



October 15, 2024 Meeting Draft



2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

2025 UNIFIED PLANNING WORK PROGRAM



100 State Street, Beloit, WI 53511

T.J. Nee, Director of Planning and Building Services

neet@beloitwi.gov

608-364-6711

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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U.S. Department of Transportation
Federal Highway Administration



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Federal Transit Administration



Illinois Department of Transportation

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Town of Turtle

ROCKTON TOWNSHIP

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SLATS RESOLUTION APPROVING THE 2025 UNIFIED PLANNING WORK PROGRAM



SLATS RESOLUTION 2024-10 APPROVAL OF THE SLATS 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the State Line 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, under 23 CFR and 49 CFR 616, have determined the necessity for a Unified Planning Work Program; and

WHEREAS, the Policy Board has reviewed the clarifications of transportation planning activities outlined in the 2025 Unified Planning Work Program and finds them consistent with the transportation planning process.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the State Line Area Transportation Study approves this 2025 Unified Planning Work Program for the period January 1, 2025 – December 31, 2025 (June 30, 2026 for Illinois) and directs MPO staff to submit this document to the Wisconsin and Illinois Departments of Transportation and to the Federal Highway Administration and Federal Transit Administration; and

BE IT FURTHER RESOLVED that the Policy Board of the State Line Area Transportation Study authorizes MPO staff to execute contracts, agreements, and other documentation necessary to carry out the 2025 Unified Planning Work Program; and

BE IT FURTHER RESOLVED that 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:

- (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.

Adopted this 15th Day of October, 2024

ATTESTS:

Chair, SLATS Policy Board

Director of Planning and Building Services

SELF-CERTIFICATION SUMMARY

The MPO Policy Board is charged with implementing the metropolitan planning process in accordance with applicable requirements of MAP-21, the FAST Act, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. By federal law, agencies providing transportation services and/or receiving federal money must categorically adhere to the requirements as listed in the Self-Certification.

With the approval of the Self-Certification, the Policy Board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services.

The ten requirements for self-certification are listed below.

§ 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.

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. Based in the 2020 Census, the SLATS Urban Area has a total population just over 63,000, with approximately 70% of the population in Wisconsin and 30% in Illinois. The MPO Adjusted Urbanized Area (AUA) and Metropolitan Planning Area (MPA) are larger and are in the process of being amended following the 2020 Census. It is important to note that federal funding, not only for the planning activities identified in the UPWP, but also for transportation improvement projects programmed by SLATS that are funded through each State's Surface Transportation Program – Urban (STP-U), is determined by formula and based on the Census Urban Area population. The SLATS area lost nearly 800 residents between 2010 and 2020. Population loss or lack of population growth impacts federal funding for transportation, particularly if other MPO areas in Wisconsin and Illinois grow.

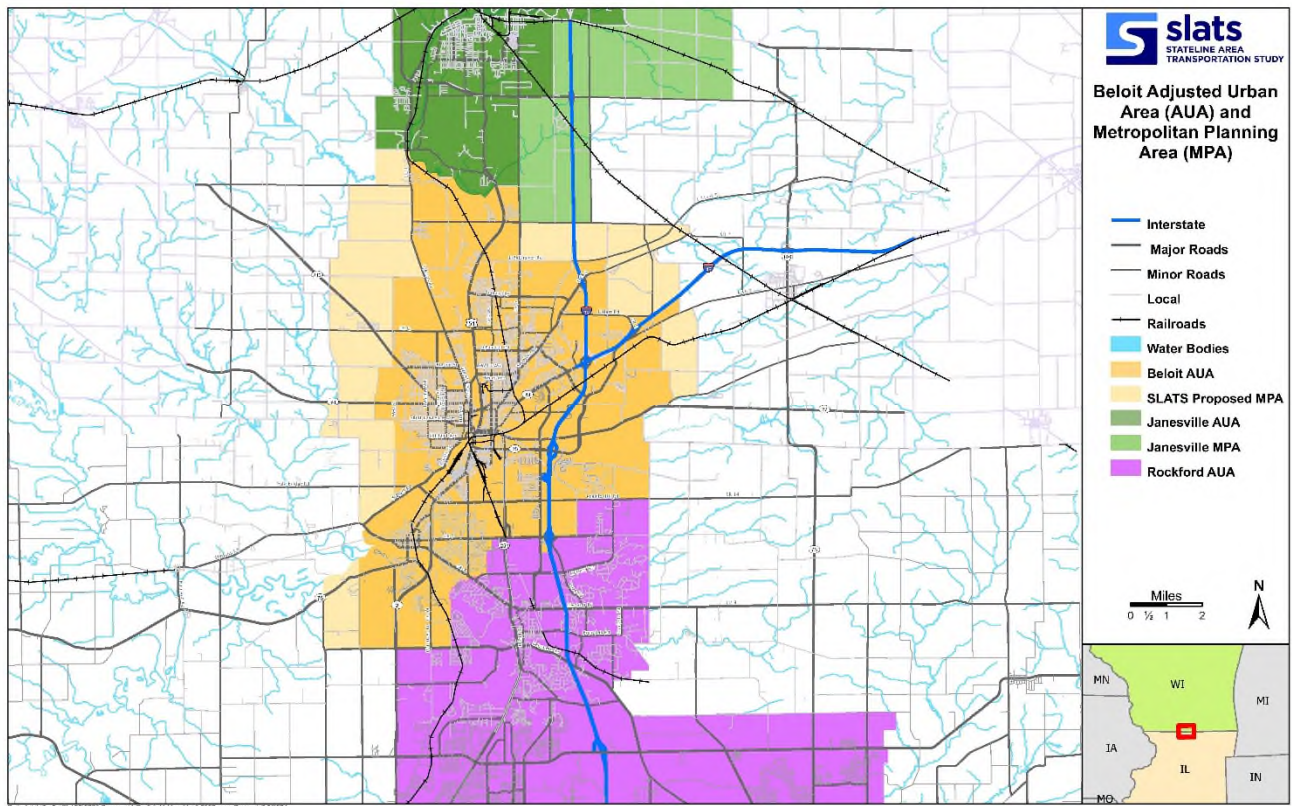
SLATS is required to develop and update a Long Range Transportation Plan (LRTP) every five years, a Unified Planning Work Program (UPWP) every year, and a four-year Transportation Improvement Program (TIP), which SLATS updates every year and amends as needed. All federally-funded transportation projects 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

SLATS 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 City of Beloit provides the staff support for the administration of the MPO as listed in the chart below. Additionally, SLATS contracts with consultants for special projects. A breakdown of the expenditures related to the work provided by City staff and any consultant is provided in **TABLE 3** later in the plan.

