

# **2012-2016 Transportation Improvement Program for the Green Bay Urbanized Area**



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The contents of this report reflect the views of the Brown County Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U. S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

Cover: Photograph of Military Avenue near Ninth Street courtesy of the City of Green Bay Department of Public Works.

RESOLUTION NO. 2011-07

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
ENDORING THE 2012-2016 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE GREEN BAY URBANIZED AREA

**WHEREAS**, U.S. Department of Transportation (DOT) regulations require the development and annual endorsement of a Transportation Improvement Program (TIP) for each urbanized area by the Metropolitan Planning Organization (MPO); and

**WHEREAS**, in accordance with 23 CFR 450.334(a) the Brown County Planning Commission 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 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment 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 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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 27 regarding discrimination against individuals with disabilities.


**WHEREAS**, the Brown County Planning Commission is the designated Metropolitan Planning Organization for the Green Bay Urbanized Area with responsibility for carrying out an urban transportation planning program.

**NOW, THEREFORE, BE IT RESOLVED** that the MPO planning process is compliant with the requirements of the Safe Accountable Flexible Efficiency Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and that the TIP contains only projects that are consistent with the metropolitan transportation plan for the urbanized area.

Dated at Green Bay, Wisconsin, this 7<sup>th</sup> day of September 2011.

BROWN COUNTY PLANNING COMMISSION

ATTEST:

  
Chuck Lamine, AICP, Planning Director

  
Norbert Dantine, Jr., President

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**CHAPTER I**  
**INTRODUCTION**

## **A. INTRODUCTION**

Federal planning regulations, which govern the planning process in urbanized areas, require the biannual preparation of a Transportation Improvement Program (TIP) consisting of a program of projects for a minimum of four years. Proposed roadway and transit projects must be included in an adopted TIP Annual Program of Projects to be eligible for federal aid. This new five year TIP includes the years 2012-2016.

Municipalities within the metropolitan area include the Cities of Green Bay and De Pere, Villages of Allouez, Ashwaubenon, Bellevue, and Howard, portions of the Villages of Hobart and Suamico and portions of the Towns of Ledgeview and Scott. All of the cities, villages, and towns were requested to submit proposed transportation projects for the next five year period to the Brown County Planning Commission (BCPC). Roadway and transit projects were also requested from the Brown County Highway Commission, Wisconsin Department of Transportation (WisDOT), Green Bay Metro (Metro), and elderly and persons with disabilities transportation providers. Transportation Enhancement (TE) applications and all other federally funded transportation related applications were also obtained.

The Brown County Planning Commission, as the Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area, has developed and approved project prioritization procedures for Surface Transportation Program (STP) urban funds. The priority system for transit projects is based on the programmed year. Project priorities are established for inclusion in the TIP. The Planning Commission reviews the submitted projects, based on compliance with short- and long-range transportation plan recommendations and availability of federal and state transportation funds, plus air quality and energy impacts.

The Transportation Subcommittee of the Brown County Planning Commission (serving as the Technical Committee) reviewed and made a recommendation for approval of the 2012-2016 TIP to the Brown County Planning Commission Board of Directors on August 29, 2011. The Board of Directors (the policy committee) endorsed the TIP on September 7, 2011. Roadway, transit, elderly and persons with disabilities, and enhancement transportation improvement projects listed in the TIP are in compliance with both short-range and long-range transportation plans of the Brown County Planning Commission.

## **B. FEDERAL FUNDING AVAILABILITY**

### **1. Federal Highway Administration Funds**

The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005 includes programs, such as the National Highway System (NHS) and Surface Transportation Program (STP). The NHS provides funding for the interstate system and portions of the principal arterial system. STP provides funding for the construction, reconstruction, rehabilitation, resurfacing, restoration, operation, and safety improvement of interstate highways, principal arterials, minor arterials, and collectors. STP funds can also be used for rail-roadway grade crossing improvements, bridges of all functional classifications, transit capital projects, carpool programs, parking facilities, bicycle routes, pedestrian walkways, capital and operating costs for traffic management, surface transportation planning programs, transportation enhancement activities, transportation control measures, development and establishment of management systems, and wetland conservation projects.

Transportation projects that receive federal funds appear in the TIP. The only federal aid highway program that makes an annual dollar allocation to the Green Bay Urbanized Area is the Surface Transportation Program (STP) Urban fund (STP-U). This program is the only one with project choice left to local discretion. Funding allocations for the NHS Program are made to the WisDOT on a statewide basis for specific projects. The STP-U allocation for the Green Bay urbanized area is estimated at \$2,565,547 for the 2014-2016 period (2014 is an overlap year included to create additional flexibility within the program). Projects receiving STP dollars may be funded at a federal level between 50 and 80 percent. The remaining funds are provided locally. Please see Appendix B-12 for a list of approved STP-U projects.

The Brown County Planning Commission, in cooperation with WisDOT, has established a prioritization process for projects eligible for STP-U funds. Further discussion on the prioritization process is included in the following chapter.

### **2. Federal Transit Administration Funds**

In urbanized areas that contain between 50,000 and 200,000 people, federal transit funds under the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program are allocated directly to the governor. In Wisconsin, the governor has delegated the responsibility of allocating the federal transit aid to each urban area to the secretary of the WisDOT. Distribution of the Section 5309 capital funds is made by WisDOT and is based on the capital needs of each urbanized area.

For calendar year 2011, Green Bay Metro is anticipating \$2,607,727 in Section 5307 operating assistance, or 33.2 percent of total operating expenses. SAFETEA-LU regulations also allow for transit projects to be eligible for STP-U funds. Green Bay Metro did not request STP-U funds for any of the programmed transit projects contained in this TIP.

### **C. PLANNING PROCEDURES AND SAFETEA-LU**

The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) provides flexibility in the way in which the Brown County Planning Commission and the WisDOT administer funds. The following is a list of items that will help clarify planning procedures:

- The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment.
- If WisDOT or the transit operator(s) wish to proceed with a project(s) that is not in the first year of the TIP, the MPO agrees that projects from the second, third, or fourth year of the TIP can be advanced to proceed with federal fund commitment without further action by the MPO.
- Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until Federal Highway Administration (FHWA) and FTA have jointly approved a new Statewide Transportation Improvement Program (STIP).
- Roadway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP.
- It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.
- Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement or Allocated STP funds and Congestion Mitigation Air Quality (CMAQ) funds for projects not identified for that source of funding in the TIP.
- WisDOT can also unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a STIP or TIP amendment.

#### **D. TIP CHANGES: MODIFICATION AND AMENDMENT GUIDELINES**

The TIP modification and amendment guidelines outlined below have been established by WisDOT and FHWA to illustrate common changes that occur during implementation of an approved TIP and the corresponding levels of action that the MPO would be expected to take in formally modifying the TIP before federal funding could be committed to the affected projects.

The TIP guidelines were enacted as both a programming streamlining measure and as a policy tool for project approval and advancement.

The modified or amended TIP must remain fiscally constrained within revenues that can reasonably be expected to be available.

No Amendment Required (Administrative Modification) An administrative modification does not require public review and comment and may be processed through the MPO administrative processes with communication of the changes to the MPO policy board, WisDOT, and FHWA/FTA.

An administrative modification is a minor revision, including:

- A minor change in project/project phase costs;
- A minor change in funding sources of previously included projects; or
- A minor change to project/project phase initiation dates

Provided that the change does not trigger:

- Conformity determination requirements in air quality non-attainment and maintenance areas; or
- Redemonstration of fiscal constraint

Minor Amendment A minor amendment must be approved by the MPO policy board and the Governor and submitted to WisDOT and FHWA/FTA. Appropriate public involvement for minor amendments is required and may be handled within the context of an MPO policy board meeting. The Green Bay MPO will provide adequate advance notice of the amendment action and a public comment opportunity in the published meeting agenda prior to the scheduled action on the amendment by the policy board.

A minor amendment is required when there is a:

- Change in Schedule
  - Adding an exempt/preservation project (reconditioning, reconstructing, or rehabilitation) 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; or



- Moving an exempt/preservation project out of the first four years of the TIP; or
- Change in Scope
  - Change in scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the original project description is no longer reasonably accurate; or
- Change in Funding
  - Change in Funding that impacts the funding for other projects within the first four years of the TIP, forcing any project out of the four-year window.

Major Amendment A major amendment must be approved by the MPO policy board and the Governor and submitted to WisDOT and FHWA/FTA. Appropriate public involvement for major amendments is required and may be handled within the context of a MPO policy board meeting. The Green Bay MPO will publish a formal public notice, conduct a 15-day public review period, and hold a public hearing at the policy board meeting that is held before the policy board meeting where action on the amendment is taken.

A major amendment is required when there is a:

- Addition or deletion of a project;
- Major change in project cost;
- Major change in the initiation date for a project or project phase;
- Major change in project design concept, design scope or limits;
- Change in Schedule
  - Adding a nonexempt/capacity 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; or
  - Moving a nonexempt/capacity expansion project out of the first four years of the TIP.
- Change in Scope
  - Change in scope (character of work or project limits) of a nonexempt/capacity expansion project within the first four years of the TIP such that the original project description is no longer reasonably accurate; or
- Change in Funding
  - Including adding or deleting any project that exceeds the lesser of two thresholds relating to the percent of total federal funding programmed for the current calendar year. For the Green Bay MPO, the funding thresholds have been established at the following WisDOT-recommended levels:
    - 10% of the total federal funding programmed for the calendar year, or
    - \$1,000,000.

**CHAPTER II**  
**2012-2016 PROJECTS**

## **A. PRIORITIZING STP URBAN-ELIGIBLE PROJECTS**

### Program Overview

The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users calls for prioritization of STP-U-eligible projects in urbanized areas to be carried out by the MPO in cooperation with the state. The Brown County Planning Commission, as the MPO for the Green Bay urbanized area, has developed project prioritization procedures for STP-U funds. The Brown County Planning Commission adopted the prioritization procedure in March 1994. The regulation calls for the prioritization of projects for a minimum of four years. The findings of the prioritization procedure can be seen in Appendix B.

