



## MINUTES

### Joint Policy Board & Technical Advisory Committee Meetings, Stateline Area Transportation Study Monday October 23, 2023 at 10:00 A.M, 100 State Street, Beloit, WI 53511

A joint meeting of the Stateline Area Transportation Study Technical Advisory Committee and Policy Board was held on Monday October, 2023. Nee called the meeting to order at 10:01 a.m.

#### 1. Call to Order and Roll Call

Policy Board Members Present (7): Greenlee, Hoppes, Schleeper, Jorgenson, Von Bergen, Flottmeyer, Bates

Policy Board Members Absent (3): Forbeck, Peterson, Kehoe

Technical Advisory Committee Members Present (11): Frisbee, Prindiville, Christensen, Boggs, McKearn, Schleeper, Jorgenson, Baker, Von Bergen, Flottmeyer, Bates

Technical Advisory Committee Members Absent (4): Barber, Downing, Hecox, Winnebago County Planning

Non-voting Members / Others present: Matt Sorenson, Doug DeLille, Karl Buck, Melisa Ribikawskis, Joe Rose, Jeff Johnson, Carl Lange, Rick Barder, T.J. Nee

#### 2. Public Participation

Jeff Johnson, Rock Trail Coalition, commented that he biked along the Park Avenue project in the Town of Beloit and complimented the facility. That along with the Broad Street to South Beloit connection leaves the remainder of the City of Beloit portion Bayliss Avenue to Broad Street. Prindiville noted the design is upcoming, but that because of funding constraints, it is likely only one section (south of White Avenue or north of White Avenue will be constructed at first. Johnson asked if there would be public input. Frisbee noted it would go to the Parks Commission for input. Johnson asked about the SLATS Bike and Pedestrian Plan update. Nee confirmed it would be in 2025.

Rick Barder asked what the timeframe was for the Willowbrook Road RAISE grant and if there would be public input. Prindiville noted the RFP for design is approved and out, funds need to be obligated by September 2026, and stage one is planned in 2025 with a subsequent stage in 2026. Existing sidewalk is currently planned for the west side of Willowbrook Road and a sidepath is planned for the east side. Bike lanes are planned for Colley Road. Barder inquired about a round-a-bout at Willowbrook and Milwaukee Road. Prindiville noted the grant application included planned round-a-bouts for Willowbrook and Colley, Stateline and the casino entrance, with traffic signals at Milwaukee, but that it would be addressed in the preliminary design.

**3. Approval of the Minutes of the March 27, 2023 and June 12, 2023 Joint Policy Board and Technical Advisory Committee Meetings**

A motion was made by McKearn, second by Schleeper, to approve the minutes of the March 27, 2023 and June 12, 2023 meetings. Motion carried.

**4. Transportation Improvement Program (TIP) Administrative Modifications**

None to report

**5. Resolution 2023-9, Adoption of Highway Safety Improvement Program 2024 Performance Measure Targets (PM1) and Transit Asset Management (TAM) Plan 2024 Performance Measure Targets**

Nee reported that MPOs are required to incorporate Performance-Based Planning and Programming in the development of MPO Long-Range Transportation Plans and Transportation Improvement Programs. States and MPOs set performance measure targets for Safety (PM1) and Transit Asset Management (TAM) annually. This resolution adopts updated PM1 and TAM targets for 2024 in support of State targets, and agrees to plan and program projects to help each State achieve those targets. Actual targets for each measure by State are included on the resolution and in the 2024 TIP.

A motion was made by McKearn, second by Prindiville for the Technical Advisory Committee to recommend approval of Resolution 2023-9 to the Policy Board.

Motion carried.

A motion was made by Hoppes, second by Schleeper for the Policy Board to accept the recommendation of the Technical Advisory Committee and to approve Resolution 2023-9, Adoption of Highway Safety Improvement Program 2024 Performance Measure Targets (PM1) and Transit Asset Management (TAM) Plan 2024 Performance Measure Targets).

Motion carried.

**6. Resolution 2023-10, Approval of the SLATS 2024-2027 Transportation Improvement Program (TIP)**

Nee reported that the Draft 2024-2027 TIP has been out for public review since September 23. Because of regular amendments that are made throughout the year, projects have not changed significantly. One notable addition to the 2024 TIP from 2023 is the Cranston Road project from Riverside Drive to Prairie Avenue. This is scheduled to be the next STBG-U project approved by SLATS at the March 2023 meeting. Construction is currently estimated at \$5M, and depending on funding levels, is anticipated as early as 2026. The Town of Beloit is taking the lead on this project in coordination with the City of Beloit.

A motion was made by Frisbee, second by Baker for the Technical Advisory Committee to recommend approval of Resolution 2023-10 to the Policy Board.