MPO STAFF	TITLE	PERCENT TIME SPENT ON MPO ACTIVITIES
Vacant	Transportation Planner	100%
T.J. Nee	Director of Planning and Building Services	10%
Julie Christensen	Community Development Director	5%
Keith Houston	GIS Specialist	5%

Note that the Director of Planning and Building Services spends an estimated 10% of time on MPO activities. Actual time whether more or less is determined on a quarterly basis. The SLATS office is

located at 100 State Street, Beloit, WI 53511. The Transportation Planner/MPO Coordinator position is vacant as of the date of this document. The Director of Planning and Building Services, T.J. Nee, can be reached at 608-364-6711, by email at neet@beloitwi.gov. The SLATS web page can be accessed via the City of Beloit web site www.beloitwi.gov under the "Community Resources" drop down menu on the homepage.

SLATS 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.

- | | |
|------------------------|-----------------------------|
| • City of Beloit | Nancy Forbeck (Chair) |
| • City of South Beloit | Sonya Hoppes |
| • Village of Rockton | John Peterson |
| • Town of Beloit | Diane Greenlee (Vice-Chair) |
| • Town of Turtle | Roger Anclam |
| • Rockton Township | Trent Kehoe |
| • Rock County | Philip Gorman |
| • Winnebago County | Joseph Chiarelli |
| • WisDOT SW Region | Art Sommerfield |
| • IDOT Region 2 | Trisha Thompson |

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 Department | 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
- The City of South Beloit
- BTS
- SMTD
- WisDOT SW Region
- IDOT District 2

Dan Barber
 Brandon Boggs
 Teri Downing
 Sharon Hecox
 Matt Schreiber
 Rob Bates

Non-voting membership is extended to:

- FHWA – WI
- FHWA – IL
- FTA Region 5 Chicago
- District 2 Bureau of Urban Program Planning IDOT
- Central Planning Office for WisDOT
- Janesville MPO
- Rockford MPO (R1PC)
- Village of Roscoe
- Roscoe Township
- Town of Rock

Karl Buck
 Jon Paul Diipla
 Evan Gross (WI)
 Anthony Greep (IL)
 Doug Delille
 Justin Johnson
 Duane Cherek
 Sydney Turner
 Josef Kurlinkus

PLANNING PRIORITIES AND METROPOLITAN PLANNING FACTORS

23 CFR 450.306 requires that the metropolitan transportation planning process be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services and that will address a number of planning factors. Eight of these planning factors were included in Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005, A Legacy for Users (SAFETEA-LU) to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21) maintained these planning factors from the SAFETEA-LU legislation. The 2015 Fixing America’s Surface Transportation Act (FAST Act) added two additional metropolitan planning factors. The All current ten planning factors are listed below:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;

- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The matrix below illustrates SLATS work elements and the metropolitan planning factors to be addressed in each project.

TABLE 1 – Metropolitan Planning Factors

METROPOLITAN PLANNING FACTORS CONSIDERED IN THE UPWP			YEAR 2025											
UPWP Category	UPWP Elements	Metropolitan Planning Factors												
		1	2	3	4	5	6	7	8	9	10			
100	1	UPWP & financial reports	x	x	x	x	x	x	x	x	x	x	x	x
	2	SLATS meetings	x	x	x	x	x	x	x	x	x	x	x	x
	3	Web page maintenance				x	x							x
	4	Public involvement			x	x	x	x			x			
	5	DOT coordination	x	x	x	x	x	x	x	x	x	x	x	x
200	1	Collaborate with local transit providers	x	x	x	x	x	x	x	x	x	x	x	x
	2	HSTP			x	x			x	x				
	3	Regional transit coordination	x	x	x	x	x	x	x	x	x	x	x	x
	4	Traffic data and studies	x	x	x	x	x	x	x	x	x	x	x	x
	5	Ladders of Opportunity			x	x	x	x			x			
	6	Title VI			x	x	x	x	x		x			
	7	Training and seminars	x	x	x	x	x	x	x	x	x	x	x	x
	8	Monitor air quality	x	x	x	x	x	x	x	x	x	x	x	x
	9	DOT coordination	x	x	x	x	x	x	x	x	x	x	x	x
	10	FAST Act compliance	x	x	x	x	x	x	x	x	x	x	x	x
	11	Regional planning coordination	x	x	x	x	x	x	x	x	x	x	x	x
	12	Performance measures	x	x	x	x	x	x	x	x	x	x	x	x
300	1	TIP development	x	x	x	x	x	x	x	x	x	x	x	x
	2	Local priorities and programming	x	x	x	x	x	x	x	x	x	x	x	x
	3	Title VI & EJ analysis of improvements			x	x	x	x			x			
	4	DOT (State and Federal) coordination	x	x	x	x	x	x	x	x	x	x	x	
	5	Assist with STIPs			x	x	x	x	x	x	x	x	x	
	6	Public involvement			x	x	x	x			x			
400	1	Maintain LRTP	x	x	x	x	x	x	x	x	x	x	x	x
	2	LRTP data compilation	x	x	x	x	x	x	x	x	x	x	x	x
	3	Housing and transportation	x		x	x	x	x	x	x				
	4	Public involvement			x	x	x	x			x			
	5	Regional passenger rail	x	x	x	x	x	x	x	x	x	x	x	x
	6	Regional coordination.	x	x	x	x	x	x	x	x	x	x	x	x
	7	DOT coordination	x	x	x	x	x	x	x	x	x	x	x	x
	8	Functional classification and boundary updates	x	x	x	x	x	x	x	x	x	x	x	x
500	1	Regional transit coordination	x	x	x	x	x	x	x	x	x	x	x	