The WisDOT's former formula method of distributing funds allowed for each jurisdictional unit to receive a percentage of the urban area allocation based on percentage of total system miles. Prioritizing projects based primarily on jurisdictional funding entitlements is not acceptable under SAFETEA-LU. Therefore, a prioritization process has been developed by the Brown County Planning Commission that ranks STP-U-eligible roadway projects using several criteria that include consistency with other transportation plans, volume to capacity ratios, pavement condition, utility replacement schedule, number of years a project appears in the TIP, consideration of multi-modal transportation, safety and security, and availability of funding. In addition to the criteria, all projects must comply with the state's complete streets law.

Non-roadway projects will receive special consideration for funding by the Brown County Planning Commission Transportation Subcommittee prior to Brown County Planning Commission Board of Directors' action. Criteria used for ranking non-roadway projects include consistency with other transportation plans, congestion relief or prevention, reduction in single occupancy motor vehicle transportation, safety and security, intermodal connectivity, and number of years a project appears in the TIP. Upon a consensus of the Transportation Subcommittee, funding for the non-roadway project(s) will be taken off the top of the total urban allocation. Therefore, all jurisdictions will contribute to project(s) proportionally to their percentage of system miles.

If additional funds become available or if an approved project is delayed indefinitely, the next project on the contingencies list not receiving 80 percent of the original cost estimate will have the opportunity to receive the available federal funds. Having an approved project contingencies list may prevent the need for additional technical and policy committee review and a TIP amendment.

#### Four Year Program Requirement

WisDOT requires that the TIP to contain a four year program of projects. The four year program for this TIP includes the years 2012-2015, although the TIP for the Green Bay Urbanized Area includes a fifth year of roadway improvement projects for 2016.

#### Surface Transportation Program – Urban Program Allocation

The 2012-2014 (2012 overlap year) allocation of STP-U Funds for the Green Bay Urbanized Area is estimated by WisDOT to be \$2,565,547. In 2009, the BCPC Board of Directors recommended STP-Urban funds be assigned to the following projects:

<b>Project</b>	<b>Termini</b>	<b>Jurisdictions</b>	<b>Funding (50%-80%)</b>	<b>Award</b>
Humboldt Road (CTH N)	Cornelius Drive to Spartan Drive	Brown County & Green Bay	64.98%	\$1,434,894
Pilgrim Way (CTH YY)	Holmgren Way to Ashland Avenue	Brown County & Ashwaubenon	64.98%	\$1,130,653

The 2014-2016 (2014 overlap year) allocation of STP-U Funds for the Green Bay Urbanized Area is estimated by WisDOT to be \$2,565,547. In 2011, the BCPC Board of Directors recommended STP-Urban funds be assigned to the following projects:

<b>Project</b>	<b>Termini</b>	<b>Jurisdiction</b>	<b>Funding (50%-80%)</b>	<b>Award</b>
Gray Street	Dousman Street to Velp Avenue	Green Bay	80%	\$1,650,000
Greene Avenue	Libal Street to East River Drive	Allouez	80%	\$305,480
Allard Street	Grant Street to Reid Street	De Pere	80%	\$92,800
Mather Street	Vroman Street to Roy Avenue	Green Bay	80%	\$492,000

## B. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The programmed calendar year 2012-2016 approved roadway and non-roadway projects can be seen on Table II-1. The projects are listed by responsible agency for each calendar year and segregated by specific federal aid highway programs. The program schedule is based on the project schedule date. Obligation of federal funds is typically expected to occur approximately six weeks prior to the schedule date.

A project location map, Figure A, shows the programmed roadway project locations within the Green Bay Metropolitan Area. The map reflects all scheduled roadway projects for the years 2012-2016 including local projects. Figure A also shows the 2000 US Census Urbanized Area boundary and the 2030 Green Bay Metropolitan Organization Planning Area boundary. All right-of-way, preliminary engineering, landscaping, deck overlays, sign refurbishment, and painting projects are not shown on the map. All roadway projects listed on Table II-1 will display a "P" (preservation) or an "E" (expansion) in the project description column. Projects outside of the urban area but within the metropolitan area are also included in the TIP. The complete project listing, including non-approved or significant locally-funded projects, can be seen in Appendix A. The program under which funding is anticipated is noted under the federal total for each project. Below is the key for these funding program abbreviations:

BH	Bridge Rehabilitation
BPFP	Bicycle & Pedestrian Facilities Program
BR	Bridge Replacement
HSIP	Highway Safety Improvement Program (formerly HES)
IM	Interstate Maintenance
Local LCB	Local Road Low Cost Bridge
NH	National Highway System
OCR	Office of the Commission of Railroads
Sect. 5307	Urbanized Area Formula Program/Capitalized Maintenance
Sect. 5309	Capital Program
Sect. 5310	Elderly and Persons with Disabilities Program
Sect. 5311	Rural Transit Assistance Program
Sect. 5316	Job Access and Reverse Commute (JARC)
Sect. 5317	New Freedom Program
SRTS	Safe Routes to School Program
State Enhancements	State Enhancements Program
State LCB	State Road Low Cost Bridge
STP	Surface Transportation Program
STP-U	Surface Transportation Program – Urban
TCSP	Transportation Community System Preservation
TE	Transportation Enhancement
WETAP	Wisconsin Employment Transportation Assistance Program

Table II-1  
Roadway Project Listing  
(\$1,000)

[illegible]

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Mather Street Vroman Street to Roy Avenue Reconstruction of urban section	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	492	0	123	615				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	492	0	123	615	0	0	0	0	
158-11-004	0.32 miles P													STP -Urban Approved								
City of Green Bay	Gray Street Reed St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				1,650	0	413	2,063	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,650	0	413	2,063	
158-11-005	1.33 miles P													STP-Urban Approved								
		DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-001 158-09-002 158-09-076 158-10-001 158-11-xxx	Grouped Projects Safety  0.00 miles P	DESIGN RE CONST TOTAL	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120
WisDOT 158-09-005 158-09-006 158-09-077 158-10-002 158-11-xxx	Grouped Projects Rail/Highway crossing improvements  0.00 miles P	DESIGN RE CONST TOTAL				0 0 100				0 0 100				0 0 100				0 0 100				0 0 100
WisDOT 158-09-007 158-09-008 158-09-078 158-10-003 158-11-xxx	Grouped Projects Rail crossing protective devices  0.00 miles P	DESIGN RE CONST TOTAL				0 0 180				0 0 180				0 0 180				0 0 180				0 0 180
WisDOT 158-09-009 158-09-010 158-09-079 158-10-004 158-11-xxx	Grouped Projects Enhancements  0.00 miles P	DESIGN RE CONST TOTAL	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175
WisDOT 158-09-013 158-09-014 158-09-080 158-10-005 158-11-xxx	Grouped Projects Preventative Maintenance projects on the Interstate Highway System  0.00 miles P	DESIGN RE CONST TOTAL				0 0 200				0 0 200				0 0 200				0 0 200				0 0 200
						0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-003 158-09-004 158-09-081 158-10-006 158-11-xxx	Grouped Projects Highway Safety Improvement Program (HSIP)  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 90 90				0 0 90 90				0 0 90 90				0 0 90 90				0 0 90 90
			STP				STP				STP				STP				STP			
WisDOT 158-09-015 158-09-016 158-09-082 158-10-007 158-11-xxx	Grouped Projects Preventative Maintenance projects on the National Highway System  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400
			NH				NH				NH				NH				NH			
WisDOT 158-09-017 158-09-018 158-09-083 158-10-006 158-11-xxx	Grouped Projects STP Preventative Maintenance Connecting Highway System  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400
			STP				STP				STP				STP				STP			
OCR 158-09-038 158-09-039 158-09-084 158-10-009 158-11-xxx	Grouped Projects OCR Rail-Highway Crossing Safety  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 144 0				0 0 144 144				0 0 144 144				0 0 144 144				0 0 144 144
			OCR				OCR				OCR				OCR				OCR			
OCR  158-09-086	Ashland Avenue & Railroad Crossing Rail Crossing Improvement  1009-93-46 0.00 miles P	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 118 118				0 0 0 0				0 0 0 0
														OCR								
						0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
						0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-43 East Mason St SE & NW Interchanges	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-06-017	1227-07-00-71 0.25 miles P	TOTAL	1,410	157	0	1,567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	I-43 Manitowoc-Green Bay (STH 96-Webster) Bridge Overlay in 2016	DESIGN RE CONST	180	20	0	0 0 0				0 0 0				0 0 0				0 0 0	99	11	0	110
158-11-xxx	1227-08-00-72 9.36 miles P	TOTAL	180	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	11	0	110
WisDOT	I-43 Bridge (Tower Drive/Leo Frigo) Irwin Av to Atkinson Dr Bridge Deck Overlay	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	12,150	1,350	0	13,500
158-11-xx	1220-15-71 2.00 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,150	1,350	0	13,500
WisDOT	STH 29 - CTH J to CTH EB Freeway conversion, STH 29 relocation, CTH J separation, & south frontage road	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-05-022	9202-07-01, 21-22, 40, 71-73, 82, 84, 88	TOTAL	1,787	5,907	0	7,694	7,192	1,799	0	8,991	522	131	0	653	557	964	825	2,346	1,380	345	0	1,725
158-10-012	9202-08-73-76, 53, 78-82, 87	TOTAL	1,787	5,907	0	7,694	7,192	1,799	0	8,991	522	131	0	653	557	964	825	2,346	1,380	345	0	1,725
158-11-xxx	1.34 miles E	TOTAL																				
WisDOT	STH 29 - CTH J to US 41 Freeway conversion, STH 29 relocation, Packerland Drive	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-10-014	9202-07-02, 23, 41-48, 50-58, 74-81, 83, 85-87,	TOTAL	4,000	1,000	0	5,000	264	66	0	330	0	0	0	0	282	70	0	352	0	0	0	0
158-10-015	89, 90, 9202-08-50, 72, 77, 83-85	TOTAL	4,000	1,000	0	5,000	264	66	0	330	0	0	0	0	282	70	0	352	0	0	0	0
158-10-016	1.34 miles E	TOTAL																				
WisDOT	STH 29 WCL - CTH EB Resurfacing West Bound Lanes	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	6,298	1,574	0	7,872				0 0 0
158-09-022	9202-10-00, 71 8.04 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	6,298	1,574	0	7,872	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 29 - Kewaunee Road Main St to East County Line Resurface (construction in 2017) 4125-08-00, 71	DESIGN RE CONST	140	35		175				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
158-10-034	7.83 miles P	TOTAL	140	35	0	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 29, Shawano - Green Bay STH 29 & CTH VV	DESIGN RE CONST	0	50	0	50	824	92	0	916				0				0				0
						0				0				0				0				0
	9200-07-00, 21, 71 1.16 miles	TOTAL	0	50	0	50	824	92	0	916	0	0	0	0	0	0	0	0	0	0	0	0
158-10-010/split		State					STP															
WisDOT	STH 29, Shawano - Green Bay STH 29 & CTH FF Intersection	DESIGN RE CONST	0	2,942	0	2,942	9,725	1,510	0	11,235				0				0				0
						0				0				0				0				0
	9200-04-00, 21, 71 0.12 miles	TOTAL	0	2,942	0	2,942	9,725	1,510	0	11,235	0	0	0	0	0	0	0	0	0	0	0	0
158-10-010/split		State					NH & HSIP															
WisDOT	STH 29 STH 29 & CTH U Intersection Intersection Modifications	DESIGN RE CONST				0	990	110	0	1,100				0				0				0
						0				0				0				0				0
	9200-05-71 0.23 miles P	TOTAL	0	0	0	0	990	110	0	1,100	0	0	0	0	0	0	0	0	0	0	0	0
158-10-029		HSIP																				
WisDOT	STH 32 - Main Avenue 3rd Street - 8th Street Reconstruct in 2018 4085-32-00, 21, 71	DESIGN RE CONST				0	0	125	0	125				0				0				0
						0				0				0				0				0
	0.63 miles P	TOTAL	0	0	0	0	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0
		State																				
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-087	STH 32 - Ashland Avenue 8th Street to Potts Ave Resurfacing 4190-16-71 2.31 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	3,284	821	0	4,105
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,284	821	0	4,105
WisDOT 158-07-029	STH 32 - Ashland Avenue 8th Street to Potts Avenue Replacement of existing structures 4190-16-72 2.31 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	892	223	0	1,115
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	892	223	0	1,115
WisDOT 158-09-087	STH 32 - Ashland Avenue De Pere - Green Bay Canadian National RR Crossing 4190-16-50 0.09 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	81	15	5	101
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	15	5	101
WisDOT 158-06-020	STH 54 Oneida to Green Bay Duck Creek Bridge & Approaches Bridge Replacement B-728 9210-11-00, 21, 22, 71 0.06 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	5,776	1,321	634	7,731				0				0				0				0
		TOTAL	5,776	1,321	634	7,731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 54 Oneida to Green Bay Realignment design study 9210-12-00 0.00 miles P	STUDY	0	550	0	550				0	0	0	0	0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	550	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

