



SLATS RESOLUTION 2023-5

AMENDING RESOLUTION 2022-20, ASSIGNMENT OF STBG-U FUNDS FOR A PORTION OF CRANSTON ROAD IN THE TOWN OF BELOIT AND CITY OF BELOIT

WHEREAS, the Stateline Area Transportation Study (SLATS) is the Metropolitan Planning Organization (MPO) for the Beloit (WI-IL) Urbanized Area (UA) and the greater Stateline Metropolitan Planning Area (MPA); and

WHEREAS, the SLATS Policy Board has the responsibility to direct, coordinate, and administer federal continuing, comprehensive and coordinated (3C) transportation planning throughout the MPA; and

WHEREAS, in the SLATS UA, SLATS is responsible for project selection and programming of a special category of Federal highway improvement funds (annually suballocated to SLATS through the State of Wisconsin and State of Illinois) known as Surface Transportation Block Grant Program - Urban (STBG-U) commonly known as STP-U or STU funding; and

WHEREAS, SLATS anticipates \$5,056,605 more or less in funding through WisDOT for FY24-29 barring any delays in on-time delivery of currently approved projects and based on anticipated funding levels as a result of the Bipartisan Infrastructure Law (BIL); and

WHEREAS, the SLATS Policy Board adopts an annual Transportation Improvement Program (TIP) and 5-year Long Range Transportation Plan (LRTP) identifying project review and selection criteria and priority projects; and

WHEREAS, SLATS Resolution 2022-8 adopted July 25, 2022, SLATS Resolution 2022-11 adopted August 29, 2022 and SLATS Resolution 2022-13 adopted September 27, 2023, allocated STBG-U funds to various projects including Cranston (Prairie to Collingswood), currently programmed with \$1,110,400 in SLATS STBG-U funding in the FY23-26 WisDOT program cycle; and

WHEREAS, SLATS Resolution 2022-20 adopted October 24, 2022 allocated up to 80% construction-related costs estimated at \$3.9M in STBG-U funds to Cranston (Riverside to Prairie) in the FY24-29 WisDOT program cycle; and

WHEREAS, in funding Cranston (Prairie to Collingswood), SLATS required the City of Beloit as Project Sponsor to complete the project with design being 100% locally funded and completed in time for State approval and project letting by spring 2024 for the FY23-26 WisDOT Program Cycle (with WisDOT concurrence) and also include FHWA, WisDOT and SLATS recommended bicycling accommodations and pedestrian/sidewalk accommodations; and

WHEREAS, right-of-way needs identified during design to complete sidewalk on the north side of Cranston and a multi-use path on the south side of Cranston, both through the project limits, would unduly delay project letting and affect future funding, and as such with WisDOT concurrence the City of Beloit proposes delaying construction of the sidewalk and multi-use path components of the Cranston (Prairie to Collingswood) project until the next phase of Cranston (Riverside to Prairie) in order to have adequate time to address right-of-way needs and avoid impacting future funding to SLATS; and

WHEREAS, for Cranston (Riverside to Prairie) the Town of Beloit will act as Project Sponsor and collaborate with the City of Beloit to complete the project with design being 100% locally funded and completed in time for State approval and project letting by spring 2026 (estimated to be a 2-year process with railroad coordination) for the FY24-29 WisDOT Program Cycle (with WisDOT concurrence), with final costs and schedule to be adjusted as needed and included in the SLATS TIP; and

WHEREAS, the Policy Board and Technical Advisory Committee (TAC) considers and prioritizes projects that meet the adopted goals of the SLATS LRTP, guiding principles of the LRTP and federal priorities including advancing complete streets for all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles when planning, designing and constructing transportation facilities; and

WHEREAS, all STBG-U funded projects will conform to WisDOT design standards at a minimum and include necessary base, pavement repair/replacement, traffic control, intersection upgrades, safety improvements (may include potential roadway reconfigurations), access improvements, FHWA, WisDOT and SLATS recommended bicycling accommodations, freight accommodations as a principle arterial on the NHS, pedestrian/sidewalk accommodations, crossing improvements including median islands, pedestrian signals and curb extensions as needed and other amenities so as to accommodate all system users safely along the entire corridor and;

WHEREAS, the Cranston (Riverside to Prairie) project will now also include if not otherwise completed a sidewalk on the north side of Cranston from Prairie to Collingswood where none exists, and a multi-use path on the south side of Cranston from Prairie to Collingswood where none exists; and

WHEREAS, The TAC recommended approval of this resolution and the Policy Board reviewed the TAC recommendation;

NOW, THEREFORE, BE IT RESOLVED THAT: STBG-U funding allocated to SLATS for the FY24-29 program cycle in an amount of up to 80% construction-related costs estimated at \$3.9M in 2027 (subject to change with updated estimates at time of application) be allocated to Cranston (Riverside to Prairie), with additional STBG-U funds up to 80% construction-related costs being used to complete a sidewalk on the north side of Cranston from Prairie to Collingswood where none exists, and a multi-use path on the south side of Cranston from Prairie to Collingswood where none exists, with any excess funds allocated to one or more additional projects at a later date; and

AND BE IT FURTHER, RESOLVED THAT: SLATS reserves the right to amend this resolution including any approvals if and as needed based on project compliance with this resolution, funding allocation and the ability of the project Sponsor to complete PS&E in time for a project letting by the end of SFY26 through WisDOT, including substituting one or more projects that can meet this deadline;

AND BE IT FURTHER, RESOLVED THAT; SLATS Staff is instructed to incorporate the projects with final estimates, STBG-U allocations and adjustments, and project limits into the TIP for TAC review and Policy Board approval and transmit this Resolution to appropriate State and Federal officials.

Approved this 27th Day of March, 2023

ATTESTS:

Chair, SLATS Policy Board

Director of Planning and Building Services