PLANNING EMPHASIS AREAS

In late 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued updated Planning Emphasis Areas (PEAs). PEAs are intended to help MPOs, State DOTs and transit agencies identify and develop tasks that reflect the goals of USDOT and the Administration. UPWPs do not necessarily need to include tasks that relate to all PEAs, but MPOs are encouraged to do so as appropriate, and note such related activities in the UPWP. While most MPO 3-C planning activities consider or relate to one or more PEAs at least indirectly, PEAs that relate to SLATS tasks more specifically are noted in the Work Element tables beginning on page 24 as PEA 1, PEA 2, etc. next to each task. Current PEAs are:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future (PEA 1)

Identify barriers to and opportunities for deployment of alternative fueling and charging infrastructure. Evaluate opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips such as increasing access to public transportation and shifting to lower emission modes of transportation. Identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions.

- Equity and Justice in Transportation Planning (PEA 2)

Advance racial equity and support for underserved and disadvantaged communities to help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

- Complete Streets (PEA 3)

Review current policies to determine their impact on safety for all road users, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street

including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists, and provides an equitable transportation network for all ages and abilities, including those from marginalized communities. Each complete street is unique based on its community context and role in the network. There is no one-size fits all solution.

- Public Involvement (PEA 4)

Increase public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach, but ensure continued public participation by individuals without access to computers and mobile devices.

- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination (PEA 5)

Coordinate with representatives from DOD in transportation planning and project programming on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- Federal Land Management Agency (FLMA) Coordination (PEA 6)

Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- Planning and Environment Linkages (PEA 7)

Implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes that considers environmental, community, and economic goals early in the transportation planning process to inform the environmental review process and improve project delivery timeframes.

- Data in Transportation Planning (PEA 8)

Incorporate data sharing into the transportation planning process to allow for efficient use of resources and improved policy and decision making.

UPWP OVERVIEW AND PURPOSE

The UPWP is one of several federally-required documents and efforts that must be prepared to qualify the Stateline area for transportation-related federal grants, awards, and subsidies. Annually, these efforts return thousands, sometimes millions, of federal tax dollars for improvements to the surface transportation system in the Stateline area. The planning work proposed in the UPWP will for the most part be funded with federal dollars (generally 80%). State and local governments combined provide a required 20% match to the federal funds. Additional state or local funds above the match may be provided.

The Unified Planning Work Program (UPWP) for SLATS describes the planning activities to be conducted during the coming calendar year. The UPWP specifies the tasks to be undertaken, the agencies and persons responsible, the sources and amounts of funding, and the schedule for completing the work. Each of these topics is addressed in sections of this document.

The UPWP is developed through a cooperative effort of local, State, and Federal stakeholders and reflects the planning goals and priorities for the coming year. The development of the UPWP is not just a proposal for the next year’s planning endeavors, but also part of the application process for federal planning assistance to conduct that planning. State officials use the UPWP process to assess the planning needs and capabilities of the MPOs within their States, and allocate planning assistance funds to meet those needs.

This document was prepared in accordance with the SLATS Public Involvement Plan. That document is incorporated into the UPWP by reference and is available for inspection at the SLATS Office and on the SLATS web page which can be accessed via the City of Beloit web site www.beloitwi.gov under the “Government” drop down menu on the homepage.

ACCOMPLISHMENTS IN PREVIOUS YEAR

Before detailing proposed work for 2025, it can be useful to recap significant tasks or projects completed or expected to be completed in 2024 or early 2025. It may be necessary to continue work on some of these items in 2025 and some is recurring work that will be part of all future SLATS MPO work programs.

- Corridor study for Shopiere Road/CTH S
- Passenger Rail Impact Study
- BTS and SMTD Regional Transit Study and Transit Development Plans (ongoing into 2025)

- Coordination with State DOTs and local agencies on local projects and STBG-U funding, CRP and TAP/ITEP
- GATA budget process, IDOT on annual IGA and quarterly billing, quarterly reports and documentation
- MPO Quarterly Meetings with WisDOT and IDOT
- SLATS meetings (4)
- Performance Management target setting
- Annual list of federally obligated projects
- Amendments and administrative modifications to the 2024-2027 TIP
- 2025 UPWP
- 2025-2028 TIP
- Rock County TCC meetings and HSTP Planning
- WisDOT Title VI sub-recipient Survey and Agreement
- MPA boundary update
- Bike and Pedestrian Plan Update scoping (ongoing into 2025)

TITLE VI ACCOMPLISHMENTS IN PREVIOUS YEAR

SLATS, as a sub-recipient of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant dollars through the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT) will comply with the Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the U.S. Department of Transportation implementing regulations. SLATS operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SLATS.

While Title VI and Environmental Justice considerations are intertwined with many MPO-related activities and processes, the following activities completed or ongoing in 2024 from the list above can have a significant impact on Title VI and Environmental Justice populations:

- Passenger Rail Impact Study
- BTS and SMTD Regional Transit Study and Transit Development Plans (ongoing into 2025)
- 2025-2028 TIP

- Rock County TCC meetings and HSTP Planning
- WisDOT Title VI sub-recipient Survey and Agreement
- Bike and Pedestrian Plan Update scoping (ongoing into 2025)

STATUS OF CURRENT PLANNING ACTIVITIES

- In addition to the above activities completed or ongoing in 2024, anticipated major work activities for the remainder of 2024 and in some cases into 2025 include finalizing the 2025-2028 TIP; 2024 TIP amendments, finalizing the 2025 UPWP; GATA budget preparation for IDOT; SLATS meeting(s); performance management target updates; completing the corridor study for Shopiere Road/CTH S; completing the Passenger Rail Impact Study; beginning the BTS and SMTD Regional Transit Study and Transit Development Plans; scoping the Bike and Pedestrian Plan Update.

