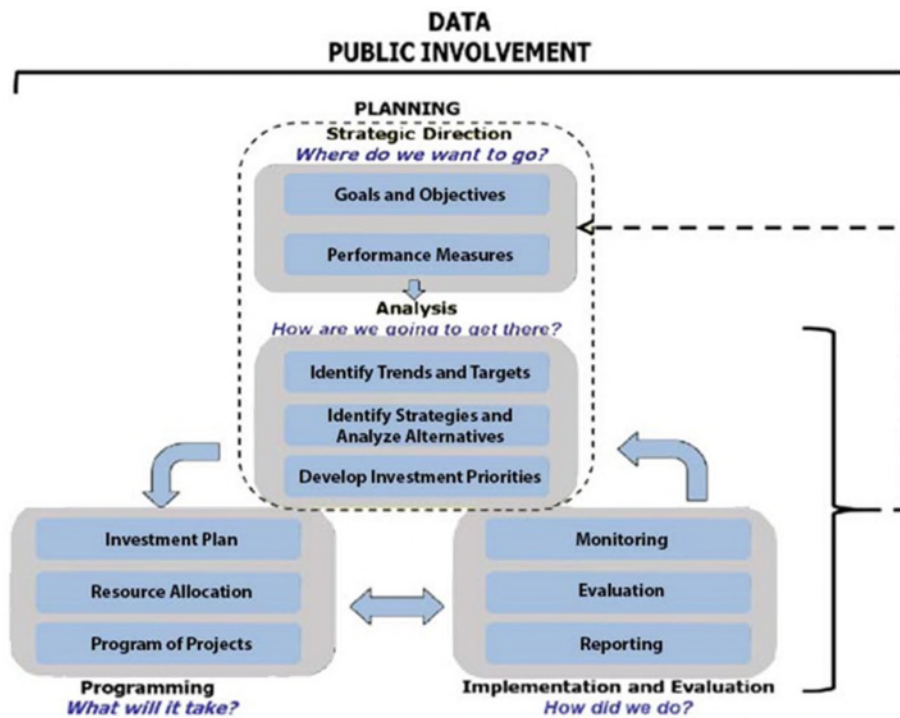
## **SLATS Performance-Based Planning and Programming Processes**

Prior to MAP-21, the SLATS 2011 LRTP incorporated transportation system performance indicators into the long range transportation planning process in an effort to 1) summarize transportation facilities and services within the MPA, 2) describe how those services or facilities change over time and 3) attempt to evaluate the effectiveness or efficiency of the services or facilities in serving the transportation needs of the community. This evaluation included 5 aspects of the transportation system:

- The physical condition of the roadway system
- Safety aspects of the transportation system
- The extent, effectiveness and efficiency of the area's public transit services
- The effects of transportation on the environment
- The extent of the availability of transportation alternatives to motorized travel

The 2016 and new 2021 SLATS LRTP builds on those efforts and moves toward a performance based decision making process consistent with FAST Act (previously MAP-21) performance measures. The 2045 LRTP includes an updated project selection matrix tied to LRTP goals and supportive of adopted performance measures. The LRTP recognizes that performance measurements enable the MPO to track progress in achieving defined goals and objectives, and report results to internal and external

stakeholders and partners. The SLATS LRTP uses this performance-based planning framework and performance data to support decisions to help achieve desired performance outcomes while reflecting local needs and priorities. The following figure displays the key elements of a performance-based transportation plan.



Source: FHWA Performance-based Planning and Programming Guidebook, Page IV.

According to FHWA, transportation performance management is a “strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.” The key elements of the performance-based planning process include:

- National Goals – Seven national goal areas are codified in legislation.
- Performance Measures – USDOT has established a limited set of performance measures with input through the rulemaking process. State DOTs and MPOs are free to adopt additional locally defined performance measures and targets.
- Performance Targets – State DOTs and MPOs set targets through a coordinated process that also includes transit service providers.
- Performance Plans – The performance-based planning process should be carried forward through the project selection process and linked to the fiscally constrained TIP developed at both the statewide and the metropolitan level. Federal legislation strengthens the link between investment priorities and performance outcomes, as both

the Statewide TIP and Metropolitan TIP are now required to describe the anticipated effect of transportation system investments in making progress toward the targets.

- Additional performance plans now required under Federal legislation that are germane to MPOs include: Metropolitan System Performance Report (included as part of the LRTP); Transit Asset Management Plan; and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Performance Plan.
- Target Achievement – State DOT and MPO planning processes are intended to guide program and project selection to make progress toward the achievement of targets.
- Special Performance Rules – Special rules apply to the performance elements related to safety (high-risk rural roads, older drivers, and pedestrians), Interstate Pavement Condition, and National Highway System Bridge Condition.
- Performance Reporting – State DOTs and MPOs must report to USDOT on progress toward achieving targets and USDOT will assess such progress.

## Current MPO Performance Measures

As noted, SLATS has incorporated transportation system performance indicators into long range transportation planning processes the past several years in an attempt to assess:

- The physical condition of the roadway system
- Safety aspects of the transportation system
- The extent, effectiveness and efficiency of the area's public transit services
- The effects of transportation on the environment
- The extent of the availability of transportation alternatives to motorized travel

More information on the LRTP can be found in the SLATS folder of the Document Center at [www.beloitwi.gov](http://www.beloitwi.gov).

Now that specific performance measures have been defined at the federal level, and targets have been established by the States and MPO, the MPO's performance-based approach to transportation decision-making and the development of transportation plans, including the integration of performance targets into the planning process to identify needed transportation improvements and inform project selection has been refined and will continue to evolve.

SLATS, along with other MPOs, establishes performance targets coordinated with the State(s) and public transportation providers no later than 180 days after the date the State or public transportation provider establishes performance targets. This TIP includes (to the maximum extent practicable) a



description of the anticipated effect of the TIP toward achieving the performance measures, and targets established thus far by the MPO, linking investment priorities to those performance targets.

## SLATS Safety Performance Measures and Targets (PM1)

The first set of performance measures and related targets that the States and MPOs were required to address under MAP-21 and the FAST ACT are related to **Safety**. The States established their first set of safety targets in 2017, followed by MPOs (within 180 days). In February 2018, SLATS adopted separate resolutions in support of Safety targets established by both WisDOT and IDOT, and typically updates those targets by resolution each October. The current resolution to support WisDOT targets effectively agrees to plan and program projects for the Wisconsin portion of the SLATS MPO Metropolitan Planning Area (MPA) so that they contribute toward the accomplishment of WisDOT's calendar year 2023 HSIP target(s) for the following performance measures:

- Number of fatalities – 587.2 (up from 584.7 in 2022), with a 2017-2021 baseline average of 599.2,
- Rate of fatalities – 0.937 (up from 0.919 per 100 million vehicle miles traveled in 2022) with a 2017-2021 baseline average of 0.956,
- Number of serious injuries – 3,044.3 (up from 2,995.5 in 2022) with a 2017-2021 baseline average of 3107.2,
- Rate of serious injuries – 4.857 (up from 4.712 per 100 million vehicle miles traveled in 2022) with a 2017-2021 baseline average of 4.956, and
- Number of non-motorized fatalities and non-motorized serious injuries – 364.0 (up from 358.5 in 2022) with a 2017-2021 baseline average of 371.4

The current resolution to support IDOT targets effectively agrees to plan and program projects for the Illinois portion of the SLATS MPO Metropolitan Planning Area (MPA) so that they contribute toward the accomplishment of IDOT's calendar year 2023 HSIP target(s) for the following performance measures.

- Number of fatalities – 1,088.1 (up from 1,038.2 in 2022),
- Rate of fatalities – 1.06 (up from 0.99 per 100 million vehicle miles traveled in 2022)
- Number of serious injuries – 9,316.7 (down from 10,280.1 in 2022),
- Rate of serious injuries – 9.0 (down from 9.77 per 100 million vehicle miles traveled in 2022), and
- Number of non-motorized fatalities and non-motorized serious injuries – 1,438.9 (up from 1,431.6 in 2022)

Safety Targets are updated annually by each State, and SLATS will subsequently adopt or modify those targets within 180 days, and incorporate those updates into the TIP as needed. The 2023 Safety Targets were adopted in October 2022 ahead of the February 2024 deadline, and included in the 2023 TIP. It is anticipated that 2024 Safety Targets will be included in the 2024-2027 TIP in fall 2023.

## SLATS NHS Pavement and Bridge Conditions Measures and Targets (PM2)

In addition to Safety Targets, the first set of PM2 targets for 2019/21 (WI) and 2020/22 (IL) related to NHS Pavement and Bridge Conditions were established by WisDOT and IDOT in May 2018. MPOs were subsequently required to establish 2-year and 4-year targets for each of the six NHS PM2 performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of the State’s PM2 target(s) or commit to quantifiable PM2 target(s) for the metropolitan planning area. SLATS agreed to plan and program projects so that they contribute toward the accomplishment of WisDOT’s and IDOT’s 2-year and 4-year PM2 target(s) in October, 2018, and 4-year (2022) updated targets approved by IDOT in October of 2020. SLATS adopted updated PM2 targets for Illinois in January 2021. PM2 target updates are anticipated from WisDOT and IDOT fall of 2022, and will be incorporated into the TIP within 180 days of receipt. The current PM2 measures and targets SLATS adopted per each State are listed below:

Measure	WisDOT 2-Year Target (2019)	WisDOT 4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	N/A	≥45%
Interstate – Percentage pavements in “Poor” condition	N/A	≤5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥20%	≥20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤12%	≤12%
Percentage of NHS bridges by deck area in “Good” condition	≥50%	≥50%

Percentage of NHS bridges by deck area in "Poor" condition	≤3%	≤3%
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Measure	IDOT 2-Year Target (2020)	IDOT 4-Year Target (2022)	IDOT 4-Year Adjusted Target (2022)
Interstate – Percentage pavements in “Good” condition	65%	65%	61%
Interstate – Percentage pavements in “Poor” condition	≤5%	≤5%	2%
Non-Interstate NHS – Percentage pavements in “Good” condition	27%	27%	21%
Non-Interstate NHS – Percentage pavements in “Poor” condition	6%	6%	9%
Percentage of NHS bridges by deck area in “Good” condition	28%	27%	23.5%
Percentage of NHS bridges by deck area in “Poor” condition	13%	14%	15.5%

### SLATS System Reliability Measures and Targets (PM3)

At the same time, in addition to NHS Pavement and Bridge Conditions Measures and Targets, the first set of PM3 targets for 2019/21 (WI) and 2020/22 (IL) related to System Reliability were established by WisDOT and IDOT in May 2018. MPOs were subsequently required to establish 2-year and 4-year targets for each of the three required NHS PM3 performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of the State’s PM3 target(s) or commit to quantifiable PM3 target(s) for the metropolitan planning area (Wisconsin and Illinois MPOs outside of the Milwaukee Urbanized Area, the Chicago Urbanized Area and otherwise outside of non-attainment or maintenance areas have three PM3 performance measures and related targets to adopt). SLATS agreed to plan and program projects so that they contribute toward the accomplishment of WisDOT’s

and IDOT's 2-year and 4-year PM3 target(s) in October, 2018. PM3 target updates are anticipated from WisDOT and IDOT fall of 2022, and will be incorporated into the TIP within 180 days of receipt. The current PM3 measures and targets SLATS adopted per each State are listed below:

<b>Measure</b>	<b>WisDOT 2-Year Target (2019)</b>	<b>WisDOT 4-Year Target (2021)</b>
Travel Reliability – Percent of person-miles traveled that are reliable on the Interstate	94.0%	90.0%
Travel Reliability – Percent of person-miles traveled that are reliable on the Non-Interstate NHS	N/A	86.0%
Freight Reliability – Truck Travel Time Reliability Index on the Interstate	1.40	1.60

<b>Measure</b>	<b>IDOT 2-Year Target (2020)</b>	<b>IDOT 4-Year Target (2022)</b>
Travel Reliability – Percent of person-miles traveled that are reliable on the Interstate	79.0%	77.0%
Travel Reliability – Percent of person-miles traveled that are reliable on the Non-Interstate NHS	85.3%	83.3%
Freight Reliability – Truck Travel Time Reliability Index on the Interstate	1.34	1.37

## **Transit Asset Management (TAM) Targets**

Beginning in 2018, Beloit Transit System (BTS) and Stateline Mass Transit District (SMTD), which are both Tier 2 public transit agencies operating with 5307 funding within the SLATS MPA, opted into each

State’s Group Transit Asset Management Plan (TAM Plan) process (BTS opted in to WisDOT’s TAM Plan and SMTD opted into IDOT’s TAM Plan). The 2018 TAM Plans were completed by WisDOT and IDOT in late Summer/early Fall 2018, and included 2019 performance management targets for rolling stock, equipment, facilities and infrastructure on behalf of the transit agencies. BTS and SMTD automatically accept the State determined targets by opting into the State TAM Plan process. SLATS had 180 days to adopt the same transit targets or set different targets. SLATS adopted each State’s 2019 TAM targets by resolution in October 2018, 2020 TAM targets in October 2019 and will do so each October for the subsequent year (e.g. adopt 2023 TAM targets in October 2022).