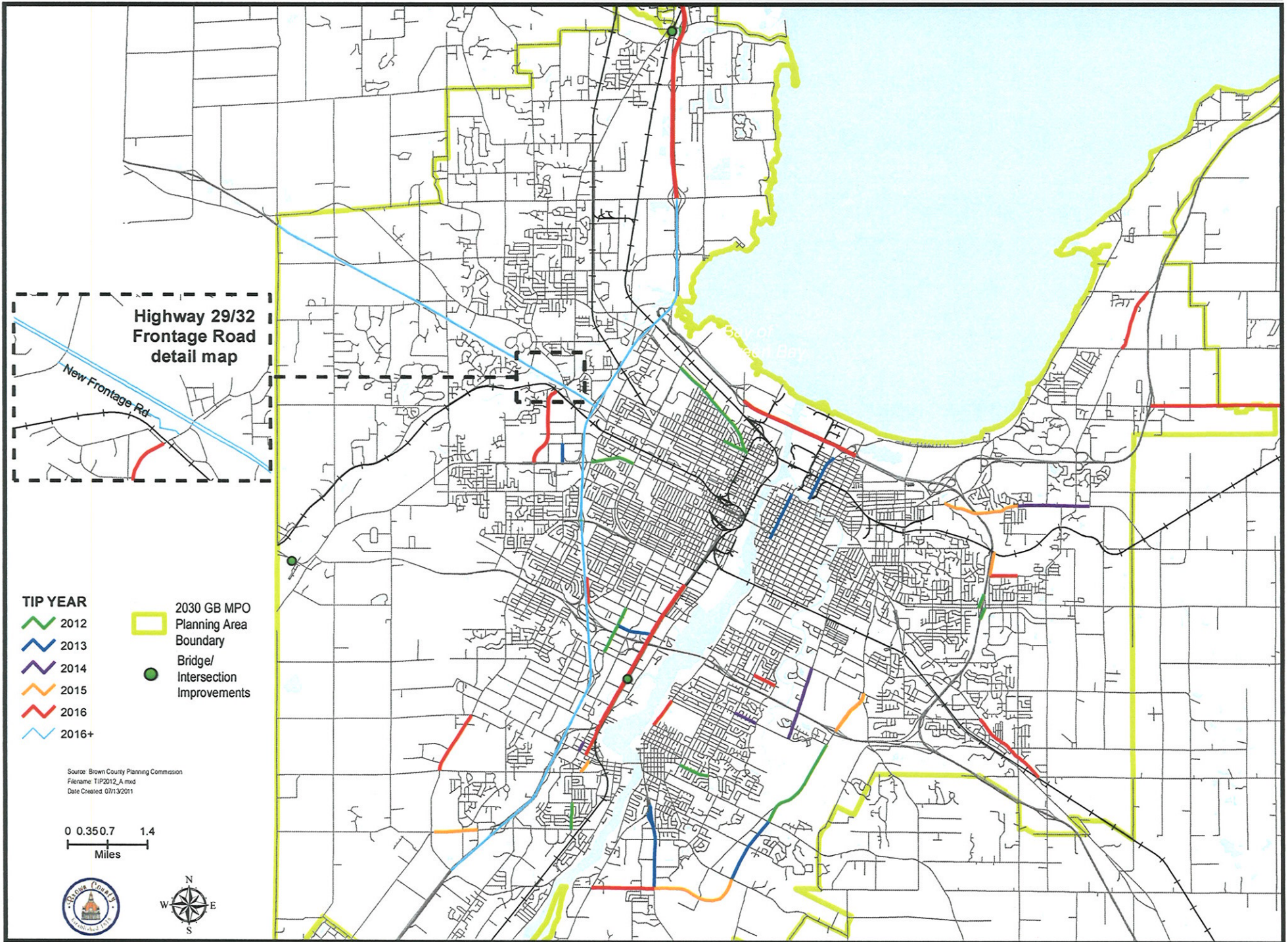
Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 54, Green Bay - Luxemburg STH 54/57 Interchange - ECL Construction	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	2,443	611	0	3,054
158-11-xxx	9210-13-71 6.06 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,443	611	0	3,054
WisDOT	STH 57 - Monroe Av in the City of Green Bay Cass St to Main St Reconstruction 1481-07-00, 21, 71 0.86 miles P	DESIGN RE CONST TOTAL	0	51	0	51	3,128	782	0	3,910				0				0	0	0	0	0
158-06-020	STH 57 - Riverside Drive North Allouez limits to South Allouez limits Resurface to occur in 2017 4085-38-00, 21	DESIGN RE CONST	160	40	0	200	0	200	0	200				0				0	0	0	0	0
158-09-801	2.89 miles P	STP	160	40	0	200	0	200	0	200	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 57 - Broadway Randall Av to North De Pere limits Reconstruction 4085-39-71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	1,144	286	0	1,430
158-09-802	0.46 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,144	286	0	1,430
WisDOT	STH 172 Webster Ave Interchange Reconstruct	DESIGN RE CONST				0 0 0	1,600	400	0	2,000				0 0 0				0 0 0				0 0 0
158-09-033	1210-06-00, 21 0.43 miles P	TOTAL	0	0	0	0	1,600	663	0	2,263	0	0	0	0	0	0	0	0	0	0	0	0
						0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT  158-09-034	STH 172 (USH 41 - I-43) Fox River Bridge Paint Steel Girders  1210-05-30 0.00 miles P	DESIGN				0	48	12	0	60				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	48	12	0	60	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT  158-09-090	STH 172 Airport Entrance to US 41 Reconstruction  1211-16-00, 21, 71 2.50 miles P	DESIGN				0				0				0	920	230	0	1,150				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	920	230	0	1,150	0	0	0	0
WisDOT  158-09-004	US 41 and CTH B Reconstruction of the southbound entrance ramp  1150-56-71 0.14 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	176	20	0	196				0				0				0				0
		TOTAL	176	20	0	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT  158-09-028 (2012) 158-09-029 (2013) 158-10-018 (2014) 158-10-019 (2015)	US 41 Morris Av to Memorial Dr Expansion with interchange work Includes Noise Barriers 1133-03-02-06, 9-17, 21-22, 40-42, 70-90 3.25 miles E	DESIGN	0	4,300	0	4,300	0	300	0	300	0	100	0	100	0	0	0	0	0			0
		RE				0				0				0				0				0
		CONST	59,717	19,080	0	78,797	49,107	12,947	0	62,054	1,980	495	0	2,475	200	50	0	250				0
		TOTAL	59,717	23,380	0	83,097	49,107	13,247	0	62,354	1,980	595	0	2,575	200	50	0	250	0	0	0	0
WisDOT  158-09-024 (2012) 158-10-020 (2013) 158-10-021 (2014)	US 41 Orange La to Glory Rd Expansion with interchange work  1133-06-00, 21-22, 40-44, 46-52, 61-62, 70-91 10.2 miles E	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	39,989	8,841	0	48,830	1,015	295	0	1,310	1,452	363	0	1,815				0				0
		TOTAL	39,989	8,841	0	48,830	1,015	295	0	1,310	1,452	363	0	1,815	0	0	0	0	0	0	0	0
WisDOT  158-10-022 (2013) 158-10-023 (2014) 158-11-xxx (2015)	US 41 Glory Rd to Morris Av Expansion with bridge  1133-09-00, 21-22, 40-41, 71-84, 90 3.03 miles E	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0	33,582	67,902	0	101,484	2,147	1,252	0	3,399	639	212	0	851				0
		TOTAL	0	0	0	0	33,582	67,902	0	101,484	2,147	1,252	0	3,399	639	212	0	851	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	US 41	DESIGN				0				0				0				0				0
	Memorial Dr to CTH M	RE	0	5,870	0	5,870				0				0				0				0
158-09-089 (2012)	Expansion with interchange work	CONST	176	22	0	198	38,642	9,661	0	48,303	801	200	0	1,001	47,935	12,484	0	60,419				0
158-09-091(2014)	1133-10-00, 01, 02, 21-22, 40-42, 50, 71-82, 90	TOTAL	176	5,892	0	6,068	38,642	9,661	0	48,303	801	200	0	1,001	47,935	12,484	0	60,419	0	0	0	0
158-10-024 (2015)	3.39 miles E		NH				NH				NH				NH							
WisDOT	US 41	DESIGN				0				0				0				0				0
	Memorial Dr to CTH M	RE				0				0				0				0				0
158-10-025 (2012)	Expansion with interchange work	CONST	24,305	8,576	0	32,881	97,143	24,286	0	121,429	70,847	17,712	0	88,559				0	4,926	1,242	0	6,168
158-10-026 (2013)	1133-11, 71-86	TOTAL	24,305	8,576	0	32,881	97,143	24,286	0	121,429	70,847	17,712	0	88,559	0	0	0	0	4,926	1,242	0	6,168
158-10-027 (2014)	3.39 miles E		NH				NH				NH								NH			
158-10-028 (2016)																						
WisDOT	US 41	DESIGN				0	240	60	0	300				0				0				0
	Green Bay to Oconto	RE				0				0				0				0				0
	Lineville to Norfield Rd	CONST				0				0				0				0	4,961	1,240	0	6,201
158-09-093 (2013)	Resurface	TOTAL	0	0	0	0	240	60	0	300	0	0	0	0	0	0	0	0	4,961	1,240	0	6,201
158-11-xxx (2016)	1130-32-00, 71						STP												NH			
WisDOT	US 41, Green Bay - Oconto	DESIGN				0				0				0				0				0
	Lineville Road - Norfield Road	RE				0				0				0				0				0
	Resurfacing	CONST				0				0				0				0	4,961	1,240	0	6,201
158-09-093	1130-32-71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,961	1,240	0	6,201
	4.98 miles P																		NH			
WisDOT	US 41, Green Bay - Oconto	DESIGN				0				0				0				0				0
	CTH B Interchange	RE				0				0				0				0				0
	Operational Improvements	CONST				0				0				0				0	1,196	299	0	1,495
158-09-094	1150-54-71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,196	299	0	1,495
	0.10 miles P																		NH			
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Figure A  
2012-2016 Project Locations  
Metropolitan Green Bay