Motion carried.

A motion was made by Hoppes, second by Jorgenson for the Policy Board to accept the recommendation of the Technical Advisory Committee and to approve Resolution 2023-10, Approval of Amendments to the 2023-2026 Transportation Improvement Program (TIP).

Motion carried.

**7. Resolution 2023-11, Approval of Amendments to the SLATS 2023 Unified Planning Work Program (UPWP)**

Neer reported that a 2023 work program amendment is needed to extend the period of availability to May 31, 2024 in order to use 2023 funds estimated at \$82,000 to complete consultant projects programmed in the 2023 UPWP that will not be complete in 2023. These include a commuter rail impact analysis for the Rockford to Madison rail corridor through the Stateline area as identified in the 2021 SLATS Rail Study, and a corridor study for Shopiere Road from Prairie Avenue to about Murphy Woods Road. This amendment should allow SLATS to complete these studies and use the entire 2023 budget of \$269,553.43 on approved projects.

A motion was made by McKearn, second by Jorgenson for the Technical Advisory Committee to recommend approval of Resolution 2023-11 to the Policy Board.

Motion carried.

A motion was made by Hoppes, second by Greenlee for the Policy Board to accept the recommendation of the Technical Advisory Committee and to approve Resolution 2023-11, Approval of Amendments to the SLATS 2023 Unified Planning Work Program (UPWP)

Motion carried.

**8. Resolution 2023-12, Approval of the SLATS 2024 Unified Planning Work Program (UPWP)**

Neer reported that the SLATS budget for 2024 (not including any 2023 funds) is \$312,757.27, which is an increase of more than \$40,000 from 2023, largely a result of increases in federal PL provisional funding through IDOT. Provisional funding is previously unspent MPO PL funding on a Statewide basis allocated to all Illinois MPOs by population. The funding sources are broken out by State and then local community population. The increase in provisional PL funding was largely matched by the State of Illinois and had minimum impact on local share. A savings of about \$8,200 for 2024 is also anticipated for local agencies on the Wisconsin side for Safe and Accessible Transportation Options (SATO) activities that can be federally reimbursed 100%, and will likely be applied to a Transit Development Plan (TDP) update for BTS.

In addition to ongoing or routine activities under program administration, short and long-range planning and the TIP, noteworthy projects planned in 2024 include a passenger rail impact analysis for SLATS area, Shopiere Road Corridor Study, Regional Transit Feasibility Study and Transit Development Plan (TDP) updates for BTS and SMTD, anticipated Safe Streets and Roads for All (SS4A) Action Plan in coordination with IDOT, SLATS Bike and Pedestrian Plan update kick-

off later in 2024, largely planned for 2025 and the SLATS Metropolitan Planning Area (MPA) boundary update.

A motion was made by Frisbee, second by Baker for the Technical Advisory Committee to recommend approval of Resolution 2023-12 to the Policy Board.

Motion carried.

A motion was made by Hoppes, second by Flottmeyer for the Policy Board to accept the recommendation of the Technical Advisory Committee and to approve Resolution 2023-12, Approval of the SLATS 2024 Unified Planning Work Program (UPWP).

Motion carried.

**9. Resolution 2023-13, Approval of the SLATS 2023 Title VI Program and Limited-English Proficiency (LEP) Plan**

Nee reported that Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. SLATS is a sub-recipient of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant dollars through WisDOT and IDOT, and must show compliance with Title VI through a Title VI Program and Limited-English Proficiency (LEP) Plan adopted by the Policy Board. This Plan is updated every 3 years, the last one being approved in 2020.

In summary, the Plan notifies the public of their rights under Title VI, includes Title VI complaint procedures and forms, a list of previous Title VI complaints (there have been none), a public participation plan to promote inclusion, a language assistance plan including determination of which (if any) groups with Limited English Proficiency (LEP) exceed "Safe Harbor" provisions thereby requiring translation of vital documents. For the MPO, Spanish speaking LEP persons exceed the threshold (1,000 individuals or 5% of the population, whichever is less). The Plan also includes demographic data and maps analyzing the location of minority populations within the MPA in relation to expenditure of federal funds for transportation improvements.

A motion was made by Prindiville, second by Christensen for the Technical Advisory Committee to recommend approval of Resolution 2023-13 to the Policy Board.

Motion carried.

A motion was made by Hoppes, second by Flottmeyer for the Policy Board to accept the recommendation of the Technical Advisory Committee and to approve Resolution 2023-13, Approval of the SLATS 2023 Title VI Program and Limited-English Proficiency (LEP) Plan.

Motion carried.