The current resolution to support WisDOT TAM targets effectively agreed to plan and program projects for the Wisconsin portion of the SLATS MPO Metropolitan Planning Area (MPA) so that they contribute toward the accomplishment of WisDOT’s calendar year 2023 TAM target(s) for the following performance measures applicable to BTS:

<b>Facilities - Percent of Facilities Rated Below 3 on the Condition Scale</b>			
<b>Performance Measure</b>		<b>WisDOT 2022 Target %</b>	<b>WisDOT 2023 Target %</b>
Passenger/Parking Facility		10	10
Admin/Maintenance Facility		10	10
<b>Rolling Stock - Revenue Vehicles - % of Revenue Vehicles that have Met or Exceeded their Useful Life Benchmarks</b>			
<b>Performance Measure</b>	<b>Useful Life (Years)</b>	<b>2022 Target %</b>	<b>2023 Target %</b>
Articulated Bus	n/a	n/a	n/a
Automobile	4	77	77
Over-the-road Bus	n/a	n/a	n/a

Bus	12	44	44
Cutaway	7	47	47
Double Decker Bus	n/a	n/a	n/a
Minivan	4	51	51
Other	n/a	n/a	n/a
School Bus	12	0	n/a
Sports Utility Vehicle	n/a	n/a	27
Van	4	27	27
<b>Equipment – Service Vehicles - % of Non-Revenue Vehicles that have Met or Exceeded their Useful Life Benchmarks</b>			
<b>Performance Measure</b>	<b>Useful Life (Years)</b>	<b>2022 Target %</b>	<b>2023 Target %</b>
Automobiles	4	33	33
Trucks and other Rubber Tire Vehicles	4	29	29
Steel Wheel Vehicles	n/a	n/a	n/a

Note that BTS operates full-size buses for the fixed route system, and also has one paratransit van, one shop truck and three automobiles for staff transport. BTS specific performance data for FY22 is included below. Note that with 40% of buses and 100% of other vehicles exceeding their useful life, BTS currently meets or exceeds statewide targets for buses, but not for the van and non-revenue vehicles (BTS has only 40% of buses that exceed their useful life, which is better than the Statewide target of 44%). Additionally, BTS has 2 new buses programmed in 2023 including a hybrid bus funded through SLATS, along with a new bus planned but currently unfunded in each of the next few years, with two buses planned around 2026. BTS is also developing an Electric Vehicle Transition Plan to pursue FTS grants as early as 2023 to transition the fleet to hybrid and/or all-electric vehicles within the next several years. These measures will help ensure that BTS continues to meet or exceed State targets for rolling stock assets.

<b>Agency</b>	<b>Vehicle Type</b>	<b>Useful Life Benchmark (ULB)</b>	<b>Count at or Over ULB</b>	<b>Count Total</b>	<b>FY22 Performance</b>
BTS	Bus	12	4	10	40%
BTS	Van	4	1	1	100%
BTS	Auto (Non-revenue)	4	3	3	100%
BTS	Trucks and other Rubber Tire Vehicles (Non-revenue)	4	1	1	100%



The current resolution to support IDOT targets effectively agreed to plan and program projects for the Illinois portion of the SLATS MPO Metropolitan Planning Area (MPA) so that they contribute toward the accomplishment of IDOT’s calendar year 2023 TAM target(s) for the following performance measures.

Vehicle Type	FY22 Number of Vehicles At/Beyond Useful Life Benchmark (ULB)	FY22 Total Vehicles	FY22 % of Vehicles At/Beyond ULB	FY23 Number of Vehicles At/Beyond ULB	FY23 Total Vehicles	FY23 % of Vehicles At/Beyond ULB
<b>FY2023 Revenue Vehicles (Rolling Stock) Performance Targets</b>						
Articulated bus	8	18	44%	4	18	22%
Automobile	4	5	80%	4	5	80%
Bus	133	508	26%	170	530	32%
Ferryboat	3	3	100%	3	3	100%
Cutaway	307	967	32%	338	971	35%
Minivan	161	229	70%	174	235	74%
Van	13	47	28%	34	48	71%
Total	883	1,827	48%	727	1810	59%
<b>FY2023 Non-Revenue Vehicles (Equipment) Performance Targets</b>						
Automobile	13	46	28%	12	45	27%
Other rubber tire vehicles	38	135	28%	36	141	26%
Total	51	180	28%	48	185	26%
<b>FY2023 Facilities Performance Targets</b>						
Facility Type	FY22 Facilities Rated Below 3.0	FY22 Total Facilities	FY22 % Rated Below 3.0	FY23 Facilities Rated Below 3.0	FY23 Total Facilities	FY23 % Rated Below 3.0
Admin/ Maintenance	10	62	16%	6	62	10%
Passenger/ Parking	2	27	7%	2	28	7%
Total	12	89	13%	8	90	9%

Note that SMTD operates Cutaway vehicles and has no non-revenue vehicles or facilities. SMTD specific performance data for FY22 is included below. Note that at 75% of vehicles exceeding their useful life, SMTD currently does not meet the statewide target, but has nine new vehicles programmed in 2023 pending award from the Rebuild Illinois Capital Assistance Grant program. SMTD is also developing an Electric Vehicle Transition Plan to pursue FTS grants as early as 2023 to transition the fleet to hybrid

and/or all-electric vehicles within the next several years. These measures will help ensure that SMTD meets or exceed State targets for rolling stock assets in the near future.

Agency	FTA Vehicle Type	Useful Life Benchmark (ULB)	Count at or Over ULB	Count Total	FY22 Performance
SMTD	Cutaway	10	6	8	75.0%

## Transit Safety Targets

In July 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems such as BTS and SMTD that receive federal funds under FTA's Urbanized Area Formula Grants (BTS and SMTD receive 5307 funds) to develop safety plans that include processes and procedures to implement Safety Management Systems (SMS).

The plan must include safety performance targets and transit operators also must certify they have a safety plan in place meeting the requirements of the rule. The plan must be updated and certified by the transit agency annually. BTS and SMTD\* have adopted PTASP plans and safety targets for 2022. SMTD typically updates targets for 2023 in the fall, while BTS updates targets for 2023 at the end of 2022 and transmits them by February 1, 2023. As required, SLATS will adopt the PTASP targets within 180 days following adoption by each transit agency.

\*Note that Because Rockford Mass Transit District (RMTD) oversees the maintenance and operations for SMTD, the RMTD PTASP includes and satisfies the PTASP requirement for SMTD. It also includes required Annual Safety Performance Targets for FY2022. SMTD adopted the RMTD PTASP and targets in fall of 2021.

The current resolutions to support SMTD and BTS safety targets effectively agrees to plan and program projects for so that they contribute toward the accomplishment of each transit agency's FY2022 PTASP Safety Targets(s) for the following performance measures:

**Annual Safety Performance Targets (FY2022)**

*Based on the safety performance measures established under the National Public Transit Safety Plan*

Mode of Service	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety events (total)	Safety events (rate)	System Reliability (failures/VRM)
Demand Response (SMTD)	0	0 per 100,000 VRM	7	0.61 per 100,000 VRM	0	0 per 100,000 VRM	20,000 miles
Fixed Route (BTS)	0	0 per 10,000 VRM	1.0	0.3 per 100,000 VRM	11	3.4 per 100,000 VRM	3,148 miles
Paratransit (RCT)	0	0 per 1,000 VRM	0	0 per 1,000 VRM	1.0	0.29 per 1,000 VRM	0 miles

VRM = Vehicle Revenue Miles

As of the time this TIP was prepared in October 2022, BTS and SMTD reported no deaths, injuries or safety events, meeting or exceeding targets for those measures. SMTD reported one engine replacement at about 80,000 odometer miles, presumably well above the System Reliability target of 20,000 revenue miles.

## Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule

On and after May 27, 2018 (2 years after the issuance date of this rule), the FHWA and the FTA will take action (*i.e.*, conformity determinations and STIP approvals) on an updated or amended TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the MAP-21.

As such, States, MPOs and public transit agencies were required to develop written procedures to implement the use of performance measures. WisDOT did so through a written policy with MPO and transit agency input. IDOT did so with signed agreements between IDOT, each MPO and each public transit agency. SLATS approved the agreement with IDOT and SMTD on April 16, 2018, and concurred with the agreement with WisDOT and BTS made official May 4, 2018.

### Investments Supporting Current Targets

#### PM1 (Safety)

The SLATS TIP includes a number of projects specifically related to safety including Highway Safety Improvement Projects District/State wide in Illinois. Additionally, both Wisconsin and Illinois have programmed a number of infrastructure expansion and preservation projects within the SLATS MPA, all of which incorporate safety improvements. This may be directly by updating geometrics and design to current standards which can significantly reduce crashes, improving roadway condition and in-turn driving safety, increasing multi-modal options through bus and bike accommodations to make routes safer for all users and reduce congestion, and increasing capacity where needed to improve level of service and safety. Examples of projects with anticipated safety improvements include:

- Improvements to Illinois 2, WI-67, WI-81 and WI-213 including the 213/CTH Q intersection and 213/81 intersection
- Bridge projects along I-43, Illinois 2, Illinois 75, Illinois 251, WI-81 and CTH Q
- ADA curb ramps along portions of WI-81 and US-51

These projects are largely determined at the State level, and so by including them in the TIP, the MPO agrees to plan and program projects so that they contribute toward the accomplishment of each State's calendar year HSIP target(s) for safety performance measures. Where the MPO has an opportunity to further support Safety targets established by each State is in local project planning, criteria and

selection. For example, using STBG-U funds to recondition or reconstruct a road without including beneficial safety improvements such as upgraded geometric design, upgraded signage, pedestrian facilities and signals, bike facilities, bus accommodations, pavement markings and similar, arguably is not programming a project that contributes to the State's safety target. Therefore, SLATS supports and programs projects at the local level (e.g., complete streets) in support of State targets that include such improvements. Specific local projects with planned/anticipated safety improvements include:

- Improvements to Park Avenue (projects in the City of Beloit and Town of Beloit)
- Old River Road reconstruct and multi-use path
- CTH X
- Prairie Hill Road bridge
- Rockton Road path extension
- Afton Road Sidepath
- CTH Q
- Cranston Road
- Lathers Road bridge
- CTH D

Additionally, SLATS coordinates with DOT and local agencies on corridor studies and intersection studies to determine appropriate improvements to enhance safety and function. These efforts support State Safety Targets, lay the groundwork for future improvements at the local level and provide local input early in the process.

#### PM2 (NHS Pavement and Bridge Conditions)

The SLATS TIP includes a few projects specifically related to NHS Pavement and Bridge Conditions. However, with the exception of Cranston Road from US-51 to WI-81 and Prairie Avenue from Cranston Road to WI-81 in Beloit, most NHS routes within SLATS are State highways or Interstate highways. Therefore, most NHS route construction projects are largely determined at the State level. By including them in the TIP though, the MPO agrees to plan and program projects that contribute toward the accomplishment of each State's PM2 targets. Specific projects in the TIP that are expected to contribute to the PM2 targets include:

- Improvements to Illinois 2, WI-67, WI-81 and WI-213
- Bridge projects along I-43, Illinois 2, Illinois 75, Illinois 251, WI-81
- Cranston Road

As with Safety, the MPO has the greatest opportunity to support NHS Pavement and Bridge condition targets established by each State is in local project planning, criteria and selection on local NHS routes.