### C. TRANSIT PROJECTS

Green Bay Metro projects are programmed for a five year period of 2012-2016. Operating and capital improvement projects can be seen on Table II-2. Green Bay Metro does not project operating costs beyond a four-year period (2012-2015). Capital projects are listed in order of priority for each year.

### D. INTERCITY BUS SERVICE

#### Green Bay – Madison Service

Lamers Bus, a private transportation company, will operate this service beginning in mid to late July 2011. Intermediate stops will include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service will connect with the other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus.

#### Milwaukee to Minneapolis (via Green Bay) Service

Jefferson Lines, also a private transportation company, provides service between Milwaukee and Minneapolis. Intermediate stops include Sheboygan, Manitowoc, Green Bay, Wausau, and Eau Claire.

Federal Section 5311(f) Rural Transit Assistance Program (RTAP) and state funds will be used to off-set the cost of operating the services.

### Wisconsin Intercity Bus Routes

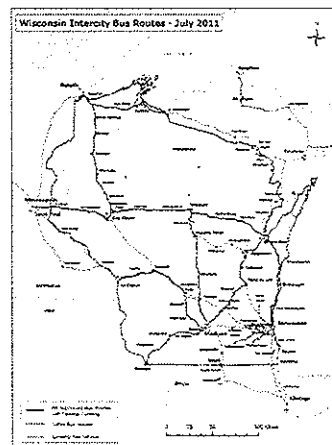


Table II-2  
Green Bay Metro Project Listing  
(\$1,000)

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Transit																						
Green Bay Metro	Operating Assistance* (Does not include revenue)	OPER	2,185	1,907	2,027	6,119	2,185	2,002	2,048	6,235	2,186	2,102	2,068	6,356	1,991	2,208	2,088	6,287				0
						0				0				0				0				0
						0				0				0				0				0
158-11-101	*Projections reflect 200,000 population phase-out of Federal assistance to capital	TOTAL	2,185	1,907	2,027	6,119	2,185	2,002	2,048	6,235	2,186	2,102	2,068	6,356	1,991	2,208	2,088	6,287	0	0	0	0
			Section 5307				Section 5307				Section 5307				Section 5307							
Green Bay Metro	Radio replacement/upgrade system	EQUIP	200	0	49	249				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	200	0	49	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5307/5309																			
Green Bay Metro	West Side Intermodal Transportation Terminal Engineering Study & Construction 11.31.01	DESIGN CONST	160	0	40	200	0	0	0	0				0				0				0
						0	800	0	200	1,000				0				0				0
						0				0				0				0				0
		TOTAL	160	0	40	200	800	0	200	1,000	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5307/5309				Section 5309															
Green Bay Metro Valley Transit (50%/50%)	Commuter Bus Service Feasibility Study for the Green Bay Metro and Valley Transit Systems	STUDY	60	0	15	75				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	60	0	15	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-10-102			Section 5304 - Approved																			
Green Bay Metro	<u>Facilities &amp; Equipment</u> Bus Washer Replacement, Back-up Generator, Scissor Lift, Overhead Door, Floor Scrubber 11.44.06	EQUIP	384	0	96	480	40	0	10	45	20	0	5	25	20	0	5	25	20	0	5	25
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	384	0	96	480	40	0	10	45	20	0	5	25	20	0	5	25	20	0	5	25
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	Replacement Buses Three each year 11.12.02	EQUIP	946	0	194	1,140	975	0	200	1,174	1,004	0	206	1,209	1,034	0	212	1,246	1,065	0	218	1,283
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	946	0	194	1,140	975	0	200	1,174	1,004	0	206	1,209	1,034	0	212	1,246	1,065	0	218	1,283
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	Paratransit Vehicles Six each year - 24 total 11.42.43	EQUIP	623	0	128	750	623	0	128	750	623	0	128	750	623	0	128	750				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	623	0	128	750	623	0	128	750	623	0	128	750	623	0	128	750	0	0	0	0
			Section 5307/5309				Section 5309				Section 5309				Section 5309							

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Transit																						
Green Bay Metro	Planner 42.24.00	OPER	48	0	12	60	48	0	12	60	48	0	12	60	48	0	12	60	48	0	12	60
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	48	0	12	60	48	0	12	60	48	0	12	60	48	0	12	60	48	0	12	60
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	Paratransit Program Trip Scheduling Software & Equip 11.62.03	EQUIP	320	0	80	400	40	0	10	50				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	320	0	80	400	40	0	10	50	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5307/5309				Section 5307/5309															
Green Bay Metro	Capitalized Maintenance Assistance Replacement/Spare Parts 11.12.40	CAPITAL	50	0	12	62	52	0	13	65	54	0	14	68	57	0	14	71	59	0	15	74
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	50	0	12	62	52	0	13	65	54	0	14	68	57	0	14	71	59	0	15	74
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	ADA Capital Assistance 11.7C.00	CAPITAL	229	0	57	286	235	0	59	294	242	0	61	303	249	0	63	312	256	0	65	0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	229	0	57	286	235	0	59	294	242	0	61	303	249	0	63	312	256	0	65	0
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	Building Upgrades Rehabilitation of Administrative & Maintenance Facility 11.44.03	EQUIP	42	0	11	53	24	0	6	30	0	0	0	0	0	0	0	0	0	0	0	0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	42	0	11	53	24	0	6	30	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5307/5309				Section 5309															
Green Bay Metro	Security Enhancements Lights, Video, and Fencing 11.34.07	EQUIP	12	0	3	15	16	0	4	20	0	0	0	0	0	0	0	0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	12	0	3	15	16	0	4	20	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5307/5309				Section 5309															
Green Bay Metro	Trapeze Ops Programming Run Cutting Module 11.54.04	EQUIP				0	160		40	200	0	0	0	0	0	0	0	0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	160	0	40	200	0	0	0	0	0	0	0	0	0	0	0	0
							Section 5309															

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Transit																						
Green Bay Metro	Transitway Resurface 11.34.01	CONSTR				0	60	0	15	75				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	60	0	15	75	0	0	0	0	0	0	0	0	0	0	0	0
Section 5309																						
Green Bay Metro	Computers & Printer Upgrade & Printer System for Paratransit IDs 11.42.20	EQUIP				0	32	0	8	40				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	32	0	8	40	0	0	0	0	0	0	0	0	0	0	0	0
Section 5309																						
Green Bay Metro	Stops/Construction/Passenger Shelters pads (construction of concrete shelter pads) 11.33.10	EQUIP				0	8	0	2	10	8	0	2	10	8	0	2	10	8	0	2	10
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	8	0	2	10	8	0	2	10	8	0	2	10	8	0	2	10
Section 5309																						
Green Bay Metro	Software Upgrade AVL and GPS 11.54.04	EQUIP				0				0	20	0	5	25				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	20	0	5	25	0	0	0	0	0	0	0	0
Section 5309																						
Green Bay Metro	Support/Service vehicle 11.42.11	EQUIP				0				0	32		8	40				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	32	0	8	40	0	0	0	0	0	0	0	0
Section 5309																						
Green Bay Metro	Transportation Center - Rehab/Renovation Transit Center/Lobby 11.34.02	EQUIP				0				0				0	80	0	20	100				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	80	0	20	100	0	0	0	0
Section 5309																						
Green Bay Metro	Paratransit Facility Engineering & Design 11.41.02	STUDY				0				0				0				0	83		17	100
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	0	17	100
Section 5309																						

#### **E. TRANSPORTATION ENHANCEMENT AND BICYCLE AND PEDESTRIAN FACILITIES PROGRAM**

The local Transportation Enhancements (TE) Program and the Bicycle and Pedestrian Facilities Program (BPFP) can fund transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The TE program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from roadway runoff.

In 2010, one TE and/or BPFP application was submitted to WisDOT for the years 2011-2014 (including funding from the previous biennium). WisDOT awarded funding to the Fox River Trail Connection project submitted by the village of Allouez. The project will link Webster Avenue westward adjacent to STH 172 to STH 57 to the Fox River Trail. The award was for \$266,000.

The TE application process occurs on a biennial basis. The next cycle is scheduled for 2012.