MEETING SCHEDULE FOR 2025

Regular SLATS meetings SLATS Technical Advisory Committee and Policy Board meetings are scheduled on an as needed basis (typically four to six meetings per year with at least one per quarter) and are open to the public with comments welcomed at all meetings. Meetings are typically held at 10 A.M. at Beloit City Hall, 100 State Street, Beloit, WI 53511, or virtually if needed. SLATS may hold special workshops or public involvement meetings outside of regular meetings, particularly related to special projects such as corridor studies. All meetings are subject to cancellation or change of date, depending upon factors such as the workload, unanticipated activities such as TIP amendments, and availability of the members. Technical Advisory Committee and Policy Board meetings are typically combined, unless otherwise specified. All are noticed to the public per the Public Involvement Plan, and include opportunity for public participation.

SLATS typically participates in various meetings or groups as coordinated by WisDOT and IDOT (e.g. Director's Meetings). Based on past experience, there may be 3-4 such meetings per state. Meeting dates known at this time include:

Quarterly meetings are tentatively scheduled in Wisconsin during 2025 on **January 28th, April 22nd, July 22nd and October 28th** (or following Fall Planning Conference). Exact times and locations will be determined later. Quarterly meetings in Illinois are anticipated but not yet scheduled.

As needed, and with specific dates to be determined, mid-year review (May/June 2025) and fall work program review meetings (September/October 2025) with WisDOT, IDOT, FHWA and FTA Division Offices will be held.

SLATS staff may attend annual Fall Planning Conferences conducted by WisDOT and IDOT on dates to be determined, but typically take place in September or October.

WORK PROGRAM FUNDING NEEDS & OPPORTUNITIES

Much of the work proposed in this UPWP can be funded through federal grants including transportation planning grants, namely Planning (PL) funds. These grants are made available to MPOs from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). State Planning & Research (SPR) funds are also available for eligible projects, typically by application to the State DOTs. Both Wisconsin and Illinois receive sizable amounts of these funds and annually pass them through, under contract, to the MPOs. The pass-through funds are awarded partly on the basis of population, road mileage, and transit statistics and partly on the basis of special needs as requested and documented by the MPOs.

Federal funds can only be awarded to MPOs to carry out “eligible” planning activities. The funds must be used for planning activities recognized as important from the perspective of the US Congress as set forth in the most recent federal transportation act, rules and regulations, and/or the annual appropriation bills. Further, to assure that local communities sincerely endorse the proposed planning or study activity, the Federal government requires a non-Federal contribution of funds (typically called the local match or the non-Federal match). The minimum non-Federal match for PL funds is usually 20% of the total cost of the project or activity. That is, for every 80 dollars provided from the Federal grant, 20 dollars must be provided in local or state (non-Federal) funds. The total budget proposed for SLATS funding for the year 2025 is shown below in **TABLE 2**. SLATS 2025 funding is briefly summarized below. This budget is based upon estimates from the City of Beloit and SLATS staff. This is the amount needed to effectively carry out the SLATS transportation planning process in 2025.

The SLATS budget for 2025 (not including any 2024 funds) is \$322,346.70, which is an increase of about \$10,000 from 2024, largely in federal funding. As in 2024, IDOT is providing additional provisional PL funding, which is previously unspent MPO PL funding on a Statewide basis allocated to all Illinois MPOs by population. SLATS allocation for 2025 is \$55,607.26. Funding sources are broken out by State and then population as detailed on pages 21 and 22. The planning funds committed to SLATS by the Federal government are \$256,614.83, IDOT \$32,592.70 and WisDOT \$5,224.78. A local contribution of \$9,345.44 on the Illinois side split by local population and a \$18,568.95 match on the Wisconsin side split by local population rounds out the total SLATS budget. 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 \$8,000 for 2025 is also anticipated for local agencies on the Wisconsin side for Safe and Accessible Transportation Options (SATO) activities that can be federally reimbursed 100%. SATO activities planned for 2025 include the completion of the BTS and SMTD Regional Transit Study and Transit Development Plans.

Sources include (2025 dollars only):

• Federal (FHWA and FTA)	\$256,614.83	79.6%*
• State of Illinois	\$32,592.70	10.1%
• City of Beloit	\$14,553.51	4.5%
• State of Wisconsin	\$5,224.78	1.6%
• Town of Beloit	\$3,065.38	1.0%
• City of South Beloit	\$3,872.24	1.2%
• Village of Rockton	\$3,811.17	1.2%
• Rockton Township	\$1,662.03	0.5%
• Town of Turtle	<u>\$950.07</u>	<u>0.3%</u>
	\$322,346.70	100.0%

*Note the federal share is less than 80% of the total budget because the State of Illinois provides additional funding beyond that which is used as a match (see Table 2).

Because SLATS has no dedicated source of local or non-Federal funding (i.e., tax levy) and SLATS is a bi-state multi-jurisdictional MPO, dividing the local or non-Federal match share starts with the amount of funding the States have available. In recent years, on the Wisconsin side, the State is only able to provide a small part of the match. The participating local communities provide the remainder. Prior to 2008 on the Illinois side, the local communities were required to provide the entire non-Federal match. The past several years, the State of Illinois has been able to provide match plus additional funds, and now is providing the additional provisional funds in addition to match.

TABLE 3 shows how the division of required local matching funds has been determined. Locally, within the MPO, the established practice for providing the local match funds is as follows. First, separate the match requirements north and south of the state line. Second, apply whatever matching funds the States have offered. Third, divide the remaining required match among the local participants, proportionate to their population. Any local match amounts shown for the previous year that were approved for each agency in the prior year are not additional funding requirements this year.