Using STBG-U funds to recondition or reconstruct a road or bridge on the NHS invariably improves conditions. SLATS anticipates a local project with NHS pavement condition improvements along Cranston Road funded through the STP-U program. SLATS also continues to coordinate with local agencies, WisDOT and IDOT on planned and potential projects on the NHS including various corridors and intersections (IL-2, IL 75, USH-51 and CTH Q, USH 51, WI 213, WI-81, IL-251 and Prairie Hill Road. These plans/studies recommend improvements that could improve pavement and bridge conditions on the NHS, both local and State routes.

### (PM3) System Reliability

The SLATS TIP includes projects related to travel reliability on the Interstate and non-Interstate NHS, as well as freight reliability on the Interstate. However, as with PM2, most NHS routes within SLATS are State highways or Interstate highways. Therefore, most NHS route construction projects are largely determined at the State level. By including State projects in the TIP that are expected to improve system reliability, the MPO agrees to plan and program projects that contribute toward the accomplishment of each State's PM3 targets.

It is worth noting that Level of Service (LOS) from the Travel Demand Model (TDM) is generally considered high within the SLATS MPA both in the base year (2010) and future year (2050) analyses, with virtually no (modeled) congestion at present and only a few relatively short stretches of congestion expected in the future. The model runs included both the existing and committed network, including the I-39/90 Interstate expansion to 6 lanes.

Specific projects in the TIP that are expected to contribute to the PM3 targets include:

- Improvements to Illinois 2, WI-67, WI-81 and WI-213
- Bridge projects along I-43, Illinois 2, Illinois 75, Illinois 251, WI-81

As with other performance targets, the MPO has the greatest opportunity to support System Reliability targets established by each State is in local project planning, criteria and selection on local NHS routes. SLATS continues to coordinate with local agencies, WisDOT and IDOT on planned and potential projects on the NHS including various corridors and intersections (IL-2, IL 75, USH-51 and CTH Q, USH 51, WI 213, WI-81, IL-251 and Prairie Hill Road. These plans/studies recommend improvements that could improve system reliability on the NHS, both local and State routes.

### (TAM) Transit Asset Management

The SLATS TIP includes a number of projects specifically related to transit assets. SLATS annually works with SMTD and BTS through the TIP process to plan and program projects. The current TIP includes 3

new expansion and 6 new replacement buses for SMTD to maintain service levels and ultimately support State targets related to vehicle useful life. Additionally, a number of capital improvements are programmed in the TIP including a radio repeater, office equipment and a transit hub in South Beloit. For BTS, the TIP includes 2 new buses including 1 hybrid bus funded through SLATS and the STP-U program, and BTS Transfer Center security upgrades and safety improvements. Also, both BTS and SMTD will be completing Zero-Emission Transition Plans in the next year to position each agency for upgrading fleets to electric vehicles as current vehicles reach their useful life. Lastly, BTS is exploring how microtransit might be incorporated to improve transit service factors such as coverage and travel time. Part of this initiative may include using smaller vehicles beyond the core fixed-route system thus reducing the need for full-size buses. Whether diesel, hybrid or all-electric, and whether a full-size bus, cutaway or smaller vehicle, adequately maintaining transit vehicles and facilities and replacing them when appropriate has a direct impact on supporting State targets, and in turn whether or not those targets are met. SMTD, BTS along with SLATS will continue to work with WisDOT, IDOT and FTA to program projects to help ensure that is the case.

#### (PTASP) Public Transit Agency Safety Plan

The PTASP plans and processes/procedures built within promote a safety culture for each transit agency. The current TIP includes a number of projects that directly or indirectly support transit agency safety measures including system reliability. These include 9 new vehicles and related equipment for SMTD and 2 for BTS, as well as other capital improvements such as SMTD's transit hub and BTS's safety and security improvements at the Transfer Center. Likewise, planned illustrative projects such as additional vehicles and facility maintenance will further support transit agency safety measures. SLATS will continue to work with each transit agency to update the TIP and set targets annually in support of each agency's safety measures.

## Target-setting Summary

SLATS will continue to coordinate with both WisDOT and IDOT on setting targets for the MPO. In summary:

- 2018 PM1, established by WisDOT/IDOT summer 2017, adopted by SLATS February 2018, incorporated into 2019 TIP or 2018 TIP Amendments after May 27, 2018
- 2019 PM1, established by WisDOT/IDOT summer 2018, adopted by SLATS by February 2019, incorporated into 2020 TIP, or 2019 amendments after February 2019 (done October 2018 for 2019 TIP)

- 2020 PM1, established by WisDOT/IDOT summer 2019, adopted by SLATS by February 2020, incorporated into 2021 TIP, or 2020 amendments after February 2020 (done October 2019 for 2020 TIP)
- 2021 PM1, established by WisDOT/IDOT summer 2020, adopted by SLATS by February 2021, incorporated into 2022 TIP, or 2021 amendments after February 2021 (done October 2020 for 2021 TIP)
- 2022 PM1, established by WisDOT/IDOT summer 2021, adopted by SLATS by February 2022, incorporated into 2023 TIP, or 2022 amendments after February 2021 (done October 2021 for 2022 TIP)
- 2023 PM1, established by WisDOT/IDOT summer 2022, adopted by SLATS by February 2023, incorporated into 2023 TIP, or 2023 amendments after February 2023 (done October 2022 for 2023 TIP)
- 2019 PM2, Established by WisDOT/IDOT, May 2018, adopted by SLATS by November 2018, incorporated into 2020 TIP or 2019 amendments after May 2019 (done October 2018 for 2019 TIP)
- 2022 PM2 updates, Established by IDOT, October 2020, adopted by SLATS by April 2021, incorporated into 2022 TIP or 2021 amendments after May 2021 (done October 2020 for 2021 TIP)
- 2023 PM2 updates, Established by WisDOT/IDOT, fall 2022, adopted by SLATS by spring 2023, incorporated into 2023 TIP by spring 2023.
- 2019 PM3, Established by WisDOT/IDOT, May 2018, adopted by SLATS by November 2018, incorporated into 2020 TIP or 2019 amendments after May 2019 (done October 2018 for 2019 TIP)
- 2023 PM3 updates, Established by WisDOT/IDOT, fall 2022, adopted by SLATS by spring 2023, incorporated into 2023 TIP by spring 2023.
- TAM and PTASP targets will also be updated annually within 180 days of receipt from BTS and SMTD. SLATS will set GHG targets within 180 days of IDOT and WISDOT setting targets, if and when the measure is in-effect.



# PUBLIC PARTICIPATION

As a matter of practice, citizen involvement and public participation is promoted and encouraged early and throughout the planning process. Our goal is to achieve active participation and build public consensus early in the development of plans and studies, including the TIP. These and other public documents including the Public Involvement Plan (PIP) and LRTP are available for review in the SLATS folder of the "Document Center" found on the City of Beloit website [www.beloitwi.gov](http://www.beloitwi.gov) on the homepage under "How Do I" and "Find a Document." They may also be viewed at the SLATS MPO Office located at 100 State Street, Beloit Wisconsin. All open houses and official meetings of the Policy Board and TAC are open to the public, are at accessible locations and are announced in local media and posted on our website. It should be noted that during SLATS meetings the public will be allowed to participate in the discussion on any item brought before the meeting for information, discussion, or action. Records of all legal notices, meeting notes or minutes and lists of attendees are kept on file at the MPO Office and copies are available for review. All plans and studies will be made available and presented to the public in methods that are reasonably appropriate for the nature and importance of the information being presented. Illustrations are used to help convey technical information when appropriate. Various public interest groups and individual interested citizens will be contacted and offered the opportunity to become involved in these activities.

We understand the importance of having meeting locations and times that are convenient, especially to those potentially directly affected by a particular decision or project. In-person meetings are typically at Beloit City Hall, which is adjacent to the BTS Transfer Center and public transit routes during transit operating hours. The SLATS MPO will continue to seek ways, including virtual, to provide effective public and stakeholder involvement in the decision-making process. The public is encouraged to offer suggestions regarding the projects programmed in the TIP, and regarding the funding and timing priorities. The public can also offer suggestions regarding what illustrative projects should be included and which should move forward first as funds become available. Sometimes a project cannot be advanced for a number of possible reasons including availability of funding, right-of-way acquisition or engineering considerations, but sometimes these issues can be addressed. The public can also provide input on how much funding should be spent on system preservation projects and safety projects, as opposed to system expansion projects.

## Notice of TIP Development to Transportation Providers

Transportation in the SLATS area is primarily automobile-oriented and most people travel via personal automobiles. However, various forms of public or private mass transportation including buses,

paratransit vehicles or taxis are also available. Both the users and operators of these mass transportation services are regarded as important transportation stakeholders. SLATS makes special effort to notify these stakeholders of TIP development to provide the opportunity to participate in the process of transit planning and delivery of services. The following are known providers. All stakeholders are asked to inform SLATS staff of any other providers so that those entities can be placed on the SLATS mailing list and notified of all aspect of the transportation planning process.

- Beloit Transit System, Fixed Route Transit Service, 1225 Willowbrook Road, Beloit, WI
- Stateline Mass Transit District, 11722 Main St., Roscoe, IL
- Rock County Transit, P.O. Box 1649, Suite 520 Janesville, WI
- Janesville Transit System, Fixed Route Transit Service, 101 Black Bridge Road., Janesville, WI
- Rockford Mass Transit District, 520 Mulberry St, Rockford, IL
- Coach USA (Van Galder Bus) Charter Service, 715 South Pearl St., Janesville, WI
- Durham School Services. School Bus, 1409 Manchester Street, Beloit, WI
- First Student Transit Inc., School Bus/ Charter, 720 N. Blackhawk Blvd., Rockton, IL
- You Buy We Fly, 822 Broad Street, Beloit, WI
- Retired & Senior Volunteer Program, 2433 S. Riverside Dr. Beloit, WI
- Goldie B. Floberg Center, 58 W Rockton Rd., Rockton, IL
- Call Me-A-Cab, 410 Bluff Street, Beloit, WI

**Special Note Regarding Public Transit:** The TIP development process is used to satisfy the public hearing requirements of Section 5307. Public notice of public involvement activities and time established for public review of the TIP will satisfy the Program-of-Projects (POP) requirements of the Urbanized Area Formula Program. The public involvement procedures associated with TIP development were used to satisfy the Program-of-Projects requirements of Section 5307.

## TIP PROCESS

Projects for the TIP are selected and prioritized as follows:

## **Project Solicitation:**

Each year in the summertime, requests for projects to be included in the TIP are solicited from all units of government in the SLATS area including the Wisconsin and Illinois Departments of Transportation. Participants are asked to list all major projects proposed for implementation during the coming four years. Participants are also asked to provide detailed progress reports on projects that were funded and initiated in previous years and are being continued. Projects that have been recently completed are also documented.

Of particular importance to MPOs are two flexible funding programs, the Surface Transportation Block Grant Urban (STBG-U or STP-U) program and the Surface Transportation Block Grant Transportation Alternatives (STBG-TA or TAP) program. STBG money is apportioned to the States annually. In turn, the States are required to allocate parts of these monies into urban, flex, bridge and TA projects. STBG-U monies are also allocated to MPOs on the basis of population. Within the SLATS urbanized area, the use of these monies requires the cooperative planning/programming efforts of the State(s), the MPO and the local agencies. STBG-U monies can be spent on a wide variety of projects ranging from roadway construction, to transit capital improvements, to bridge projects, safety projects, bike and pedestrian projects and more. SLATS has programmed STBG-U funding in the current TIP for construction only. In order to maximize funding from cycle to cycle, it is the practice of the MPO that all design be funded 100% locally by the project sponsor.