#### **F. SAFE ROUTES TO SCHOOL PROGRAM**

The Safe Routes to Schools Program (SRTS) is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The program was created by SAFETEA-LU. The SRTS Program is administered by WisDOT.

The program provides funds to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

- to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

The SRTS application process will occur biannually.

All SRTS project applications are listed on Table II-3.

#### **G. STATE TRANSPORTATION ENHANCEMENTS PROGRAM**

The State Transportation Enhancements Program provides federal dollars for enhancement projects on or adjacent to state trunk or connecting highways. This program is similar to the local Transportation Enhancement Program (TE).

The State Transportation Enhancements Program application process occurs on a periodic basis.

There are no State Transportation Enhancements projects from the Green Bay area for the years 2012-2016.

Table II-3  
Transportation Enhancements (TE), Bicycle and Pedestrian Facilities Program (BFPF),  
Safe Routes to School (SRTS), State Enhancements, and  
Transportation and Community and Systems Preservation (TCSP)  
(\$1,000)

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
<b>Project:</b>																						
Village of Allouez	Fox River Trail Connection	PE	0	21	5	26				0				0				0				0
	Construct a multi-modal path from	CONST				0	213		53	266				0				0				0
	Webster Avenue to the Fox River													0				0				0
	Trail along the north side of STH 172													0				0				0
158-10-202	1210-07-00, 71	TOTAL	0	21	5	26	213	0	53	266	0	0	0	0	0	0	0	0	0	0	0	0
		State					TE - Approved															
Ashwaubenon	Improve Walking and Bicycle	CONST	96	0	0	96				0				0				0				0
School District	Facilities									0				0				0				0
										0				0				0				0
158-10-205	9266-10-71	TOTAL	96	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SRTS - Approved																				
Village of Howard	Sidewalk Installation	CONST	210	0	0	210				0				0				0				0
										0				0				0				0
										0				0				0				0
158-10-207	9269-06-71	TOTAL	210	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SRTS - Approved																				
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### **H. TRANSPORTATION AND COMMUNITY AND SYSTEMS PRESERVATION PROGRAM**

The Transportation and Community and Systems Preservation (TCSP) Program provides funding for planning grants, implementation of grants, and research to investigate and address the relationship between transportation and community system preservation.

There are no TCSP projects from the Green Bay area for the years 2012-2016.

#### **I. TRANSIT OPERATING EXPENSES AND FUNDING SOURCES**

The 2007-2015 operating expenses and funding sources for the Green Bay Metro System can be seen on Table II-4.

#### **J. ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM (SECTION 5310)**

The Elderly and Disabled Transportation Capital Assistance program utilizes federal and state funds to provide capital funding for specialized transit vehicles used to serve the elderly and persons with disabilities. Eligible applicants include private, non-profit organizations, and local public bodies.

The 2012 through 2015 program can be seen in Table II-5. The Red Cross has or will apply for vehicle(s) each year to be used for its elderly and persons with disabilities transportation program.

The 2012 request for a vehicle was approved. Vehicles for 2013 and beyond are pending but are shown for illustrative purposes only.



**Table II-4  
Green Bay Metro  
Operating Expense and Funding Sources**

	2011	2012*	2013*	2014*	2015*
<b>FTA Eligible Operating Expense</b>	\$8,048,540	\$7,518,946	\$7,703,912	\$7,899,360	\$7,905,680
<b>Farebox Revenue: Fixed Route</b>	994,131	1,043,838	1,105,424	1,171,749	1,239,711
<b>Farebox Revenue: Demand Resp.</b>	234,000	245,700	248,157	250,639	253,145
<b>Net Projected Cost (Operating Deficit)</b>	\$6,820,409	\$6,229,409	\$6,350,331	\$6,476,972	\$6,412,824
<b>Funding Sources:</b>					
<b>FTA Section 5307/Capital Assistance</b>	\$2,607,727	\$2,185,000	\$2,185,000	\$2,186,000	\$1,990,884
<b>State Section 85.20</b>	2,100,669	\$1,907,000	\$2,002,000	\$2,102,000	\$2,208,000
<b>Advertising Sales</b>	45,000	\$60,000	\$63,000	\$66,150	\$66,812
<b>Investment Income</b>	15,000	\$15,450	\$15,914	\$16,391	\$17,210
<b>City of Green Bay</b>	1,432,354	\$1,432,354	\$1,446,678	\$1,459,698	\$1,474,295
<b>City of De Pere</b>	147,192	\$147,192	\$148,664	\$150,151	\$151,652
<b>Village of Allouez</b>	119,825	\$119,825	\$121,023	\$122,233	\$123,456
<b>Village of Ashwaubenon</b>	100,617	\$100,617	\$101,623	\$102,639	\$103,666
<b>Village of Bellevue</b>	34,238	\$34,238	\$34,580	\$34,926	\$35,275
<b>Oneida Tribe of Indians</b>	172,766	\$172,766	\$174,494	\$176,239	\$178,001
<b>Other revenues</b>	45,022	\$54,967	\$57,355	\$60,546	\$63,573
<b>Total Funding:</b>	<b>\$6,820,410</b>	<b>\$6,229,409</b>	<b>\$6,350,331</b>	<b>\$6,476,973</b>	<b>\$6,412,824</b>

\*Replaces 5307 Operating Assistance switching to Capital Assistance

Table II-5  
Elderly & Persons with Disabilities Program (Section 5310)  
Job Access & Reverse Commute (JARC) (Section 5316)  
New Freedom (Section 5317)  
(\$1,000)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
<b>Project</b>																						
Lakeland Chapter of the American Red Cross	One small bus with seven ambulatory & one wheelchair position	CAPITAL	34	0	9	43				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	34	0	9	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-11-501			Section 5310 - Approved																			
Lakeland Chapter of the American Red Cross	One small bus with seven ambulatory & one wheelchair position; one bus with 12 ambulatory & two wheelchair positions	CAPITAL				0	34	0	9	43				0				0				0
		CAPITAL				0	41	0	11	52				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	75	0	20	95	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5310 - Approval Pending																			
Lakeland Chapter of the American Red Cross	One bus with 12 ambulatory & two wheelchair positions; one mini-van with three or four ambulatory & one or two wheelchair positions	CAPITAL				0				0	41	0	11	52				0				0
		CAPITAL				0				0	27	0	8	35				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	68	0	19	87	0	0	0	0	0	0	0	0
			Section 5310 - Approval Pending																			
Lakeland Chapter of the American Red Cross	Two small buses with seven ambulatory & one wheelchair position; one 12 passenger bus	CAPITAL				0				0				0	34	0	9	43				0
		CAPITAL				0				0				0	34	0	9	43				0
		CAPITAL				0				0				0	30	0	8	38				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	98	0	26	124	0	0	0	0
			Section 5310 - Approval Pending																			
Lakeland Chapter of the American Red Cross	One small bus with seven ambulatory & one wheelchair position; one bus with 12 ambulatory & two wheelchair positions; one 12 passenger bus	CAPITAL				0				0				0				0	34	0	9	43
		CAPITAL				0				0				0				0	41	0	11	52
		CAPITAL				0				0				0				0	30	0	8	38
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	0	28	133
			Section 5310 - Approval Pending																			
Forward Service Corporation	<u>Mobility Manager/Transportation Case Worker.</u>	OPER	50	0	25	75	50	0	25	75	75	0	35	110				0				0
	The Mobility Manager will work with low-income individuals to help solve their					0				0				0				0				0
	transportation problems. Includes vanpool,					0				0				0				0				0
May be combined with WETAP funds	no-interest vehicle repair loans, driver license recovery, & bus vouchers.	TOTAL	50	0	25	75	50	0	25	75	75	0	35	110	0	0	0	0	0	0	0	0
158-11-502			Section 5316 - Approval Pending				Section 5316 - Approval Pending				Section 5316 - Approval Pending											

**K. JOB ACCESS AND REVERSE COMMUTE PROGRAM (SECTION 5316)**

The purpose of the federal Job Access and Reverse Commute (JARC) grant program is to improve mobility and economic opportunity for welfare recipients and low-income individuals by funding new or expanded transportation services. Job Access grants help develop new transit service to transport these individuals to jobs, training, and child care. Reverse Commute grants help develop transit services to transport the general public to suburban job sites.

JARC projects can be seen in Table II-5. The Green Bay Metro-Valley Transit Commuter Initiative, under contract with a private operator, will provide accessible fixed route service between the Green Bay and Appleton areas with a focus on home-to-work and work-to-home trips. Forward Service Corporation's Mobility Manager/Transportation Case Worker will assist individuals in solving their transportation problems. The program also includes low interest vehicle loans and gas and bus vouchers.

**L. NEW FREEDOM PROGRAM (SECTION 5317)**

The New Freedom program was created under SAFETEA-LU. The goal of the program is to provide tools to overcome existing barriers for persons with disabilities beyond Americans with Disabilities Act (ADA) requirements. Examples can include the expansion of ADA boundaries beyond 3/4 mile, expansion of service hours, creation of feeder services, purchase accessible cabs, funding for volunteer drivers programs and voucher programs. The program can offer both capital (80%/20%) and operating (50%/50%) assistance.

The sole New Freedom application includes funding for a mobility manager and related transportation services provided by the United Way of Door County. Transportation services provided by this program may reach the Green Bay Urbanized Area and, therefore, are included in the Green Bay TIP.

**M. GREEN BAY METRO PARATRANSIT PROGRAM - SECTION 504 PERSONS WITH DISABILITIES TRANSPORTATION PROVISIONS**

A U.S. Department of Transportation (USDOT) rule carrying out Section 504 of the Rehabilitation Act of 1973 became effective June 23, 1986. The rule has been amended to comply with ADA of 1990. The rule requires recipients of FTA funds to prepare a program for providing transportation services to people with disabilities, using both lift-equipped fixed route service and complementary paratransit service. A compliance plan and program of services had been developed and approved by the FTA. As of January 1, 1997, the paratransit service provided by Green Bay Metro was in full compliance with the provisions of the ADA. Service provisions are as follows:

- The service is provided under contract with a single private entity as a demand responsive system.
- The hours of operation are currently equivalent to those of Green Bay Metro's fixed route service.
- The service area is defined by 3/4 of a mile from the fixed route service.
- Paratransit service is operating with a real time response schedule.
- There are no restrictions or prioritization of trips.
- Green Bay Metro will impose a maximum fare twice the current adult cash fare per paratransit trip.