TABLE 2 – Total SLATS Budget

Total Budget for SLATS				Year 2025				Table 2
PART 1: FUNDING COMMITTED				via State & Federal Sources (plus required match)				
Illinois-side		53.5%		Wisconsin-side		46.5%		Total
	Fed \$	State \$	Local \$		Fed \$	State \$	Local \$	
2025 Federal funds	IL	\$130,370.78		WisDOT PL Non-SATO*	\$95,174.95			\$256,614.83
				\$28,863.99	SATO FTA			
				\$2,205.11	SATO FHWA			
				\$31,069.10	SATO TOTAL*			
2025 Total match required	\$32,592.70	= (0.25 x Fed)		\$23,793.74	Non-SATO match			
					= (0.25 x Fed)			
2025 State match on PL and FTA	(0.5 X TotM)		\$9,345.44			\$5,224.78		\$14,570.22
2025 Local match on PL and FTA	(0.5 X TotM)		\$9,345.44				\$18,568.95	\$27,914.39
2025 Remaining State funds			\$23,247.26					\$23,247.26
2025 Total State funds			\$32,592.70			\$5,224.78		\$37,817.48
2025 Totals:		\$130,370.78	\$32,592.70	\$9,345.44	\$126,244	\$5,224.78	\$18,568.95	\$322,346.70
PART 2: SUMMARY								
Source		Illinois-side		Wisconsin-side		Total		
2025 Federal funds		\$130,370.78		\$126,244.05		\$256,614.83		
2025 State match on PL and FTA		\$9,345.44		\$5,224.78		\$14,570.22		
2025 Remaining State funds		\$23,247.26		\$0.00		\$23,247.26		
2025 Local match on PL and FTA		\$9,345.44		\$18,568.95		\$27,914.39		
2025 Federal and State totals		\$162,963.48		\$131,468.83		\$294,432.31		
2025 Totals		\$172,308.92		\$150,037.78		\$322,346.70		
*SATO are Safe and Accessible Transportation Options activities that can be federally reimbursed 100%. See Work Element tables for eligible activities, but anticipated use is on Regional Transit Study and Transit Development Plans (TDP) for BTS/SMTD started in 2024 as show on in Element 500. SLATS will seek 100% funding for these activities. For 2025, SATO funding is currently limited to \$28,863.99 FTA and \$2,205.11 FHWA.								

TABLE 3 – Division of Matching Funds

Division of Matching Funds				Year 2025	Table 3		
Total 2025 Funding from Table 1:		\$322,346.70		Federal Amount: \$	256,614.83		
2025 Total state and local funding				\$	65,731.87		
Illinois-side		\$ 41,938.14		Wisconsin-side \$23,793.73			
2025 MATCH / OTHER FUNDS PROVIDED BY STATES							
State of Illinois		\$ 32,592.70		State of Wisconsin \$ 5,224.78			
MATCH PROVIDED BY LOCAL COMMUNITIES							
<i>Local communities are required to fund the remaining matching fund needs after the State's amounts are subtracted.</i>							
2025 Illinois-side remaining		\$ 9,345.44		2025 Wisconsin-side remaining \$ 18,568.95			
<i>Local communities that participate provide matching funds proportionate to their population components in the Metropolitan Planning Area as per the Year 2020 Census. Some small communities* are not asked to participate.</i>							
Illinois Communities			2025 Remaining: \$ 9,345.44	Wisconsin Communities			2025 Remaining: \$ 18,568.95
Community	Pop.	%	2025 Match Share	Community	Pop.	%	2025 Match Share
City of South Beloit	7,989	41%	\$ 3,872.24	City of Beloit	36,657	78%	\$ 14,553.51
Village of Rockton	7,863	41%	\$ 3,811.17	Town of Beloit	7,721	17%	\$ 3,065.38
Rockton Township	3,429	18%	\$ 1,662.03	Town of Turtle	2,393	5%	\$ 950.07
Roscoe Township*			\$ -	Town of Rock*			\$ -
Village of Roscoe*			\$ -				
Participants	19,281	100%	\$ 9,345.44	Participants	46,771	100%	\$ 18,568.95

* Note any remaining estimated prior year amounts were part of local shares approved in the prior UPWP. These are not additional costs.

WORK ELEMENTS

The planning work for 2025 is divided into five WORK ELEMENT Tables (100, 200, 300, 400 and 500), on the following pages and summarized in **TABLE 4**. Funding for the proposed work corresponds to the figures presented in **TABLES 2 and 3**.

In addition to the proposed labor described in the WORK ELEMENT Tables, the total direct non-labor costs are budgeted under Element 100 and are also shown in **TABLE 4**. The estimated direct non-labor costs are based on a review of past expenditures and the budget for SLATS prepared by SLATS/City staff. Only costs that are easily distinguishable as direct costs are included. These include such things as the costs for attending professional conferences and training, costs for duplication of documents and mailings, costs for mileage, hotels, and meals during travel, cost for public notices and other aspects related to public participation and notification, cost for books and subscriptions, professional dues, and the costs for computer equipment and general office supplies for the MPO.

Costs for items not easily distinguishable, such as the use and maintenance of office space, utility costs, and other aspects generally considered indirect costs are not charged to the SLATS budget. These indirect costs are assumed by the City of Beloit.

The total amount listed in **TABLE 4** was determined by examining non-labor direct charges for SLATS in past years as described above and by assuming that SLATS will incur similar expenses in 2025. Note that these are estimates for the Work Program budget, not billable amounts. Actual billings will be only for actual costs incurred and documented with receipts, vouchers, logs or other proof of a distinguishable cost.

TABLE 4 – Cost Summary by Work Element and State Participation

Cost Summary by Work Element and State Participation											Year 2025			Table 4	
Work Element		Hours				Labor Costs			Non-Lab Costs	Total Cost	% of Total Budget	Illinois-side	Wisconsin-side		
		Regular staff		Consultant		Total	Regular staff	Consultant						Total	
100	PROGRAM ADMINISTRATION	440	18%		0%	440	\$ 29,440	\$ -	\$ 29,440	\$5,339	\$34,780	10.8%	\$ 18,591.26	\$ 16,188.34	
200	SHORT-RANGE PLANNING	816	33%	339	0%	1,155	\$ 54,599	\$ 33,931	\$ 88,530		\$88,530	27.5%	\$ 63,930.88	\$ 24,598.73	
300	TRANSPORTATION IMPROVEMENT PROGRAM	160	6%		0%	160	\$ 10,706	\$ -	\$ 10,706		\$10,706	3.3%	\$ 5,722.63	\$ 4,982.98	
400	LONG-RANGE PLANNING	1080	43%	850	0%	1,930	\$ 72,263	\$ 85,000	\$ 157,263		\$157,263	48.8%	\$ 84,064.13	\$ 73,198.74	
500	SATO ACTIVITIES	0	0%	311	0%	311	\$ -	\$ 31,069	\$ 31,069		\$31,069	9.6%	\$ -	\$31,069	
Totals		2,496	100%	1,500	0%	3,996	\$ 167,008	\$ 150,000	\$ 317,008	\$ 5,339	\$ 322,346.70	100%	\$ 172,308.91	\$ 150,037.79	
Illinois - Wisconsin percentage split based on total funding.												53.5%	46.5%		
SLATS does not request State/Federal funds in advance. SLATS will request reimbursements as work is completed. For 2025, SATO funding is currently limited to \$28,863.99 FTA and \$2,205.11 FHWA.															