The following criteria updated per the 2021 SLATS Long Range Transportation Plan are used to evaluate potential projects:

L RTP Goals	Evaluation Measures	Rating		
		2	1	0
<b>Economic Vitality</b>	<b>Improves access to employment / Supports tourism</b>	Direct and positive effect on planned or existing economic development activity, or discernibly increases the region's economic competitiveness to significantly attract new development, jobs and/or increase tourism. Directly improves employment access (including multimodal access).	Indirect and positive effect on planned or existing economic development activity, but no discernibly increase to the region's economic competitiveness to significantly attract new development, jobs and/or increase tourism. Minor or no improvement to employment access.	No direct/indirect effect or has a negative effect on planned or existing economic development activity.
<b>System Preservation</b>	<b>Maintains existing infrastructure / Utilizes technology to enhance operation efficiency / Supports redevelopment on existing transportation network</b>	Directly addresses a critical or high priority existing infrastructure need (e.g. SO/SD bridge or pavement with a poor or lesser PASER/CRS rating), or is a targeted investment to enhance system performance and resiliency, and directly supports reinvestment in existing transportation assets, especially in the Adjusted Urbanized Area (AUA).	Indirectly or minimally addresses an infrastructure need (e.g. pavement with a fair or better PASER/CRS rating), or limited enhancements to system performance and resiliency.	Does not support system preservation, or does not enhance system performance. The construction of a new roadway facility would be scored a '0' for this category.
<b>Mobility and Accessibility</b>	<b>Strengthens alternative transportation modes / Reduces congestion / Enhances network connectivity / Improves freight movements</b>	Includes project-wide transit*, biking, and walking accommodations that meet or exceed facility design standards (national/federal/state), and targets improvements** to address corridors or intersections that are determined to be at or over-capacity, and (if applicable) targets improvements to more efficiently accommodate freight within the region.  *If on an existing, planned or potential transit route. **Includes new or significantly improved corridor connections meeting all other requirements above.	Includes project-wide transit*, biking, and walking accommodations that meet or exceed facility design standards (national/federal/state), and reduces existing or projected future year travel delay/congestion or maintains baseline conditions, and (if applicable) indirectly enhances the movement of freight within the region.  *If on an existing, planned or potential transit route. **Includes new or significantly improved corridor connections meeting all other requirements above.	Does not include project-wide transit*, biking, and walking accommodations. Does not address an existing or projected future year congestion or travel delay concern. Has no discernible benefit to the movement of freight.  *If on an existing, planned or potential transit route.
<b>Safety and Security</b>	<b>Potential to reduce crashes / Enhances safety for all transportation users</b>	Directly targets a high crash location, or identified safety concern (including excessive motor vehicle speeds) in the L RTP, County or State HSP, ICE, corridor, TIA or similar study/data analysis. Crash Mitigation Factors (CMF) may also be used to inform appropriate solutions. Improvement also increases safety for transit users*, bicyclists and pedestrians.  * If on an existing, planned or potential transit route.	Indirectly benefits a high crash location, or identified safety concern, or generally improves safety through implementation of current facility design standards. Potential safety benefits for transit users*, bicyclists, and pedestrians.  * If on an existing, planned or potential transit route.	Does not specifically address a specific safety concern.
<b>Environmentally Friendly / Healthy Neighborhoods / Land Use Integration</b>	<b>Minimizes negative impacts to existing land uses / Supports mixed-use, walkable neighborhoods, particularly access to parks and recreation / Consistent with growth and land use plans</b>	No known environmental issues or avoids/significantly reduces negative environmental impacts. Project directly benefits neighborhood walkability/bikeability (enhanced connection to jobs, schools, services, parks). Project is consistent with local land use and/or economic development plans, and planned future growth patterns.	Minimizes or mitigates negative environmental impacts. Project indirectly benefits area neighborhoods. Project is consistent with local land use and/or economic development plans, and planned future growth patterns.	Negative impacts to the environment are known, or are likely to occur. Adversely impacts area neighborhoods, or makes them less bikeable/walkable. Project is inconsistent with local land use and/or economic development plans, and/or contradicts planned future growth patterns. Project may also potentially prevent future projects from occurring.
<b>Environmental Justice (EJ) and Equity</b>	<b>Advances equitable investments for EJ populations and persons with disabilities</b>	Directly benefits or significantly benefits EJ populations/neighborhoods or persons with disabilities	Indirectly benefits EJ populations/neighborhoods or persons with disabilities	Does not benefit EJ populations/neighborhoods or persons with disabilities (0 points). Adversely impacts EJ populations/neighborhoods or persons with disabilities (-1 point).

Similarly, TAP applications within the urbanized area must also be prioritized, although WisDOT and IDOT determine which projects are ultimately funded within the SLATS urbanized area. At any rate, an important part of the TIP development process is the effort SLATS puts forth involving the public and the area transportation stakeholders in considering, selection and assigning priority to projects eligible for STBG-U and STBG-TA monies. Multi-jurisdiction projects that benefit the region as a whole or projects that would be difficult for a single MPO stakeholder to accomplish alone or strictly with local funds are encouraged.

Projects that are designated STBG projects are then prioritized by the Policy Board based on the recommendation of the TAC.

## Draft TIP

Concurrent to project solicitation, the Draft TIP is prepared and projects are compiled into a draft table. Projects that are funded are clearly differentiated from projects that are not funded (illustrative).

Summary tables include information on:

- What projects are funded or programmed as opposed to unfunded or illustrative

- What agencies are sponsoring the projects and what agencies are participating
- What types of federal funding are being applied for or used to fund the projects
- Project mode (e.g. road, bridge, bicycle and pedestrian, mass transit)
- Project purpose (e.g. preservation, expansion)
- Cost type (e.g. PE, ROW, and construction), year of expenditure and source of funds (e.g. federal, state, local).

In accordance with the Public Involvement Plan (PIP) a public notice is published in the local newspaper announcing the Draft TIP is available for a 30-day public comment period including information on:

- Where the Draft TIP is available for review and comment
- Time and location of any public open house
- When and where the Policy Board and TAC meeting(s) will be in which the public can attend to observe or offer additional information during the decision-making process
- Contact information for the MPO staff.

Also in accordance with the PIP, comments on the Draft TIP are considered before the Final TIP is approved by the SLATS Policy Board. Comments received during the public comment period are incorporated into the document. Any substantive changes made to the Draft TIP as a result are summarized in the beginning of this document.

Note that the **Annual Listing of Obligated Projects** funded under 23 USC and 49 USC Chapter 53 in the preceding year is compiled and provided on the SLATS web site within the first 90 days of the new year. The annual list for 2022 will be posted by the end of March 2023.

The 30-day public review period on the Draft 2023-2026 TIP began September 24, 2022 which included an open house on October 4, 2022 from 4-6 PM. Notice of the public review period, open house and the TAC and Policy Board meeting in which the Final TIP would be on the agenda was advertised in the Beloit Daily News on September 23, 2022.

## Final Draft

The final draft, including any public comments received, is forwarded to the TAC and Policy Board for review. The TAC evaluates the projects for conformance with the LRTP and funding capabilities. The TAC also recommends the ranking of projects to be funded under the Surface Transportation Block Grant - Urban Program (STBG-U) in relation to each other based on the criteria discussed above and in the LRTP.

## **Adoption and Submittal**

Once the TAC reviews the Final Draft and ranks the STBG-U projects as applicable, it forwards its recommendation to the Policy Board for adoption. Again, formal notice is provided of when and where the TAC and Policy Board meeting(s) will take place in which the public could attend to observe or offer additional information during the decision-making process. After adoption, the TIP is forwarded to the Wisconsin and Illinois Departments of Transportation to be included in their Statewide Transportation Improvement Programs (STIPs). Only after approval by the State DOTs and inclusion in their respective STIPs can federally funded projects be commenced and implemented.

Notice of the Final TIP review and approval and notice of the TAC and Policy Board meeting held on October 24, 2022 was advertised in the Beloit Daily News on October 7, 2022 and October 17, 2022. The 2023-2026 TIP was approved by the Policy Board on October 24, 2022.

## **TIP Modification and Amendment**

Although SLATS can amend the TIP at any time, and at a minimum must update the TIP every two (2) years, SLATS comprehensively updates the document every year. MPO staff can administratively modify the TIP for non-significant changes. Staff notifies the SLATS TAC and Policy Board at their next meeting of such administrative modifications. Changes that are more significant usually require full public notification in accordance with the PIP and formal amendment by the SLATS Policy Board. See below for clarification of when and how the TIP can be changed or amended.

## **Administrative Modification**

Modifications to the TIP that do not require formal Policy Board action, but generally require notification to the Policy Board (typically at the next available meeting) are considered administrative modifications. Examples of administrative modifications include:

- Changing the implementation schedule for projects within the first four years of the TIP
- Changes to the project scope (i.e., the character of work or the project limits) where the project remains reasonably consistent with the approved project. Otherwise, this would be a minor amendment.

- Changing the funding source (federal, state, or local), funding category (the sub-type or source of Federal, State or local funding), or changing the amount of funding for a project without changing the scope of work or the schedule for the project
- Adding, removing or modifying an unfunded/ illustrative project

If the modification requires re-demonstration of fiscal constraint, a TIP amendment following the procedures outlined below would be needed.

## **Minor Amendments**

The SLATS Policy Board must approve minor amendments before submitting them to the State DOTs for approval by the Governor(s) and to FHWA/FTA. Appropriate public involvement for minor amendments is required, usually within the context of a SLATS Policy Board meeting, provided SLATS gives advance notice in the formal public notice and agenda of the amendment action and public comment opportunity prior to the scheduled action on the amendment by the Policy Board. Examples of minor amendments include:

- Changing the schedule by adding a preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-years of the TIP.
- Changing the schedule by moving a preservation project out of the first four years of the TIP.

## **Major Amendments**

The SLATS Policy Board must approve major amendments before submitting them to the State DOTs for approval by the Governor(s) and to FHWA/FTA. Appropriate public involvement for major amendments is required including both formal public notice and 30-day public comment period. Examples of major amendments include:

- Changing the schedule by adding an expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-years of the TIP.

- Significantly changing the scope (i.e., the character of work or project limits) of an expansion project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Significantly changing the funding by changing, adding, or deleting any project to the extent that the change exceeds 50% of the annual program cost or \$1,000,000, whichever is less.

Foremost, the amended TIP must remain fiscally constrained (within revenues reasonably expected to be available).

## TIP Projects

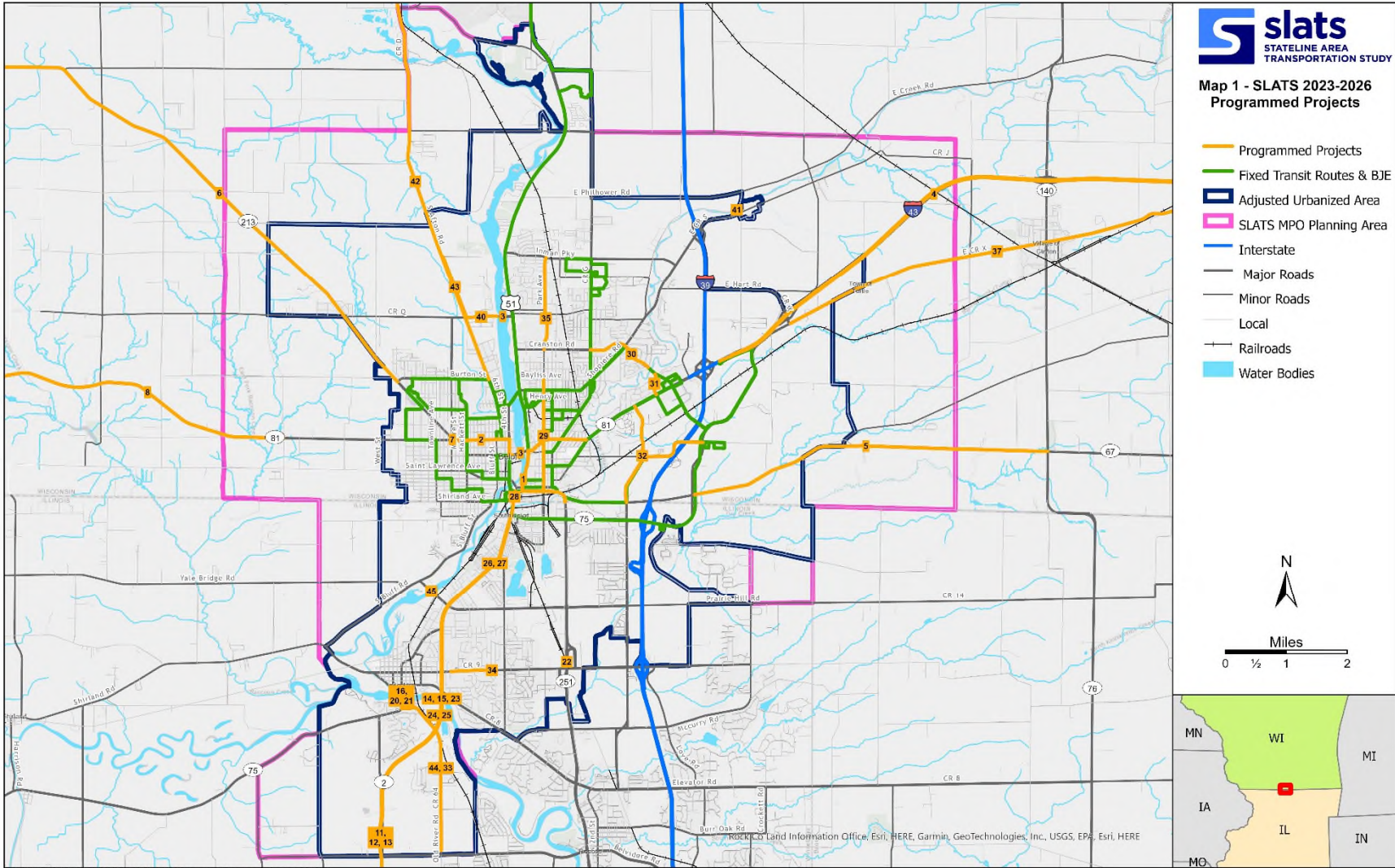
As previously mentioned, all federally-funded transportation projects in the MPA must be included in the TIP. The TIP must also include all regionally significant transportation improvements funded by the states and local governments and all modes of travel including streets and highways, public transportation, commuter railways, bicycle, and pedestrian as well as intermodal connections for freight and passengers between ground transportation, airports, and railroads. This TIP makes a good faith effort to list all significant transportation improvement projects programmed (funded) or illustrative in the SLATS MPA. Illustrative projects either do not have funding determined, do not have an implementation schedule and/or are being planned for beyond the four-year time line scheduled. These projects may be moved forward into the four-year TIP if funding becomes available.