In addition to paratransit service, 100 percent of transit's full service fixed route bus fleet is accessible.

The cost of the program can be seen in Table II-6.

**Table II-6  
Calendar 2011 Green Bay Metro System  
Paratransit Program Estimate**

<b>Funding Source</b>	<b>Direct Ride Subsidy</b>	<b>Fuel Estimate</b>	<b>Program Administration</b>	<b>Total Cost</b>
Federal- Section 5307	\$509,231	\$6,480	\$39,051	\$554,762
State WisDOT 85.20	\$410,214	5,220	\$31,458	446,892
City of Green Bay	248,079	4,170	25,121	277,370
City of De Pere	48,577	816	4,917	54,310
Village of Ashwaubenon	43,371	728	4,390	48,490
Village of Allouez	33,020	555	3,344	36,919
Village of Bellevue	15,431	259	1,562	17,252
Oneida Tribe of Indians	29,780	1,772	10,681	42,234
<b>Total:</b>	<b>\$1,337,705</b>	<b>\$20,000</b>	<b>\$120,524</b>	<b>\$1,478,229</b>

## **N. FINANCIAL PLAN**

### **1. Fiscal Constraint**

A four year summary of federal funds from both the Federal Highway Administration and Federal Transit Administration can be seen in Table II-7. Table II-7 reflects the 2012–2015 projects found in Table II-1 through II-6. The additional projects listed in Appendix A are not incorporated into Table II-7 and are shown for illustrative purposes only. This financial plan demonstrates fiscal constraint for the first four years of the TIP. The table does not include 2016 projects as fiscal constraint is a four-year requirement.

### **2. Funding Flexibility**

The following provisions allow for the flexible use of federal funding programs and clarify planning procedures (courtesy of WisDOT):

- The MPO and WisDOT agree that 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 for WisDOT, Green Bay Metro, or other recipients to proceed with federal funding commitment.
- If WisDOT, Green Bay Metro, or other recipients wish to proceed with (a) project(s) not in the first year of the TIP, the MPO agrees projects from the second, third, or fourth year of the TIP can be advanced to proceed with federal fund commitment without further action by the MPO.
- Roadway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP.
- It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.
- Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use entitlement or allocated STP funds and CMAQ funds for projects not identified for that source of funding in the TIP.
- WisDOT also can unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without a TIP amendment. FTA should be notified of any interchange of funds.

**TABLE II-7**  
**Summary of Federal Funding Programmed and Funds Available**  
**Fiscal Constraint Worksheet - Four Year Requirement**

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2012	2013	2014	2015	Total	2012	2013	2014	2015	Total
Federal Highway	STP Urban	\$26,000	\$1,130,653	\$1,434,894	\$93,000	\$2,684,547	\$26,000	\$1,130,653	\$1,434,894	\$93,000	\$2,684,547
	HSIP	272,000	1,086,000	96,000	96,000	\$1,550,000	272,000	1,086,000	96,000	96,000	\$1,550,000
	IM	160,000	160,000	160,000	160,000	\$640,000	160,000	160,000	160,000	160,000	\$640,000
	NH	131,964,000	227,345,000	78,149,000	56,311,000	\$493,769,000	131,964,000	227,345,000	78,149,000	56,311,000	\$493,769,000
	STP	1,154,000	16,371,000	854,000	1,774,000	\$20,153,000	1,154,000	16,371,000	854,000	1,774,000	\$20,153,000
	OCR	144,000	144,000	262,000	144,000	\$694,000	144,000	144,000	262,000	144,000	\$694,000
	BH	5,776,000	48,000	0	0	\$5,824,000	5,776,000	48,000	0	0	\$5,824,000
	BR	0	0	0	0	\$0	0	0	0	0	\$0
	TE	0	213,000	0	0	\$213,000	0	213,000	0	0	\$213,000
	State Enhancements	0	0	0	0	\$0	0	0	0	0	\$0
	TCSP	0	0	0	0	\$0	0	0	0	0	\$0
	SRTS	306,000	0	0	0	\$306,000	306,000	0	0	0	\$306,000
	<b>Total</b>	<b>\$139,802,000</b>	<b>\$246,497,653</b>	<b>\$80,955,894</b>	<b>\$58,578,000</b>	<b>\$525,833,547</b>	<b>\$139,802,000</b>	<b>\$246,497,653</b>	<b>\$80,955,894</b>	<b>\$58,578,000</b>	<b>\$525,833,547</b>
Federal Transit Administration	Sec. 5304 Planning	\$60,000	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0	\$0	\$60,000
	Sec. 5307 Operating	2,185,000	0	0	0	\$2,185,000	2,185,000	0	0	0	\$2,185,000
	Sec. 5309 Capital	0	0	0	0	\$0	0	0	0	0	\$0
	Section 5310	34,000	0	0	0	\$34,000	34,000	0	0	0	\$34,000
	Section 5316	50,000	0	0	0	\$50,000	50,000	0	0	0	\$50,000
	<b>Total</b>	<b>\$2,329,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,329,000</b>	<b>\$2,329,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,329,000</b>

### **3. Financial Estimates with Inflation Factors**

SAFETEA-LU requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. Appendix C provides a summary of TIP projects with the inflation factor used by the project applicant and their justification for such factor.



## **O. AIR QUALITY AND ENERGY CONSERVATION IMPACT**

### **1. Project Impact**

The programmed projects contained in this TIP were reviewed in terms of their potential air quality emission impacts. The individual roadway reconstruction and widening projects, transit vehicles, and Red Cross vehicles will not have a significant effect on the total urban area air pollution emission levels. Due to the minor air quality impact of the programmed projects, detailed emission reduction calculations were not made.

As with the air quality emissions, the programmed projects are expected to have a very small overall impact on fuel consumption in the Green Bay urbanized area.

### **2. Air Quality Status in Brown County**

Ozone. Ozone (O<sub>3</sub>) is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, hydrocarbons and nitrogen oxides, react in the presence of sunlight.

Carbon Monoxide. Carbon monoxide (CO) is a colorless gas formed by incomplete combustion of fuel. Anywhere combustion takes place (i.e., industrial processes, home heating, etc.) high concentrations of CO can develop. Vehicles can produce up to 90 percent of CO emissions in urban areas.

Particulate Matter. The following is courtesy of the Environmental Protection Agency (EPA):

#### What is PM?

"Particulate matter," also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles.

Particles can be suspended in the air for long periods of time. Some particles are large or dark enough to be seen such as soot or smoke. Others are so small that individually they can only be detected with an electron microscope.

Particles less than 10 micrometers in diameter (PM<sub>10</sub>) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter (PM<sub>2.5</sub>) are referred to as "fine" particles and are believed to pose the greatest health risks. Because of their small size (approximately 1/30th the average width of a human hair), fine particles can lodge deeply into the lungs.

Particles with diameters between 2.5 and 10 micrometers are referred to as "coarse."

#### Where does PM come from?

Sources of particles include all types of combustion activities (wood burning, power plants, motor vehicles), crushing or grinding operations, dust from paved or unpaved roads, and certain industrial processes.

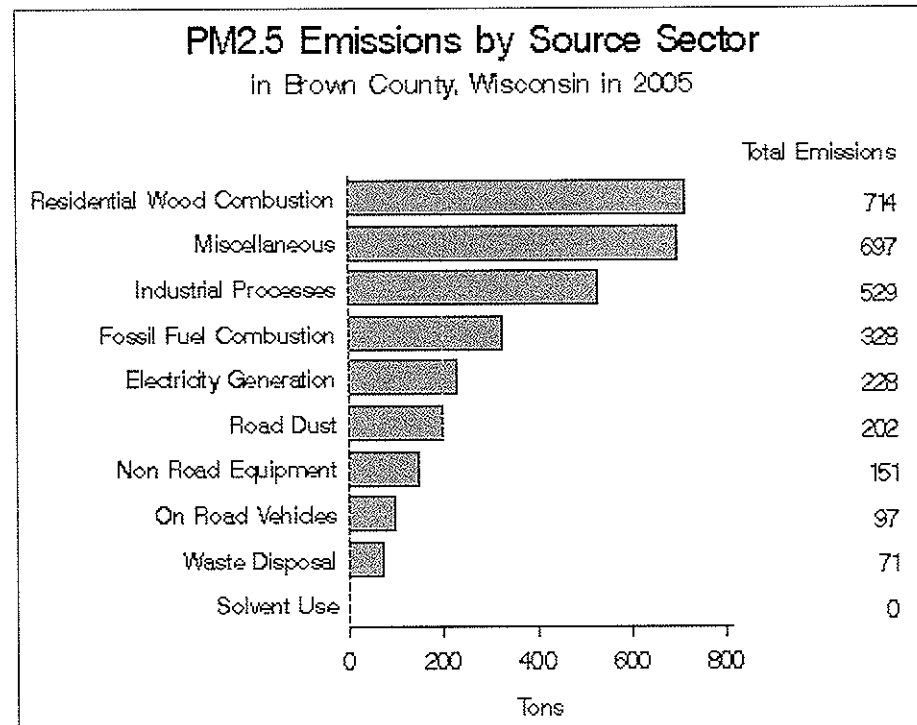
#### What is the National Air Quality Standard for PM<sub>2.5</sub>?

The 2006 standards tighten the 24-hour fine particle standard from 65 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) to 35  $\mu\text{g}/\text{m}^3$ , and retain the current annual fine particle standard at 15  $\mu\text{g}/\text{m}^3$ .

#### What needs to be done to improve air quality if an area is designated nonattainment?

States with designated nonattainment areas are required under the Clean Air Act to develop a State Implementation Plan (Wisconsin has a SIP). This plan must include enforceable measures for reducing air pollutant emissions leading to the formation of fine particles in the atmosphere. The plan must also provide steps for the area to attain standards as quickly as possible, and the area must show how it will make reasonable progress toward attaining the standards.

### Brown County PM<sub>2.5</sub> Emissions



Courtesy of EPA.

The top source PM<sub>2.5</sub> emissions in Brown County include residential fireplaces and woodstoves. Miscellaneous includes crop tilling, livestock dust, construction, gas stations, and bulk gasoline terminals.