WORK ELEMENT 100 – Program Administration

YEAR 2025		PROGRAM ADMINISTRATION		ELEMENT 100	
<p>OBJECTIVE: Maintain SLATS as a planning entity capable of conducting the overall transportation planning process in accordance with Federal, State, and local guidance.</p>					
<p>DESCRIPTION AND METHODOLOGY: In conjunction with the Lead Agency conduct the administrative aspects (staffing, equipping, maintaining records, documenting SLATS meeting and decisions, MPO funding, documenting SLATS work, billing for reimbursements, and other administrative needs). Establish and maintain a process and maintain an information / communication base that facilitates and insures involvement and understanding by local governmental agencies, special interest groups, and the public in the activities and policies associated with the continuing, comprehensive, and coordinated (3-C) multi-modal transportation planning process.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HOURS	SCHED
Administration and Coordination	1	Prepare the UPWP and quarterly financial reports, contracts/IGA, GATA requirements, billing, progress reports, consolidated year-end financial report for IDOT, audit information and other related reports.	\$ 29,440	440	Jan-Dec
	2	Prepare and distribute notices, agendas, minutes, staff reports, and related information for SLATS TAC and Policy Board meetings. Attend TAC and Policy Board meetings, MPO Director meetings, adjacent MPO TAC meetings as needed, IDOT and WisDOT meetings and other meetings as needed.			
	3	Update and maintain the SLATS Web page on the City of Beloit's website. As funding permits, consultant assistance to explore options for and implement potential website changes.*			
	4	Monitor the SLATS Public Involvement Plan for effectiveness including for engaging transportation disadvantaged communities and affordable housing organizations in the transportation decisionmaking process. Update Plan as needed. Potentially use social media and Virtual Public Involvement tools to increase public participation in the transportation planning process (PEA 4).			
	5	Prepare for and attend WisDOT/IDOT mid-year review and fall work program review meetings.			
	6	Estimated direct non-labor costs for all Work Elements	\$ 5,339		
	* Consultant assistance anticipated - <i>Special Study</i>				
Totals			\$ 34,780	440	

WORK ELEMENT 200 – Short-range Planning

YEAR 2025		SHORT-RANGE PLANNING		ELEMENT 200	
<p>OBJECTIVE: Assure that immediate, day-to-day decisions are congruent and complimentary to the principles and policies of SLATS as expressed by the Policy Board through the TIP, the LRTP, the PIP and other accepted documents and guidance.</p>					
<p>DESCRIPTION AND METHODOLOGY: Much of this element involves the monitoring of current events in the MPA. Included is the collection and analysis of information for significant changes that may affect the provision and/or delivery of transportation services, or the effectiveness of transportation systems in the area. Deliver information and analysis to appropriate entities and/or stakeholders in a timely manner to benefit the public decision-making process toward the betterment of transportation throughout the MPA. Concentrations of effort in this fiscal year are listed below.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HOURS	SCHED
Transit Planning	1	Assist as appropriate BTS and SMTD in short-range transit planning including microtransit and EV transition implementation continued from 2024. Continue Regional Transit Study and Transit Development Plan (TDP) updates from 2024, with consultant assistance.* (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2, 3, 4).	\$ 88,530	1,155	Jan-Dec
	2	Participate in area coordinated public transit Human Services Transportation Planning, SMTD and Rock County TCC meetings. (PEA 1, 2, 3, 4).			
	3	Continue planning for Beloit-Janesville Express (BJE) with local transit agencies, including a BJE study with consultant assistance.* Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will better connecting housing and employment. (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2, 3).			
Data Collection and Analysis	4	Conduct, coordinate and review traffic studies which may include: corridor studies, intersection studies, safety studies/action plans, development and maintenance of traffic related information, traffic impact analysis, parking and intermodal planning, particularly if identified in LRTP. As funding permits, consultant assistance for corridor/traffic studies including those with identified safety issues.* Continue efforts towards implementation of improvements identified in recent traffic studies and the LRTP including coordinating with States and local agencies. (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2, 3, 4, 8).			
	5	Identify gaps in the connectivity of the transportation system and develop infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. May include pedestrian and bicycle facilities, evaluating compliance with Americans with Disabilities Act (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2, 3).			
Other	6	Title VI activities including Plan monitoring/updates, non-discrimination agreements, Title VI surveys from DOTs, outreach to community groups and efforts to improve public involvement, particularly from EJ populations. (PEA 1, 2, 3, 4)			
	7	Attend relevant workshops, seminars, conferences and transportation-related training opportunities.			
	8	Monitor Air Quality as needed for SLATS and opportunities to improve air quality and remain an attainment area.			
	9	Participate in WisDOT & IDOT pertinent project meetings, and provide input as applicable. Provide State DOTs assistance on grant applications if needed and applicable.			
	10	Monitor federal transportation bill processes including NOFOs and NPRMs and any new laws that may be passed or guidance issued. Aspects of this may pertain to the LRTP, the TIP, Performance Measures and other parts of the work program.			
	11	Coordinate across departments, agencies, organizations and adjacent MPOs as appropriate. May include fleet transition planning, land use/(re)development planning, multi-modal or freight transportation planning, transportation policy/ordinance development, TAP/ITEP coordination and prioritization and planning related to federal discretionary programs such as Reconnecting Communities and others, and local/regional training opportunities related to complete streets or similar. Coordinate with IDOT on SS4A planning for SLATS area, as well as local agencies and WisDOT as needed (may include consultant funding assistance).* Potentially coordinate with local agencies on Bike Friendly Community Planning efforts planning for SLATS area (may include Bike Fed/consultant funding assistance).* Consider projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns) (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2, 3)			
	12	Continue to cooperate with WisDOT, IDOT and transit agencies on Performance-based Planning and Programming activities related to establishing and updating performance targets or support State targets.			
13	Direct Non-Labor Costs are shown in Element 100	\$ -			
* Consultant assistance anticipated - <i>Special Study</i>					
Totals			\$ 88,530	1155	