MAP 1 on the following page shows the location of all the major projects (by quick reference number) programmed in the MPA. For more information about a particular project, refer to Table 1 on the pages following Map 1. Table 1 lists all programmed projects for the SLATS 2023 TIP, followed by Table 1A, which lists all unfunded and illustrative projects. Both tables list projects by lead agency. In addition to specific projects names, locations, descriptions, Table 1 also includes various codes, acronyms, attributes and information related to each project (see Table 2 on page 40 for code and acronym descriptions). The first column in Table 1 notes the quick reference numbers used on the map. Projects that are not location specific such as area wide safety projects (e.g., not a particular street, bike path, intersection, bridge etc.) are not mapped, but are described in Table 1.

Map 1 also shows the areas served by public transit, including the areas served by the fixed-route services of the Beloit Transit System. Note that Rock County Specialized Transit provides paratransit services north of the state line. The Stateline Mass Transit District (SMTD) provides demand response service south of the Stateline.



# Map 1 - SLATS 2023-2026 Programmed Projects













**Table 2 – Codes and Acronyms for Use in Table 1 and 1A**

FUND TYPE		PROJECT MODES	
5307/5310/5339	Bus & Bus Facilities	B&P	Bike and Pedestrian improvements
CMAQ	Congestion Mitigation & Air Quality Improvement	BR	Bridge improvements
D	Special demonstration funds	MT	Projects for mass transportation
EM	Enhanced Mobility of Seniors & Individuals with Disabilities	RD	Roads & highways for motoring traffic
EN	Federal Enhancement Funds	RR	Improvements to RR crossings
ER	Public Transportation Emergency Relief Program	<b>PROJECT PURPOSES</b>	
GRFG	State of Good Repair Formula Grants	E	System or service expansion
HRT	Human Resources Training	EP	Expansion & preservation.
HSIP	Highway Safety Improvement Program	P	System or service preservation
NHPP	National Highway Performance Program (NHPP)	S	A study or evaluation.
RAF	Formula Grants for Rural Areas (5311)	TSM	Efficiency, effectiveness, or safety
RDD	Research, Development, Demonstration & Deployment Projects	<b>COST TYPE</b>	
RHC	Railway-Highway Crossing Program		
SF	Significant Freight Provisions	CON	Actual construction work
SPR	State Planning & Research	O&M	Operate & maintain non-transit facilities
SA	Safety Funds	PE	Planning and/or engineering aspects
SRTS	Safe Routes to School Funding	ROW	Acquisition of land / ROW
STBG-BR	Surface Transportation Block Grant - Bridge	OPERATIONS	Public transit operations
STBG-U/STP-U	Surface Transportation Block Grant - Urban	CAPITAL	Public transit capital equipment or facilities
STBG-TA/TAP	Surface Transportation Block Grant - Transportation Alternatives	UTL	Major ancillary utility work
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	<b>OTHER</b>	
TODP	Transit-Oriented Development Planning Pilot	cont	Funding is continued from a previous year
TP	Metro & Statewide & NonMetro Transportation Planning	ILLUS	Unfunded Illustrative Project
UAF	Urbanized Area Formula Grants	TARP	Truck Access Route Program
		TEA	Transportation Economic Assistance

Note: The TIP Table may also include projects funded through programs not noted in Table 2 including various state and local sources, Coronavirus Aid, Relief, and Economic Security Act (CARES), American Rescue Plan Act (ARPA) and COVID Relief.

# IMPLEMENTATION STATUS

Table 3 reports projects included in the previous TIP and TIP amendments that have been completed or are expected to be completed in 2022. All other ongoing or deferred projects are included in Table 1, along with information and comments regarding the project’s status including anticipated programmed year.

**Table 3 – Recently Completed Projects**

SPONSORING AGENCY	TIP NUMBER	STATE ID NUMBER	PROJECT DESCRIPTION	STATUS
State of Wisconsin	291-11-001	1001-10-01/11	I-39/90 from IL State Line to US 12/18 design and construction, program controls	Completed in 2022
State of Wisconsin	291-11-001	1001-10-02/12; 1009-11-05	I-39/90 from IL State Line to US 12/18 design and construction corridor tasks	Completed in 2022
State of Wisconsin	291-11-002	1003-10-01/21/22/23/24/25/27/29/40/41/42/43/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/91/92/93/94/95; 1008-10-70; 1003-11-20/21/22/23/44/45/46/48/71/74/75/92/93/96/97/98/99; 1003-12-40/42/90/91/92/93; 1005-10-73/76/81/82; 1005-11-71	I-39/90 from IL State Line to Co-O reconstruction and expansion to 6 lanes. Improvements to Rest Area #22	Completed in 2022
State of Wisconsin	291-21-010	5989-05-50	City of Beloit, Prospect Street-DME-RR-XING 388199R-RR OPS/Warning Device/Misc.-Mile Post 68362.	Cancelled in 2022 by WisDOT.
State of Wisconsin	291-21-012	1001-10-82	IH 39-Illinois State Line - Madison Pavement Markings Corridor Wide	Completed in 2022
State of Wisconsin	291-21-013	1009-85-21	Creek Road-Turtle Creek RR X-ing -UP 177986M - RR OPS/Safety/OCR/Signals & Gates	Completed in 2022



State of Illinois	IL-22-002	2-97460-1224	Highway Safety Improvement Program projects various District-wide	Completed in 2022
City of Beloit	291-20-001		Henry Avenue from Prairie to Royce reconstruct	Cancelled in 2022. Locally funded project now.
City of Beloit	291-22-012		Milwaukee Road Sidepath	Cancelled in 2022 by WisDOT.
City of South Beloit	2-13-002	ITEP Application 220007 P-92-009-14	Interim path from Bailey St. to Roscoe Avenue (various locations) - formerly known as Wheeler Bridge bike path over Turtle Creek then City Center Stateline Bicycle Link	Completed in 2022
Rock County	291-20-002	3653-00-00/70	CTH-J Bridge over Turtle Creek in Shopiere	Completed in 2022
BTS	291-21/22-050		Operations	Completed in 2022. Continued in 2023.
BTS	291-21-055		Transit Bus Technology Upgrades	Completed in 2022
BTS	291-21-053		Fuel tank, pump and fuel controls replacement	Completed in 2022
SMTD	2-22-001; 2-23-001; 2-24-001; 2-25-001; 2-26-001		Transit operations	Completed in 2022. Continued in 2023.
SMTD	2-20-004		Transit operations	Completed in 2022
SMTD	2-21-002		Transit operations	Completed in 2022

# FINANCIAL PLAN

Funding for transportation improvements is from a wide variety of sources. All projects with funding shown in the four years of this TIP (2023-2026), as detailed in TABLE 1 have been approved as funded projects. The Lead Agency for the project has reasonable assurances that this funding will be available in the amounts stated. Projects have been paired with funding sources(s) which have been identified and committed to that project through the capital improvements programming processes or a similar budgeting process of the particular agency or governmental unit responsible for the project. An inflation factor (currently 1.89%) is used to inflate costs in the out years of the TIP unless otherwise specified or explained. Currently 2.0% is used to inflate revenues.

Projects or project parts listed in the first year of the TIP (2023) have an even greater degree of funding assurance. Funding for these projects or parts has been “authorized or obligated.” These projects or parts are either underway, are in the bidding process, or are about to be bid.

For Federally-funded projects, TABLE 4 summarizes the amounts of Federal funding “programmed” in this TIP and the amounts of Federal funding “known or reasonably expected to be available” for projects. The two sides of the table are supposed to be identical, thereby demonstrating that the TIP is “fiscally constrained.” Transit funding is subject to further review by the funding providers.

## Table 4 – Fiscal Constraint Table

TABLE 4 - FISCAL CONSTRAINT TABLE, 2023-2026 SLATS TIP												
AGENCY	REVENUES						EXPENDITURES					
	PROGRAM	CY2023 (\$FY2023-2024)	CY2024 (\$FY2024-2025)	CY2025 (\$FY2025-2026)	CY2026 (\$FY2026-2027)	TOTAL	PROGRAM	CY2023 (\$FY2023-2024)	CY2024 (\$FY2024-2025)	CY2025 (\$FY2025-2026)	CY2026 (\$FY2026-2027)	TOTAL
FEDERAL HIGHWAY ADMINISTRATION	STP-FLEX			\$7,466,799	\$2,348,835	\$9,815,634	STP-FLEX			\$7,466,799	\$2,348,835	\$9,815,634
	STP/STBG/BR	\$88,000	\$5,511,000		\$1,200,000	\$6,799,000	STP/STBG/BR	\$88,000	\$5,511,000		\$1,200,000	\$6,799,000
	STBG-U	\$2,781,340	\$4,018,875			\$6,800,215	STBG-U	\$2,781,340	\$4,018,875			\$6,800,215
	STBG-TA/TAP	\$711,082	\$382,208			\$1,093,290	STBG-TA/TAP	\$711,082	\$382,208			\$1,093,290
	NHPP		\$31,964,537			\$31,964,537	NHPP		\$31,964,537			\$31,964,537
	HIP		\$14,725,000		\$19,600,000	\$34,325,000	HIP		\$14,725,000		\$19,600,000	\$34,325,000
HSIP	\$1,252,000	\$3,011,000	\$4,645,944		\$8,908,944	HSIP	\$1,252,000	\$3,011,000	\$4,645,944		\$8,908,944	
FEDERAL TRANSIT ADMINISTRATION	5307	\$743,009	\$1,049,010	\$1,128,110	\$1,152,018	\$4,072,147	5307	\$743,009	\$1,049,010	\$1,128,110	\$1,152,018	\$4,072,147
	5310					\$0	5310					\$0
	5339					\$0	5339					\$0
	5311					\$0	5311					\$0
CARES, ARPA		\$363,125			\$363,125		\$363,125				\$363,125	
COVID RELIEF		\$55,554			\$55,554		\$55,554				\$55,554	
SRTS		\$250,000			\$250,000		\$250,000				\$250,000	
RAISE			\$13,476,269		\$13,476,269			\$13,476,269			\$13,476,269	
TOTAL		\$6,244,110	\$74,137,899	\$13,240,853	\$23,148,835	\$117,923,715		\$6,244,110	\$74,137,899	\$13,240,853	\$24,300,853	\$117,923,715

Demonstrating fiscal constraint for Illustrative projects is not needed. Illustrative projects do not have approved funding and are not included in Table 4.