**CHAPTER III**  
**FINANCIAL PLANS**

## **A. FINANCIAL PLANS FOR STP URBAN AND FTA FUNDS**

The SAFETEA-LU legislation requires a financial plan to be included in all transportation improvement programs. Below is a financial assessment of Federal Highway Administration STP-U and Federal Transportation Administration Section 5307 operating and capital funds to be used in the Green Bay urbanized area.

### **1. Surface Transportation Program Urban Funds**

As stated earlier, the STP-U allocation to the Green Bay urbanized area for the years 2014-2016 is estimated at \$2,565,547. These funds will provide between 50 and 80 percent of the original submitted cost for the projects. The remaining share of the cost is provided by the jurisdictional agency(s). Project approvals are listed in Appendix B-12.

Area jurisdictions have reserved the necessary capital to complete all of the projects.

### **2. Transit Financial Capacity Assessment**

FTA conducts assessments of the financial capacity of the applicants for future federal capital and operating assistance grant in accordance with the requirements of FTA's Financial Capacity Policy (FTA Circular 7008.1). There are two aspects of financial capacity: the general financial condition of the public transit operator and the financial capability of the agency, which includes the sufficiency of transit funding sources to meet future operating deficits and capital costs. FTA will make the determinations of financial capacity in reviewing transportation improvement programs and during triennial reviews.

#### **a. Operating Expenses and Revenues**

See Tables III-1 and III-2 for details on the Green Bay Metro System 2007 to projected 2015 operating expenses, revenues, and performance measures.

#### **b. Fare Structure**

See Table III-3 for a comparison of the past and current fare structure.

**Table III-1**  
**2007-2015 Green Bay Metro**  
**Operating Revenue and Expense (Thousands)**

	<b>Actual</b>				<b>Estimated</b>	<b>Projected</b>			
<b>Item</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<u>Revenue</u>									
Farebox Revenue	\$1,126	\$1,127	\$1,224	\$1,240	\$1,228	\$1,289	\$1,354	\$1,422	\$1,493
Other Revenues	173	181	101	106	105	110	116	121	127
<b>Operating Revenues</b>	<b>\$1,299</b>	<b>\$1,308</b>	<b>\$1,325</b>	<b>\$1,346</b>	<b>\$1,333</b>	<b>\$1,400</b>	<b>\$1,470</b>	<b>\$1,543</b>	<b>\$1,620</b>
<u>Public Operating Assistance</u>									
FTA Section 5307	\$2,532	\$2,398	\$2,789	\$2,677	\$2,607	\$2,185	\$1,379	\$696	\$0
FTA Section 5307-Capital Assist							\$806	\$1,490	\$1,991
State 85.20	2,002	2,195	1,757	1,813	2,101	1,907	2,002	2,102	2,208
City of Green Bay	1,489	1,554	1,089	1,189	1,432	1,446	1,461	1,475	1,490
Other Municipalities	503	561	467	475	575	581	587	592	598
<b>Public Assistance</b>	<b>\$6,526</b>	<b>\$6,708</b>	<b>\$6,102</b>	<b>\$6,154</b>	<b>\$6,715</b>	<b>\$6,119</b>	<b>\$6,235</b>	<b>\$6,356</b>	<b>\$6,287</b>
<b>Total Operating Expense</b>	<b>\$7,825</b>	<b>\$8,016</b>	<b>\$7,427</b>	<b>\$7,500</b>	<b>\$8,048</b>	<b>\$7,519</b>	<b>\$7,704</b>	<b>\$7,899</b>	<b>\$7,907</b>
Operating Deficit	\$6,526	\$6,708	\$6,102	\$6,154	\$6,715	\$6,119	\$6,235	\$6,356	\$6,547
Change in Operating Deficit	16.68%	2.79%	-9.03%	0.85%	9.12%	-8.87%	1.89%	1.95%	3.00%
<b>Retained Earnings</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Table III-2  
2007 to 2015 Green Bay Metro  
System Performance Measures**

Item	Actual				Estimated	Projected			
	2007	2008	2009	2010	2011	2012	2013	2014	2015
Revenue Passengers (000)	1,697	1,763	1,354	1,371	1,400	1,540	1,586	1,634	1,683
Revenue Miles (000)	1,298	1,298	1,122	1,113	1,142	1,153	1,165	1,177	1,188
Operating Expense (000)	7,896	8,003	7,427	7,500	8,048	7,519	7,704	7,899	7,906
Farebox Revenue (000)	\$1,057	\$1,253	\$1,224	\$1,241	\$1,228	\$1,289	\$1,354	\$1,422	\$1,493
Expense/Mile	\$6.08	\$6.17	\$6.62	\$6.74	\$7.05	\$6.52	\$6.61	\$6.71	\$6.65
Expense/Passenger	\$4.65	\$4.54	\$5.49	\$5.47	\$5.75	\$4.88	\$4.86	\$4.83	\$4.70
Passenger/Mile	1.31	1.36	1.21	1.23	1.23	1.34	1.36	1.39	1.42
Revenue/Passenger	\$0.62	\$0.71	\$0.90	\$0.91	\$0.88	\$0.84	\$0.85	\$0.87	\$0.89
Bus Fleet	39	39	39	36	36	36	36	36	36
Metro System Employees	73.0	73.0	71.0	69.0	71.0	70.0	70.0	70.0	70.0

<p align="center"><b>Table III-3</b> <b>COMPARISON OF FARE STRUCTURES</b></p>					
Category	Fares as of 1/1/1996	Fares as of 9/1/1998	Fares as of 6/1/2003	Fares as of 10/1/2005	Fares as of 2/2/2009
1. ADULT FARES					
Cash	\$0.75	\$1.00	\$1.25	\$1.50	\$1.50
Tickets/Token	5 for \$3.50	\$1.00	\$1.25	\$1.50	\$1.50
Monthly Pass	\$22.00	\$21.50	\$23.00	\$26.00	\$35.00
2. STUDENT FARES (K-12)					
Cash	\$0.65	\$1.00	\$1.25	\$1.50	\$1.00*
Tickets/Token	5 for \$3.00	\$1.00	\$1.25	\$1.50	\$1.50
Monthly Pass	\$11.00	\$16.00	\$16.00	\$19.00	\$19.00
3. ELDERLY AND DISABLED					
Cash	\$0.35	\$0.50	\$0.60	\$0.75	\$0.75
Tickets/Token	5 for \$1.50	\$0.50	\$0.60	\$0.75	\$0.75
Monthly Pass	\$11.00	\$10.75	\$12.25	\$15.25	\$25.00
Saturday					Free**

\* Reduced in August 2011.

\*\* Green Saturday introduced in August 2011.



c. Capital Requests

In 2012-2016, Metro will request each year three new 35' buses to replace the 1997 Trolley vehicles, the 1995 40' Gillig-Phantom, and 2003 New Flyer buses. Metro will also request funding for various shop equipment, a planner, capitalized maintenance assistance, and ADA capital assistance.

In 2012, Metro will request funding for a study that will include environmental, architectural, and design work for a *West Side Intermodal Transportation Terminal*. In 2013, Metro will apply for the funds for the construction of the facility.

In 2012, Green Bay Metro, in partnership with Valley Transit, will issue a Request for Proposal for a Commuter Bus Service Feasibility Study. Funding for the study has already been approved. This project was included in the 2011-2015 TIP via Amendment #2, but has been postponed.

Over 2012 and 2013, Metro will request trip scheduling software and equipment for the paratransit program, building upgrades, and security enhancements.

In 2012 through 2015, Metro will request funds to purchase a total of 24 paratransit vehicles and begin to provide a portion of the ADA paratransit service in-house.

In 2013-2016, Metro will request funds for new bus stop signs, construction of concrete shelter pads, and the shelter structures.

In 2013, Metro will request funds for the run cutting module of Trapeze, resurfacing the Transitway, staff computers, and a printer for identification cards.

In 2014, Metro will request funds for an AVL/GIS software upgrade as well as a support vehicle.

In 2015, Metro will request funds to upgrade the Transportation Center, including the inside passenger waiting area.

In 2016, Metro will request funds for the engineering and design of a paratransit facility.

More operating and capital expenditure information can be found in the *2010-2013 Transit Development Plan for the Green Bay Metro System* by the Brown County Planning Commission.

**CHAPTER IV**  
**TRANSPORTATION PLANNING PROCESS**

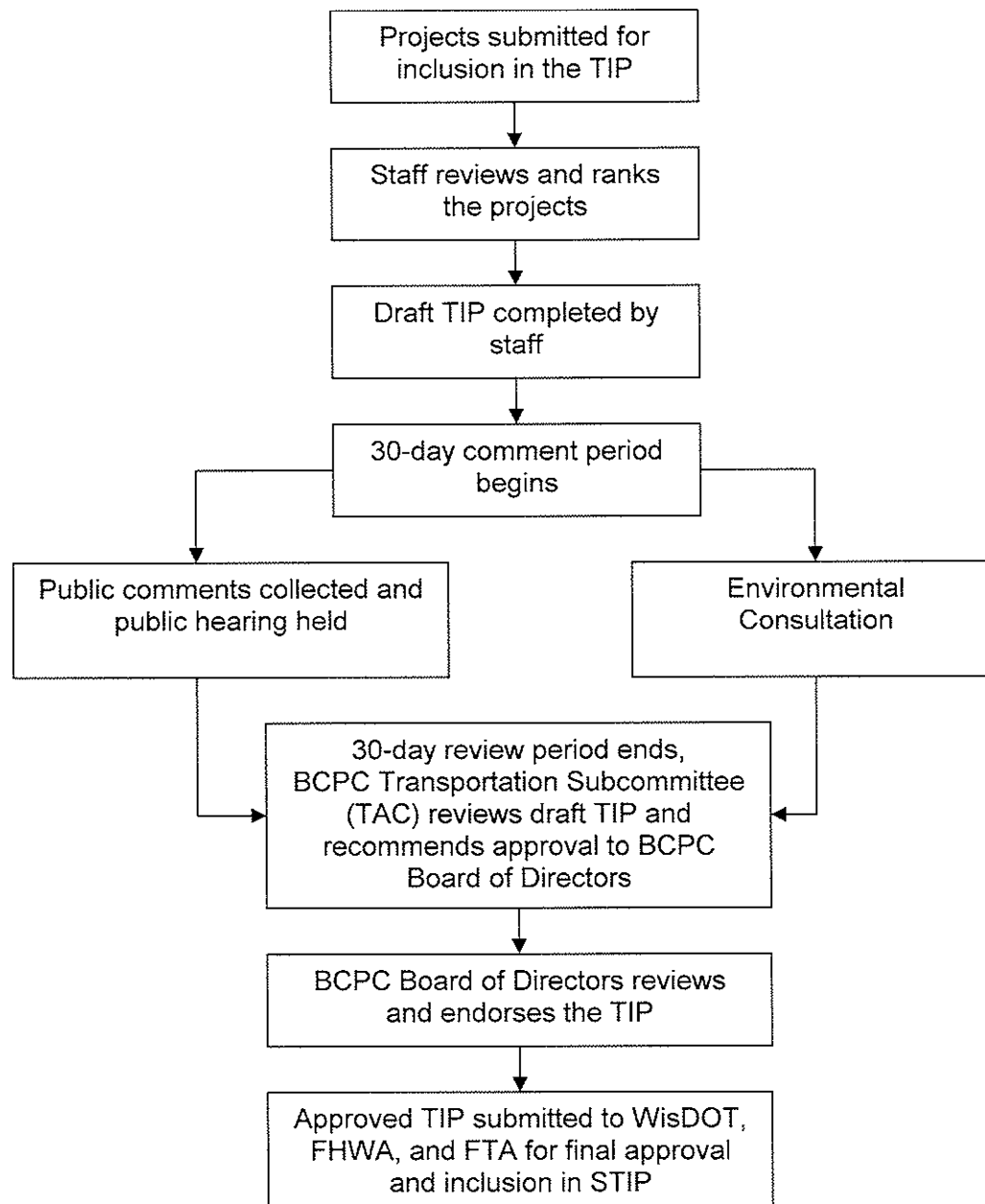
## **A. OVERALL TRANSPORTATION PLANNING PROCESS**