WORK ELEMENT 300 – Transportation Improvement Program

YEAR 2025 TRANSPORTATION IMPROVEMENT PROGRAM		ELEMENT 300					
<p>OBJECTIVE: Coordinate the programming of all major transportation improvements in the SLATS MPA with priority emphasis on the current year and the following four years.</p>							
<p>DESCRIPTION AND METHODOLOGY: Prepare the 2025 Transportation Improvement Program (TIP). The TIP will list all Federally-funded and other major projects to be commenced between 2025 through 2028 and prioritize the projects by the year they are to be commenced. Include project costs and funding sources and status of previously approved projects. No project will be listed that does not have a reasonable chance of being funded. Submit the TIP to participating jurisdictions and the general public in accordance with the PIP. During the year, amend the TIP, as needed, to accommodate changes in priority, funding availability, or project scope.</p>							
ACTIVITY SUB-ELEMENTS		BUDGET	HOURS	SCHED			
TIP Development	1	Solicit projects and itemize all applicable transportation improvements (e.g. PE, ROW, construction, operations and capital) proposed in the Transportation Improvement Program (TIP) and amend as needed throughout the year. Assure the TIP will be developed and approved under a 4-year minimum investment window and follows the process outlined in the PIP. Prepare Administrative Modifications as needed and inform SLATS members of such modifications (PEA 4).	\$ 10,706	160	Jul-Nov		
	2	Coordinate with State DOTs and local agencies on funding for local roads and other improvements (STBG-U, TA, HSIP, CRP etc). Coordinate with SLATS on maintaining project priorities based on available funding/timing and using project prioritization criteria to reflect LRTP goals and objectives and support performance measure targets. Consider projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns) (PEA 1, 2, 3)					
	3	Conduct analysis and develop maps and illustrations to evaluate the impact of programmed transportation improvements on minority groups/persons and on low-income populations / households (PEA 2).					
	4	Coordinate TIP development/review with FHWA, FTA, WisDOT, and IDOT.					
	5	Coordinate TIP with the State DOT STIP development and maintenance.					
Public Participation	6	Provide opportunities for public review and comment before adoption of the TIP (e.g. in-person and/or online). Maintain and update lists of stakeholders, publish required legal notices, provide timely information on meetings and the TIP process and provide timely information on projects proposed or under consideration (PEA 4).			-		Jan-Dec
	7	Direct Non-Labor Costs are shown in Element 100					
Totals		\$ 10,706	160				

WORK ELEMENT 400 Long-range Planning

YEAR 2025		LONG-RANGE PLANNING		ELEMENT 400	
<p>OBJECTIVE: Maintain, amend as needed, and implement the Long Range Transportation Plan. Continue implementation of the 2021-2045 Long-Range Plan adopted October 4, 2021. Complete 2026-2050 LRTP Update and adopt by October 4, 2026.</p>					
<p>DESCRIPTION AND METHODOLOGY: The SLATS Long Range Transportation Plan Update was adopted in October of 2021. Activities in this category include maintaining the 2021-2045 LRTP and preparing for the next update for 2026-2050. This includes evaluating the existing plan for needed modifications, public involvement in the planning process, assuring the compatibility of the Plan with local and regional planning efforts.</p>					
ACTIVITY SUB-ELEMENTS			BUDGET	HRS	SCHED
Long Range Planning	1	<p>Begin 2026 LRTP update, which will largely be done in 2026.</p> <p>Continue implementation of 2021 LRTP including Bike and Pedestrian component updated in 2017. Monitor and amend current LRTP as needed.</p> <p>Update Bike and Pedestrian Plan with consultant assistance.*</p> <p>Ongoing LRTP/Bike and Pedestrian Plan implementation may include activities to:</p> <ul style="list-style-type: none"> • Advance Complete Streets principles (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) • Advance regional transit service (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) • Apply an equity lens in planning and programming • Accommodate new technology and mobility solutions including EV planning, potentially with consultant assistance.* • Continue investments to support economic development • Work with local agencies on coordinated "official map" efforts • Continue regional freight network planning • Continue bike and pedestrian network planning. (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2, 3) 	\$ 157,263	1,930	Jan-Dec
	2	Update and maintain data and layers for mapping and analysis purposes and for the 2026 Long Range Plan update and other studies (PEA 8).			
	3	Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will better connecting housing and employment. Consider projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns).			
	4	Continue as needed public and stakeholder involvement/outreach for LRTP implementation. Include environmental justice and Limited English Proficiency (LEP) (particular Spanish-speaking) populations. Potentially use social media and other web-based tools to encourage public participation in the transportation planning process (PEA 4).			
	5	With consultant assistance* continue/complete as applicable SLATS Rail Study next steps and planning, including FTA STOPS Modelling if warranted, pursue FRA Corridor ID or similar grant if available, for the Rockford-Madison corridor, continue engagement with regional City/MPO leadership as well as federal and State agencies on rail planning (Potentially part of 2.5% Safe and Accessible Transportation Set-aside) (PEA 1, 2).			
State and Regional Coordination	6	Ensure a Regional Approach to Long-Range Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries. Coordination with adjacent MPOs and monitor local plans for compatibility with LRTP as needed.			
	7	Work with State DOTs on development of statewide transportation plans including rail, long range and freight planning efforts, the Active Transportation Plan 2050 and potential planning efforts such as Transportation Demand Management (TDM). Coordinate with WisDOT on modelling/data needs.			
	8	Continue coordination with States as needed on finalizing AUA and MPA boundary adjustments based on 2020 Census UA updates. Submit reports to the States requesting changes as appropriate. Review and comment on proposed changes to the functional classification system, AUA or MPA developed by the State DOTs. Update			
	9	Direct Non-Labor Costs are shown in Element 100	\$ -		
* Consultant assistance anticipated - <i>Special Study</i>					
Totals			\$ 157,263	1930	