## **Operations and Maintenance**

MPOs are required to include Operations and Maintenance (O&M) costs in the TIP. Federal regulation 23 CFR 450.326(j) states, "For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

Table 5 below notes system-level estimates for each municipality within SLATS if available. These estimates were provided by each municipality based on local budgets and CIPs. Costs are not automatically inflated from year-to-year. Typically they are budgeted annually but are subject to change. Likewise, the estimates are municipality-wide meaning that 1) all roads including local streets are included and 2) some municipal boundaries extend beyond the SLATS AUA and/or MPA.

SLATS will continue to work with each municipality to determine the O&M revenues and expenses federal-aid highways only in the future. However, SLATS also recognizes that while municipalities may plan for maintenance on a particular street or streets, priorities, needs and even budgets can change. As such, estimates determined at the time of TIP development for O&M on Federal-aid highways may not reflect what municipalities do or are able to do in reality.

Note that system-level public transportation related O&M revenues and expenses are not included in Table 5; rather (federal, state and local) revenues and expenses for each transit system for operations and capital are included in the main TIP table as fiscally constrained projects.

**Table 5 – Anticipated Operations and Maintenance Expenses by Local Agency**

ANTICIPATED OPERATIONS AND MAINTENANCE EXPENSES				
LOCAL AGENCY	2023	2024	2025	2026
City of Beloit	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000
City of South Beloit	\$500,000	\$500,000	\$500,000	\$500,000
Village of Rockton	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Town of Beloit	\$270,000	\$270,000	\$270,000	\$270,000
Town of Turtle	\$150,000	\$150,000	\$150,000	\$150,000
TOTAL	\$3,520,000	\$3,520,000	\$3,520,000	\$3,520,000
Estimates provided by municipality.				

## **EXPEDITED PROJECT SELECTION PROCEDURES**

The SLATS MPO, WisDOT, IDOT, BTS AND SMTD (public transit operators) hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

- The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT, IDOT or the transit operator(s) to proceed with federal funding commitment.
- Projects from the second, third or fourth year of the TIP can be advanced by WisDOT, IDOT or the transit operator(s) for federal fund commitment without further project selection action by the MPO.
- Concerning the federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT and IDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the States and the MPO, and subject to reconciliation under item 5.
- WisDOT and IDOT can unilaterally interchange FTA Section 5309, Section 5339 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a TIP amendment. FTA should be notified of any interchange of funds.
- To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT, IDOT and the transit operator(s) will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year. (MPOs on a two-year TIP update cycle must also commit to truing up the TIP by amendment at the end of the first year along with declaring the second year of the TIP to be the agreed to list of projects for the second year of operation).

## **ENVIROMENTAL JUSTICE**

In recent years, the United States Department of Transportation (USDOT) and FHWA have placed an increased emphasis on equity. The metropolitan transportation planning process, TIP and LRTP development process, has long required an EJ analysis be conducted to document the potential impacts projects might have on the most vulnerable members of the community, specifically low-income residents and minorities. The ADA requires accommodation of people with disabilities in the public right of way, and it is also consistent with industry practice to consider the impacts and mobility needs of children and older adults.

Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socio-economic groups. To do so requires active public involvement in transportation planning and decision making processes. Moreover, the 1994 *Executive Order 12898* that states, "Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In 1997, the U.S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of *Executive Order 12898*, followed by the FTA Circular (FTA C 4703.1) released in August of 2012 to provide FTA recipients further guidance in incorporating environmental justice principles into plans, projects and activities that receive funding from FTA.

Recognizing the critical importance of addressing equity in transportation planning, the SLATS TAC and Policy Board added the following equity goal and supporting objectives to the 2045 LRTP:

Environmental Justice and Equity in Transportation System Development - Prioritize transportation investments that support and improve mobility and access for traditionally underserved residents, workers, business owners, and visitors.

1. Actively engage people of color, low income and transient populations, and people with limited English proficiency in transportation system planning and development.
2. Prioritize multimodal transportation investments that enhance access to jobs, healthcare, education, and other essential destinations for traditionally underserved residents.

The principles of environmental justice include:

- To ensure that no person be excluded from participation, be denied the benefits of, or be subjected to discrimination on the basis of race, color, or national origin.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- To guarantee that people with disabilities have the same opportunities as everyone else to participate in the mainstream of American life – to enjoy employment opportunities, to purchase goods and services, and to participate in State and local government programs and services.

Environmental Justice populations are found in every neighborhood of the SLATS MPA, and they are employed and attend educational institutions throughout the region. Businesses, recreation facilities and community facilities serving the residents are found in all areas covered by this plan. However, in some cases, minority, low income and disabled residents face particular challenges when it comes to transportation, tending to rely more on transit, carpooling, cycling and walking compared to a non-EJ person. EJ populations form a greater proportion of the region in the central districts of Beloit and South Beloit and at the northern end of the planning area, near Janesville. These also tend to be the most densely populated areas of the region, the areas with the highest rates of unemployment, and with some of the oldest infrastructure.

As such, this TIP recognizes the following goals as part of its transportation project selection process:

- Minority and low-income populations should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
- Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
- In the process of developing this TIP, a concerted effort should be made to determine what populations are going to be affected by the projects in this TIP.

- SLATS should make a concerted effort to ensure the full and fair participation by all minority and low-income groups and affected communities in the transportation decision-making process.

## Minority Populations

Demographic information for the SLATS MPA is detailed in Table 6 on the next page. Note in the table that overall throughout the MPA, Black or African American individuals comprise the largest minority race at just over 9%. That percentage jumps to nearly 15% in the City of Beloit, slightly higher than the overall U.S. non-Hispanic Black or African American population of about 12%. The next highest single minority race in the MPA is Asian, at 1.1% (slightly higher in South Beloit at 1.6%); however individuals that are more than one race make up 2.4% of the population (slightly higher in Beloit at 3%). The majority of these individuals are White and African American.

Hispanic individuals of all races make up a significant portion of the population at 8,296 individuals or 12% of the MPA population overall, and just over 17% of the population of the City of Beloit, or 6,332 persons. The next highest population of Hispanic individuals resides in South Beloit at 608. Interestingly, the second and third highest percentages of Hispanic persons by population within the SLATS MPA behind the City of Beloit are Rockton Township at just over 10% and the Town of Rock at more than 8%. For comparison, Rockton Township (including incorporated areas) has an overall Hispanic population of about 6.8% and the Town of Rock has an overall Hispanic population of about 4.9%. Just over 90% Hispanic persons residing in The Town of Rock are within the SLATS MPA. Note that the Town of Rock makes up less than 3% of the SLATS population and is not a voting member of SLATS. This may be an issue for the Policy Board to consider in the future, particularly since providing meaningful access to programs and activities by LEP persons is paramount in the Language Assistance Plan, which is part of the SLATS Title VI Plan (available for review at the SLATS office and website). Local representation may be a key factor in achieving meaningful access.

Lastly, note that the overall minority population in the MPA (including Hispanic persons) is just over 25% or 1 in 4 individuals. Individually however, with the exception of the City of Beloit, the various municipalities are less than 25% with South Beloit being the second highest at 16%. The City of Beloit seems to mirror the national numbers with a Hispanic population of about 17% (versus 16% nationally) and an overall minority population including Hispanic persons at just over 36% (the same nationally). With more than 1 in 3 individuals in the City of Beloit being a minority (and 1 in 4 in the MPA), SLATS will continuously strive to consider and address the mobility needs of minorities, and strive to ascertain, avoid or mitigate any disparate impacts of the



transportation decisions made on minorities, and work to include minorities in those decision-making processes to further these goals.

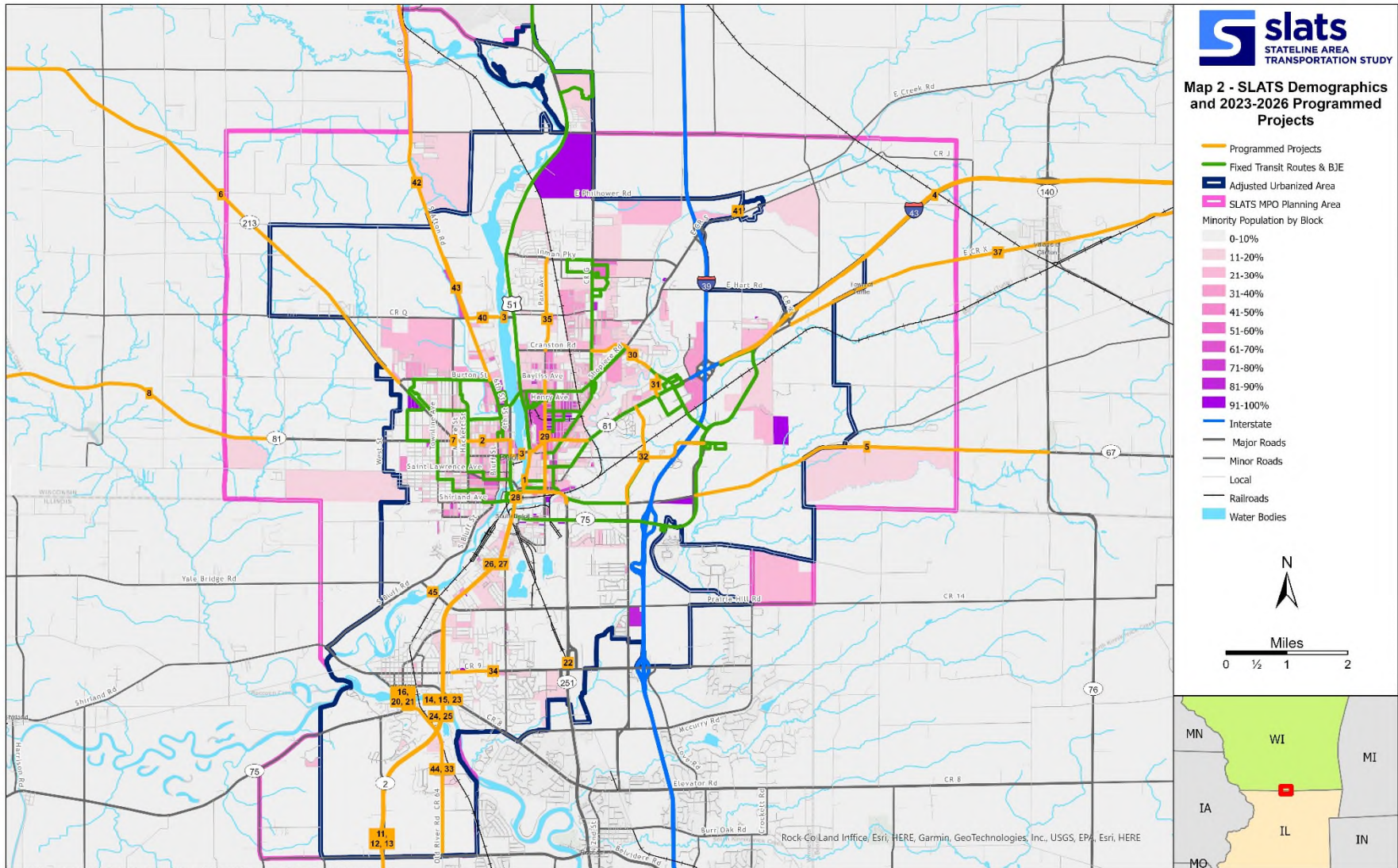
Map 2 following Table 6 shows the percent minority population by block within the SLATS MPA and AUA. For the purposes of this analysis, minority includes all individuals who identified themselves as a race other than white and/or Hispanic or Latino (of any race) (Data Source: U.S. Census - American Fact Finder Tables QT-P4 Race, Combinations of Two Races, and Not Hispanic or Latino:2010 SF1 100% by Block). The map also shows fixed route transit (BTS and BJE) as well as all programmed and illustrative projects by quick reference number in the TIP. Again, the Beloit Transit System (BTS) provides fixed route bus service throughout the core parts of the SLATS MPA north of the state line, readily serving and providing convenient access to minority populations.