**10. Resolution 2023-14, Approval of the SLATS 2020 Adjusted Urban Area Boundary**

Nee reported that every ten years the Census Bureau designates new Urban Areas (UA)s, most recently at the end of 2022 following the 2020 Census. UAs with a population greater than or

equal to 50,000 are designated as an MPO to carry out federally mandated transportation planning. MPOs such as SLATS, which has a 2020 population of 63,073, must then develop a new Adjusted Urban Area (AUA) and a new Metropolitan Planning Area (MPA). SLATS adopted the current AUA and MPA on February 25, 2013, with a minor revision to the AUA on April 14, 2014.

The proposed 2020 AUA was developed in coordination with WisDOT, IDOT, FHWA and the Rockford and Janesville MPOs. It establishes shared borders with Rockford and Janesville, and smooths boundaries around the greater Beloit area to encompass lands with a potential to become developed within the next 10 years. It must include the entire Census-defined UA, but can be larger than the Census-defined UA,

Funding for SLATS, both for Planning (PL) and infrastructure through the Surface Transportation Program - Urban (STP-U), is based on the Census defined UA population (63,073) not the AUA nor the MPA which have higher populations.

Changes on the Illinois side include:

- The “island” area between Middle Road and Manchester moved from the Rockford MPO to the Beloit MPO. The proposed AUA now follows Prairie Hill Road to the Winnebago/Boone County line.
- An area along Rockton Road including the Walmart and the southeast quadrant of Rockton Road and Illinois 251 moved from the Beloit MPO to the Rockford MPO, although the southwest quadrant of Rockton Road and I-39/90 moved from the Rockford MPO to the Beloit MPO, as did areas north of Rockton Road between I-39/90 and Illinois 251.
- The area of the Hononegah Forest Preserve moved from the Rockford MPO to the Beloit MPO.

Changes on the Wisconsin side include:

- An area north of the Rock River but south of Happy Hollow Road moved from the Beloit MPO to the Janesville MPO.
- The AUA has been expanded north of Walters Road and Townline Road to the Rock River in the Town of Rock. These areas were previously in the MPA.
- The AUA has been adjusted inward from Paddock Road to Nye School Road.
- The AUA west of the City of Beloit south of Spring Creek Road has been expanded to Katterhenry Drive.
- The AUA has been expanded to Lathers Road from I-39/90, but no longer extends past Lathers.
- The AUA has been expanded to include the area bounded by Hart Road, Butterfly Road and I-43

McKearn noted the proposed boundary seemed logical and not larger than needed. Schleeper inquired if Lathers Road, which is proposed to be within the AUA, should remain out for STP-Rural funding. Jorgenson noted there have been few STP-Rural funded roads and only on the County system, and that LRIP is a typical source for local roads.

Resolution 2023-14 approves the AUA boundary only. A newly proposed MPA will be brought forward at a future meeting, with roadway functional classification updates to follow.

A motion was made by McKearn, second by Frisbee for the Technical Advisory Committee to recommend approval of Resolution 2023-14 to the Policy Board.

Motion carried.

A motion was made by Hoppes, second by Flottmeyer for the Policy Board to accept the recommendation of the Technical Advisory Committee and to approve Resolution 2023-14, Approval of Approval of the SLATS 2020 Adjusted Urban Area Boundary.

Motion carried.

#### **11. Technical Advisory Committee (TAC) Agency Reports**

City of Beloit Engineering – Prindiville noted the City’s \$2M street resurfacing program for the year is being completed, along with \$300k in concrete panel replacement.

City of South Beloit – Boggs noted the City’s MFT project for residential streets is being completed.

Town of Beloit – McKearn noted counts for the Town’s safety study on Inman Parkway are planned for November when Bartells Drive opens after subdivision work is complete. McKearn commended the Town on the Park Avenue project. McKearn and Joe Rose also noted that the Valley Road sewer project is being completed.

Rock County Public Works – Jorgenson noted a design firm for the Afton Road sidepath has been approved by WisDOT, that the consultant for the Lathers Road Bridge is selected, and that the CTH Q project from Afton Road to STH 213 may be moved out a year from when it is currently planned (2027/2028).

Rock County Planning – Baker noted the Rock County Ad Hoc Committee on Passenger Rail Development is established and has met twice and meets monthly. He noted a member of the St. Croix-Chippewa Rail Commission would be meeting with the Committee to discuss the private line being planned to connect to Amtrak in their area. The Committee is looking at the potential for Amtrak, a private provider or Metra in Rock County.

#### **12. Scheduling of Future Meetings of the Policy Board and Technical Committee**

The next meeting is not scheduled, and is not anticipated until 2024 pending any TIP amendments before then.

#### **13. Adjournment**

Jorgenson moved to adjourn, second by Frisbee. Motion carried. Meeting adjourned at 10:43 a.m.

- T.J. Nee, City of Beloit, Director of Planning and Building Services