WORK ELEMENT 500 – SATO Activities

YEAR 2025		SATO ACTIVITIES		ELEMENT 500	
OBJECTIVE: Provide for Safe and accessible Transportation Options (SATO/Complete Street) planning activities.					
DESCRIPTION AND METHODOLOGY: Included are SATO/Complete Streets activities that are eligible for 100% reimbursement. For 2025, SATO funding is currently limited to \$28,863.99 FTA and \$2,205.11 FHWA. UPWP may be amended to include more activities reimbursable at 100%. Note balance of project is funded in Work Element 200 including about \$33,931 in consultant fees.					
ACTIVITY SUB-ELEMENTS			BUDGET	HRS	SCH
Transit Planning	1	Continue Regional Transit Study and Transit Development Plan (TDP) updates from 2024, with consultant assistance* (PEA 1, 2, 3, 4).	\$31,069	311	Jan-Dec
	2	Direct Non-Labor Costs are shown in Element 100	\$ -		
Totals			\$ 31,069	311	
* Consultant assistance anticipated - <i>Special Study</i>					

ADDITIONAL OR FUTURE ISSUES TO BE ADDRESSED

A number of issues may be presented to SLATS following the first draft of the 2025 UPWP. At that time, the amount of time or effort that would be needed to be to address such issues would be identified. During 2025, the SLATS planning process will make efforts to address such issues to the extent staff time permits. Should extensive work on these issues be necessary, the SLATS Technical Advisory Committee and Policy Board will be consulted regarding reprioritization of items in the Work Program. As appropriate, SLATS will endeavor to give such issues priority in the Work Programs of future years. Considerable flexibility is always needed in the activities of SLATS to address additional issues and challenges as they arise.

COOPERATIVE AGREEMENT

The Cooperative Agreements between the States (Illinois and Wisconsin) the transit operators (SMTD and BTS) and this MPO (SLATS) are included by reference as part of this document. Copies of the agreement are available on the SLATS web page (accessed via the City of Beloit web site www.beloitwi.gov on the SLATS page of the "Document Center,") at the transit provider's offices, and at the SLATS office.

NON-DISCRIMINATION

As mentioned, SLATS is required to ensure that the transportation planning and decision-making processes and activities of SLATS are fair and nondiscriminatory to all persons in accordance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and in compliance with those regulations, SLATS has formally adopted a Title VI Program. We also have a ***FHWA-Subrecipient Title VI/Non-Discrimination Assurances and Implementation Plan Agreement*** with WisDOT. These documents are considered part of this UPWP, by reference. Copies are available on the SLATS web page (accessed via the City of Beloit web site www.beloitwi.gov on the SLATS page of the "Document Center.")

UPWP CHECKLIST

	COVER PAGE	
1	Name of MPO agency and area represented	✓
2	FY of UPWP	✓
	TITLE PAGE	✓
3	Contact Information for MPO	✓ p.2
4	Name of MPO agency and area represented	✓ p.2
5	Contact person and information	✓ p.2
6	FY of UPWP	✓ p.2
7	Agencies providing funds or support – including agency’s logos	✓ p.2
8	USDOT Disclaimer	✓ p.2
	INTRODUCTION/Preface	
9	Table of contents	✓ p.3
10	MPO Approval resolution signed	✓ p.4
11	Self-Certification signed	Part of resolution
12	Prospectus	✓ p.7
13	Committee lists-responsibilities, meeting	✓ p.10
14	Staff names, positions and responsibilities with percentage of time they will spend on MPO activities	✓ p.9
15	Map of regional MPO coverage area	✓ p.8
a.	Planning boundary	✓ p.8
b.	Urbanized area Boundary	✓ p.8
c.*	Air Quality Boundary	N/A
16	Ten Planning Factors	✓ p.11
17	UPWP	✓ p.15
a.	Definition of UPWP purpose	✓ p.15
b.	Summary of previous year’s accomplishments	✓ p.15
c.	Status of current activities	✓ p.17
18	WORK ELEMENTS (Description of major work products and tasks)	✓ p.23
a.	UPWP	✓ p.25
b.	Administration	✓ p.25
c.	TIP – Development/maintenance	✓ p.27
d.	LRTP – Development/maintenance	✓ p.28
e.*	Congestion Management Process/ITS	N/A
f.*	Transit Planning	✓ p.26
g.	Multimodal Planning	✓ p.26,27,28
i).	Bicycle/Pedestrian	✓ p.26,28
*	ii). *Intermodal Freight	✓ p.26,28
*	iii). Intermodal Passenger	✓ p.26,28
h.*	Air Quality Planning	✓ p.26
i).	Modelling	✓ p.28
*	ii). CMAQ Application Process	N/A
i.	Public Involvement Plan	✓ p.25
j.	Surveillance (Data Collection)	✓ p.26
k.	Project/Corridor Studies	✓ p.26
l.	Special Studies	N/A
m.	TSM/TDM Planning	✓ p.26
n.	TE Planning	✓ p.26,28
19	Performance Management	✓ p.26
20	Summary of Budget Reviews	✓ p.19
Table 2	Budget Summary	✓ p.21
Table 3	Funding Sources	✓ p.22
21	Indirect cost allocation plan	N/A
	Direct costs	✓ p.23
	Indirect costs	N/A

	Indirect cost rate proposal	N/A
22	Carry-over of unspent funds	N/A
23	Current signed Title VI Non-discrimination Agreement	✓ on file
24	Link to current Title VI Program	✓ p.30
25	Annual meeting schedule	✓ p.17

*Denotes items present on as 'as needed' basis