**Table 6 – SLATS MPA Demographic Profile**

TABLE 6 - SLATS MPA DEMOGRAPHIC PROFILE																				
PLACE	TOTAL POPULATION BY PLACE	% BY PLACE	TOTAL MINORITY POPULATION BY PLACE (INCLUDES HISPANIC POPULATION)	% BY PLACE	HISPANIC POPULATION (FROM THE TOTAL - ALL RACES)	% BY PLACE	NON-HISPANIC POPULATION BY RACE													
							WHITE	% BY PLACE	BLACK OR AFRICAN AMERICAN	% BY PLACE	AMERICAN INDIAN OR ALASKAN NATIVE	% BY PLACE	ASIAN	% BY PLACE	NATIVE HAWAIIAN OR PACIFIC ISLANDER	% BY PLACE	SOME OTHER RACE	% BY PLACE	TWO OR MORE RACES	% BY PLACE
CITY OF БЕЛОIT	36,966	53.6%	13,481	36.5%	6,332	17.1%	23,485	63.5%	5,440	14.7%	114	0.3%	409	1.1%	9	0.0%	53	0.1%	1,124	3.0%
TOWN OF БЕЛОIT	7,662	11.1%	1,174	15.3%	511	6.7%	6,488	84.7%	415	5.4%	20	0.3%	66	0.9%	2	0.0%	13	0.2%	147	1.9%
TOWN OF TURTLE	2,388	3.5%	161	6.7%	53	2.2%	2,227	93.3%	63	2.6%	3	0.1%	14	0.6%	0	0.0%	2	0.1%	26	1.1%
TOWN OF ROCK	1,712	2.5%	222	13.0%	143	8.4%	1,490	87.0%	49	2.9%	3	0.2%	7	0.4%	0	0.0%	3	0.2%	17	1.0%
CITY OF SOUTH БЕЛОIT	7,785	11.3%	1,249	16.0%	608	7.8%	6,536	84.0%	310	4.0%	16	0.2%	128	1.6%	3	0.0%	4	0.1%	180	2.3%
VILLAGE OF ROCKTON	7,685	11.2%	584	7.6%	278	3.6%	7,101	92.4%	101	1.3%	9	0.1%	84	1.1%	1	0.0%	5	0.1%	106	1.4%
ROCKTON TOWNSHIP	3,181	4.6%	425	13.4%	321	10.1%	2,756	86.6%	70	2.2%	0	0.0%	7	0.2%	0	0.0%	0	0.0%	27	0.8%
VILLAGE OF ROSCOE	6	0.0%	0	0.0%	0	0.0%	6	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
ROSCOE TOWNSHIP	1,522	2.2%	85	5.6%	50	3.3%	1,437	94.4%	5	0.3%	1	0.1%	16	1.1%	0	0.0%	0	0.0%	13	0.9%
<b>TOTAL</b>	<b>68,907</b>		<b>17,381.00</b>		<b>8,296</b>		<b>51,526</b>		<b>6,453</b>		<b>166</b>		<b>731</b>		<b>15</b>		<b>80</b>		<b>1,640</b>	
<b>PERCENT OF TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>25.2%</b>		<b>12.0%</b>		<b>74.8%</b>		<b>9.4%</b>		<b>0.2%</b>		<b>1.1%</b>		<b>0.0%</b>		<b>0.1%</b>		<b>2.4%</b>	

DATA SOURCE: U.S. Census - American Fact Finder Tables QT-P4 Race, Combinations of Two Races, and Not Hispanic or Latino:2010 SF1 100% by Block.

# Map 2 - SLATS Demographics and 2023-2026 Programmed Projects

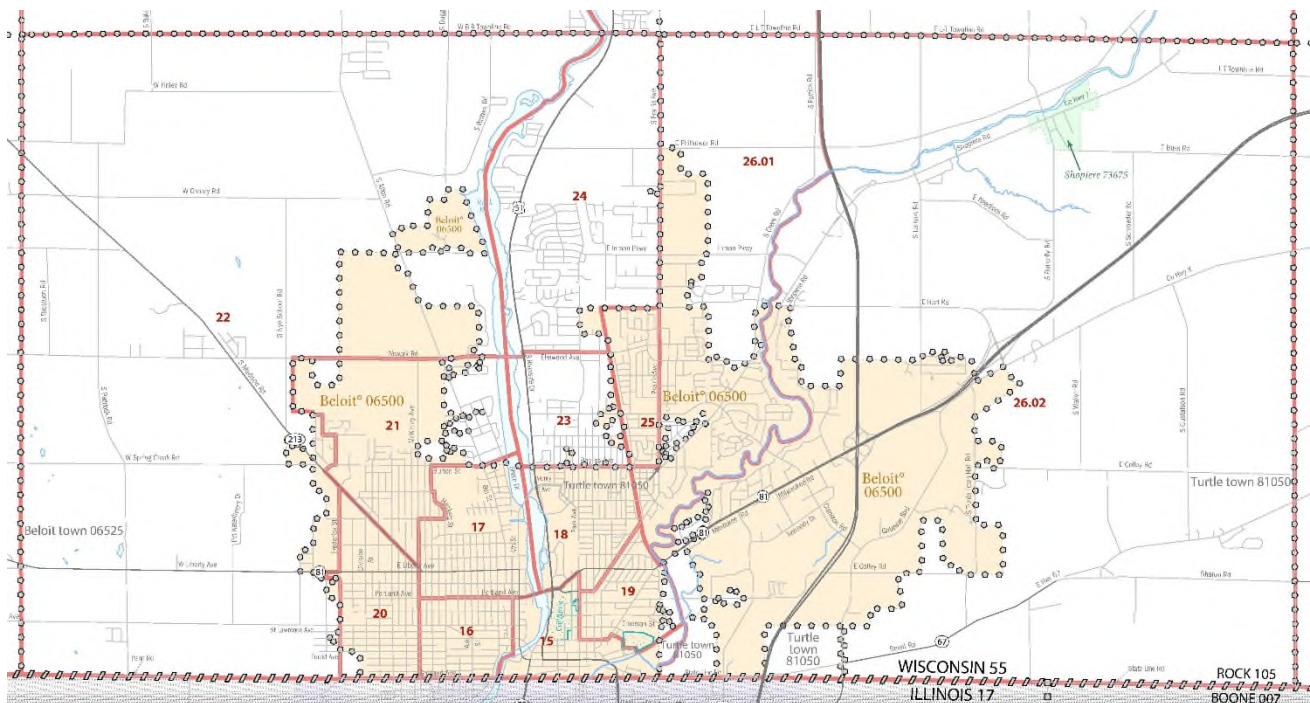


## Low Income Households

Data estimating the number of low-income households was obtained from the American Community Survey (ACS) 5-Year Estimates at the Census Tract level. Because Census Tract boundaries do not coincide with the MPA boundaries, we chose to examine Tracts that entirely contain or touch a portion of the MPA. Also, at the Census Tract level, we can make only generally observations regarding the location of households that are low-income. For our purposes, we determined the Median Household Income in the past 12 months (in 2020 inflation-adjusted dollars) from the ACS for Winnebago County in Illinois and Rock County in Wisconsin. Those income levels are \$55,310 +/- \$1,184 for Winnebago County and \$59,519 +/- \$2,229 for Rock County. We compared those levels to Median Household Income by Census Tract (within each County) and determined that the following Census Tracts have a median household income less than the respective County as a whole.

- Census Tracts 15, 16, 17, 18, 20, 21, 23, and 25 in Rock County\*
- Census Tract 40.03 in Winnebago County

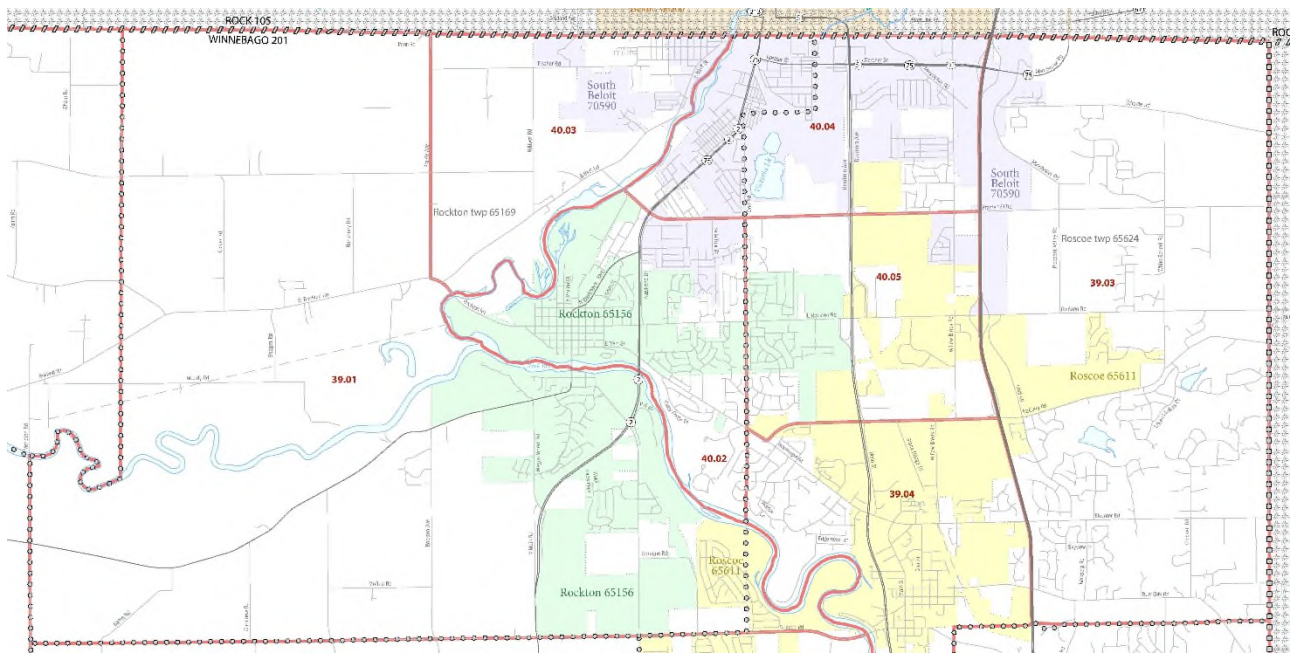
## Exhibit 2 – Rock County 2020 Census Tracts in and around SLATS



Data Source: US Census Bureau

\*Note that with margins of error, Census Tracts 19 and 26.01 in Rock County also potentially have median household incomes less than the County as a whole, but generally are around the County median income level absent of margin of error and as such are not highlighted on Map 3. Similarly, factoring in margins of error, Census Tracts 15, 20 and 25 potentially have median household incomes higher than the County as a whole, but they were mapped nonetheless. The only Census Tracts within the Wisconsin portion of SLATS that with margin of error for sure have median household incomes higher than Rock County as a whole are 22, 24 and 26.02, which encompass primarily the areas between the Rock River and Prairie Avenue north of Elmwood Avenue, areas west of the Rock River but north of Newark and west of Frederick, and areas east of Turtle Creek and I-39/90.

### Exhibit 3 – Winnebago County 2020 Census Tracts in and around SLATS

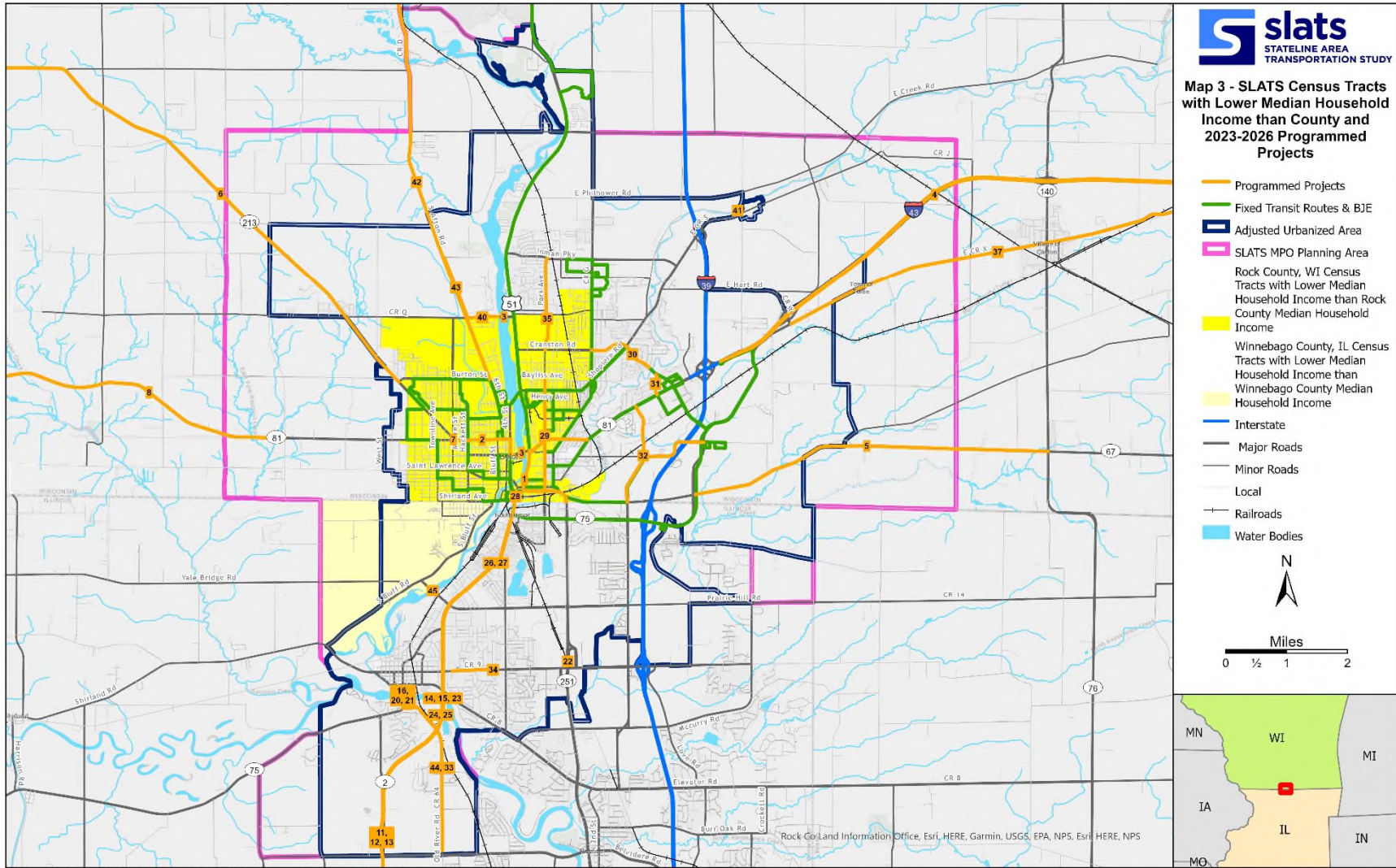


Data Source: US Census Bureau

The Census tracts that encompass older portions of the urban core in Beloit and west of the Rock River in South Beloit tend to be lower income when compared to the entire County (Rock on the Wisconsin side and Winnebago on the Illinois side). Alternative forms of transportation including transit and non-motorized are particularly important in these areas. Map 3 shows those Census

Tracts in and around the SLATS MPA where the median household income is less than the county median household income.

# MAP 3 – SLATS Census Tracts with Lower Median Household Income than County and 2023-2026 Programmed Projects



## Minimizing Negative Impacts

To minimize the negative impacts of transportation projects, planners and engineers should consider potential impacts throughout project planning and development, and involve the public early in the planning process to help identify potential negative impacts and alternatives or mitigation strategies. The goal is not just to move traffic efficiently and safely, but to do so without causing adverse effects. This is especially important in EJ neighborhoods. It is the common practice of SLATS to evaluate all projects programmed in the TIP from the standpoint of discrimination and to identify any disparate impacts on minority or low income (EJ) populations. SLATS will continue this approach and continually seek ways to improve this process and analysis. If projects result in a disparate impact on EJ populations, alternatives will be explored.

As a small MPO with limited resources, most state and federally funded projects have community significance as opposed to benefiting or negatively impacting one neighborhood or area over another. Federally funded road improvements throughout the MPO are generally major collector or arterial in function, or include other modes of transportation such as transit or bicycle and pedestrian facilities, and so the benefit and impacts are generally not localized, rather they are community-wide or regional. Residents and businesses along a particular project such as a road reconstruction project may have short-term inconvenience that requires active and appropriate mitigation and coordination, but the long-term benefits typically outweigh the short-term inconvenience with improved safety, access, pavement conditions, traffic management, and potentially additional access modes (sidewalks, bicycle improvements, transit routes and stops), parking and additional amenities. Also, transportation improvements often bring new commerce and private investment to a neighborhood, and can provide better access that will benefit the neighborhood.

When transportation improvements are less regional and more localized, it is important that low income and minority neighborhoods are provided a fair proportion of beneficial transportation improvements as opposed to concentrating transportation improvements in non-EJ neighborhoods. A balanced transportation plan and improvement program strives to increase opportunities for safe and efficient travel in all parts of the community, regardless of race, ethnicity, or income levels, particularly with regard to alternative forms of transportation. If EJ populations lack access to an automobile, there is a greater need for public transit, sidewalks, bikeways and of course safe, pedestrian friendly streets and intersections.

To avoid undue adverse impacts on EJ populations the following factors are considered:

- It is a fair assumption that any project with an element of expansion is likely to have a greater effect on nearby residents or businesses than projects that are simple maintenance, pavement resurfacing, or even reconstruction. Adverse impacts should

be avoided when planning, designing and constructing projects that involve roadway expansion and the taking of additional right-of-way (ROW).

- When planning and locating new roadways, avoid bisecting minority or low-income neighborhoods unless there is a clear benefit to the neighborhood.
- The effects of traffic noise, congestion and pollution should be considered for all projects.
- The effects of increased vehicular traffic or increase vehicle speed should be considered, especially where large numbers of children or elderly persons are present. For pedestrians, especially the young and old, widened roadways and larger curb radii can be more dangerous to cross. It is important for roadways to be and remain bicycle and pedestrian-friendly, especially in areas with higher numbers of pedestrians and populations less reliant on automobile use to meet their everyday transportation needs.
- In areas with transit-dependent populations, new roadways or improvements should be transit-friendly along existing or potential transit routes. For example, bus turnouts on heavily traveled roads should be added to improve safety for both the motoring and transit public, and sufficient ROW for bus stop shelters should be provided.
- Consider both positive and potential negative effects on EJ populations and neighborhoods of connecting two previously unconnected roadways (e.g. cut-thru traffic, higher traffic volume and speeding).
- In cases where adverse impacts cannot be avoided and projects must proceed for the overall benefit of the greater community, every effort should be made to identify, minimize and mitigate the impacts, including relocation to suitable, affordable and comparable housing.

## **Transportation Needs of EJ Populations**

The communities within SLATS provide a relatively high level of public transit service throughout the MPA as well as links to the Janesville area to the north, and the Machesney Park and the Rockford area to the south. On the Wisconsin side, the Beloit Transit System (BTS) provides fixed route bus service throughout the core parts of the SLATS MPA primarily north of the state line, readily serving and providing convenient access to minority populations. BTS also subcontracts with Rock County Transit (RCT) to provide paratransit services for eligible persons with special mobility limitations who are



unable to use the fixed route services. RCT will transport clients anywhere throughout Rock County, WI. BTS also cooperates with the Janesville Mass Transit System to provide a valuable link between the two communities. The Beloit Janesville Express (BJE) buses provide daily trips between Janesville and Beloit with stops along key points in between.

On the Illinois side, Stateline Mass Transit District (SMTD) provides demand-response, curb-to-curb public transit service to all persons residing within the municipalities of Rockton, Roscoe, South Beloit, Rockton Township and Roscoe Township. SMTD does not provide fixed-route bus services at this time. SMTD service is not limited to medical trips but qualifying medical trips can be made to and from medical facilities outside the normal SMTD service area. SMTD interconnects with the services offered by the Beloit Transit System and the Janesville Transit System (through the BJE) to the north, and with the services offered by the Rockford Mass Transit District to the south. The above mass transit services have been an integral participant in the SLATS planning process for years.

SLATS also plans for the mobility needs of all residents, with potentially greater impact for minority and low-income populations, through the emphasis placed on bicycle and pedestrian systems. The SLATS LRTP has contained an extensive bike and pedestrian element for more than a decade, and was created with input gathered at numerous public meetings from potential users of the bicycle and pedestrian systems. Although there is a sizable contingent of bicycle users from middle- and upper-income groups, and although investing in bicycling has a number of community-wide benefits, bicycle users that lack access to an automobile may rely more heavily on bicycle and pedestrian facilities to meet their daily transportation needs (trips to work, school, health care shopping and other). This TIP contains a number of bicycle and/or pedestrian facility improvements.

## **Evaluating the Impacts of Projects**

For projects in the TIP, it is worth noting that small MPOs with limited and/or State directed funds rely on the State(s) to help ensure non-discrimination and evaluate the impacts of projects on EJ populations, at least with major roadway projects where little Federal or State funding is determined locally. To illustrate:

- 87.5% of new Federal funds for all projects in SLATS are designated for roadway and bridge projects, with an additional 7.6% for safety projects (including local and district wide). Many of these projects are determined at a State level as opposed to the MPO or local level, and although they are regionally significant and important, make up the vast majority of all the federally funded projects. Note that these percentages are based on federal funding programmed in the 2023-2026 TIP and does not include federal funding programmed prior to 2023 for projects that may still be continued in the current TIP.

- New (2023 and later) federal funding for standalone bike and pedestrian facilities in SLATS is currently 1.2% percent, including the Park Avenue Bike Lanes Project in Beloit awarded to the City of Beloit through the LRIP-D program (formerly through MLS), Old River Road Path awarded to the Village of Rockton in through the ITEP program, the Rockton Road Multi-Use Path Phase 2 awarded to the Village of Rockton through the ITEP program and the Afton Road Sidepath awarded to Rock County through the TAP program. Bicycle and pedestrian facilities provide modes of transportation that can greatly benefit those that lack access to an automobile, and provide many more benefits to communities (improve health, safety, quality of life, minimize automobile trips, reduce infrastructure costs, reduce congestion, combat sprawl, reduce emissions and so on). Again, this percentage is based on new federal funding programmed in the 2023-2026 TIP and does not include federal funding programmed prior to 2023 for projects that may still be continued in the current TIP. Nor does it include roadway projects with a bike or pedestrian component, which several projects in the TIP include.
- Transit funding in SLATS makes up about 7.6% of the total Federal funding. Like bicycle and pedestrian facilities, transit is a transportation mode that can greatly benefit those that lack access to an automobile and rely on it as a primary means of transportation to school, work, shopping or health care. Transit spending is higher than bicycle and pedestrian facility spending, but still a relatively low percentage of the total State and Federal funding programmed for SLATS. Maintaining current service levels with available funding is a challenge, but even so, Beloit Transit and SMTD continually look for ways to expand, improve and coordinate service. For instance, BTS updated the fixed route system in 2020 to improve coverage, frequency and access to employment centers such as the Gateway Business Park, and is evaluating if and how microtransit might further enhance transit service. SMTD continues to grow its demand-response service, and explore options for fixed or deviated fixed-route service in the northern Illinois communities within SLATS. Although it is a small percentage of total transportation funding, adequate transit funding is essential to effectively serve EJ populations. Even a small reduction in funding would have significant impacts on service.

## Conclusions

Overall there is no evidence of discrimination or disparate impacts on EJ populations in the SLATS MPA. Roadway projects programmed are dispersed and generally serve the entire community including EJ populations. This dispersion of projects indicates that no single area or population group is receiving the benefits of or the adverse effects of roadway improvements. Large-scale State projects such as the

recently completed Interstate 39/90 expansion are of regional significance and must be evaluated by the State.

Fixed-route transit service is prevalent in the denser urban areas of Beloit and effectively serves minority populations. Census tracts with the highest number of low-income households also have readily available public transit service, either fixed route in the BTS service area or demand response in the SMTD service area. While additional service such as higher frequency, additional coverage, longer service hours, more weekend service and more seamless public transit across the Stateline is desirable, transit service is focused where most needed within existing resource constraints.

Lastly, while there are areas within the MPA that have larger EJ populations, it is worth noting a significant degree of racial, ethnic and economic integration existing in the MPA. While many EJ households are located in the older, more densely populated parts of the MPA, a large number of non-EJ households also reside in these areas. This does not eliminate the potential of having a disparate impact on EJ populations, only that such impact would likely affect a significant number of non-EJ populations as well, reinforcing the idea that such impacts are not intended or discriminatory.

# CERTIFICATION

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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) 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.

Furthermore, the MPO certifies the TIP contains only projects consistent with the LRTP for the urbanized area(s).