Roadway, transit, and other improvement projects listed in this TIP were derived from a number of transportation planning sources. Major transportation planning efforts include the *2004-2008 Transit Development Plan for the Green Bay Metro System*, *Green Bay MPO Long-Range Transportation Plan*, and other special studies.

The following chapter gives an overview of the transportation planning activities, plan recommendations, and project programming from each of the major planning efforts. Green Bay metro's private sector participation policy is also discussed.

Figure B shows how the transportation projects from the planning process are merged and programmed into the TIP.

**Figure B: TIP Planning Process**



## **B. PUBLIC PARTICIPATION**

The Brown County Planning Commission has developed and approved a public participation policy for all transportation plans. The following outlines the process of public involvement used for *the 2012-2016 Transportation Improvement Program*.

WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements as established for the Section 5307 and 5309 programs.

The Brown County Planning Commission publishes a *Notice of Request for Comments and Public Hearing of the draft 2012-2016 Transportation Improvement Program*. See Appendix D for a copy of the notice. This notice informs the public of the availability of the draft TIP and solicits public input. The notice also details the dates of all significant meetings and hearing regarding the TIP.

Draft copies of the TIP are made available for a period of at least two weeks prior to the Transportation Subcommittee meeting. At that time, the subcommittee reviews the draft document and makes a recommendation to the Brown County Planning Commission Board of Directors.

A formal public hearing on the *draft 2012-2016 Transportation Improvement Program for the Green Bay Urbanized Area* is then held. See Appendix D for the *Notice of Request for Comment and Public Hearing*.

Comments received during the public comment period and public hearings, as well as the recommendation from the Transportation Subcommittee, are forwarded to the Brown County Planning Commission Board of Directors for its approval. Please see Appendix E for the transcript of the public hearing and Appendix F for a list of all comments received during the 30 day public review period.

## **ANNUAL LISTING OF OBLIGATED PROJECTS**

The Annual Listing of Obligated Projects is available on the Brown County website at <http://www.co.brown.wi.us/>. Click on Departments, Planning, Transportation, and scroll down to: Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. There you will find the current listing of obligated projects.

## **TIP DEVELOPMENT AND APPROVAL SCHEDULE**

The following is a schedule of events for 2011:

July 20	30-Day public review and comment period begins (July 20-August 19).
July 20	1 <sup>st</sup> Notice of Request for Comments and Public Hearing on Draft TIP published.
July 27	2 <sup>nd</sup> Notice published.
August 3	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
August 19	30-day public review and comment period ends.
August 29	Environmental Consultation meeting with Resource Agencies.
August 29	Transportation Subcommittee meeting to make recommendation to the Brown County Planning Commission Board of Directors (MPO Technical Advisory Committee).
September 7	Brown County Planning Commission Board of Directors meeting – consideration of comments from the public review and hearing, environmental consultation, and Subcommittee recommendation.

## **C. PRIVATE SECTOR PARTICIPATION**

On October 22, 1984, the Federal Transit Administration (FTA) issued a policy statement on "Private Enterprise Participation in the Urban Mass Transportation Program". The policy provides guidance to FTA grantees regarding grantees' efforts in maximizing private enterprise participation in the provision of federally subsidized transit service. One of the key policy items is early involvement of private transportation operators in the planning of transit services.

A number of actions have since been implemented to fulfill FTA guidelines for increased private sector participation. Local efforts, which have been carried out to increase private sector participation, are as follows:

### **1. Policy on Private Sector Participation**

On September 17, 1986, the Green Bay Transit Commission adopted a policy on private sector participation for the Green Bay Metro System. The policy of the Green Bay Transit Commission is to consider contracting with private nonprofit and private-for-profit transportation operators for public transit operating and support services when such contracting proves cost-effective, meets qualitative standards acceptable to the transit system's requirements, and does not confront significant legal, administrative, regulatory, and other barriers that would prohibit such contracting.

### **2. Process for Notifying and Involving Private Operators**

Green Bay Metro sends out news releases, places newspaper advertisements, posts signs in buses and at the information counter, and makes available to the public new route maps each time there is a change in transit service. A public review period and a public hearing may also be held. The Brown County Planning Commission offers draft reports of all major transit studies to the identified local private transportation operators for their review and comment.

See Table IV-1 for a list of the private transportation providers of Brown County.

Private operators are also directly involved in the transit planning process through membership on the Transportation Coordinating Committee of Brown County. The private-for-profit operator on the committee is Mr. Geo Jackson of MV Transportation.

**TABLE IV - 1**  
**Private Transportation Providers of Brown County - 2011**

<b>Agency</b>	<b>Service</b>	<b>Agency</b>	<b>Service</b>
1st Choice Shuttle Service 2995 Holmgren Way Green Bay, WI 54304	Taxi	Fox Cities Taxi 718 Bodart Street Green Bay, WI 54301	Taxi
A-1 Medi Mobile 2819 University Avenue Green Bay, WI 54311	Accessible Van	Kobussen Buses W914 County Road CE Kaukauna, WI 54130	Accessible Van
Astro Shuttle 2903 West Point Road Green Bay, WI 54313	Taxi	First Student 1840 Lime Kiln Road Green Bay, WI 54311	Accessible Van
Ace Yellow/Checker Yellow/ Green Bay Yellow Cab/Yellow Cab of Brown County 1212 S. Maple Avenue Green Bay, WI 54304	Taxi	Lamers Bus Lines, Inc. 2937 Monroe Road De Pere, WI 54115	Accessible Van
Comfort Travel ADA Mobile Services 1029 Sunset Beach Road Suamico, WI 54173	Accessible Van	MV Transportation 1011 Parkview Green Bay, WI 54314	Accessible Van (not available to the general public)



### **3. Local Grievance Procedure**

#### **a. Transit Planning**

Any private operator inquiry or complaint pertaining to a transit study conducted by the Brown County Planning Commission (BCPC) is first addressed by the BCPC Transportation Subcommittee. This subcommittee reviews and recommends the approval of all major transit studies and the TIP. Private operators filing an inquiry or complaint are invited to address their concerns to the subcommittee. The next step is a review, consideration, and ruling by the BCPC Board of Directors.

#### **b. Transit Service Revisions**

As previously stated, Green Bay Metro distributes news releases, places newspaper advertisements, posts signs in buses and at the Green Bay Metro Transportation Center, and makes available new route maps for all major bus route or service changes. A public review period and public hearing will be held if service reductions constitute at least 10 percent of service in terms of system miles. The process for involving the public is defined in the *Public Participation Policy for the Green Bay Metro System* adopted by the Green Bay Transit Commission in 1996, as amended. Any inquiries or complaints regarding transit service revisions from private operators received by transit management are forwarded to the Green Bay Transit Commission for its regular scheduled monthly meeting. The transit director contacts the private operator to answer any questions or inquiries regarding service changes prior to the Transit Commission meeting. The Green Bay Transit Commission is the policy body under Wisconsin State Statutes 66.943, with the authority for management and operation of the Green Bay Metro System, including final decisions on the level of service and bus route revisions. Unresolved private operator complaints regarding major service expansions are referred to the format previously noted.

### **4. Private Operator Complaints**

There have not been any private operator complaints in recent years.

### **5. Private Sector Programs in Green Bay**

As explained in a previous section on 504 Regulations, Green Bay Metro implemented an ADA compliant paratransit program on June 1, 1993. Service contracts were signed between the City of Green Bay and five private operators for the operation of the transportation service for elderly and for people with disabilities. All area wheelchair-equipped van private operators were given the opportunity to participate in the program. A competitive bid process in 1994 resulted in a single provider contract. A single provider system has been in place since January 1994.

#### D. TITLE VI

At the request of FHWA, the Brown County Planning Commission staff prepared a comprehensive summary of Civil Rights-related activities. The summary can be seen in Appendix H.

##### Environmental Justice

In 1994, *Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* was issued in response to public concerns that everyone deserves equal protection under the law. Each federal agency, including the U.S. Department of Transportation (US DOT), was directed to make environmental justice part of its mission.

In 1997, the U.S. Department of Transportation issued *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations*. According to the US DOT, there are three fundamental principles at the core of environmental justice:

- 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 ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Taken in whole, the projects in this Transportation Improvement Program, together with the other public and privately funded transportation improvements and services provided in the Green Bay Urbanized Area, do not impose disproportionately high and adverse impacts on minority populations or low-income populations. Further, the benefits of the transportation services and improvements provided are reasonably distributed to serve the needs of all populations in the area. These statements are based on an analysis of Figures C, D, E, and F.



**Figure C**  
**2012-2016 Project Locations and Minority Population**  
 Metropolitan Green Bay

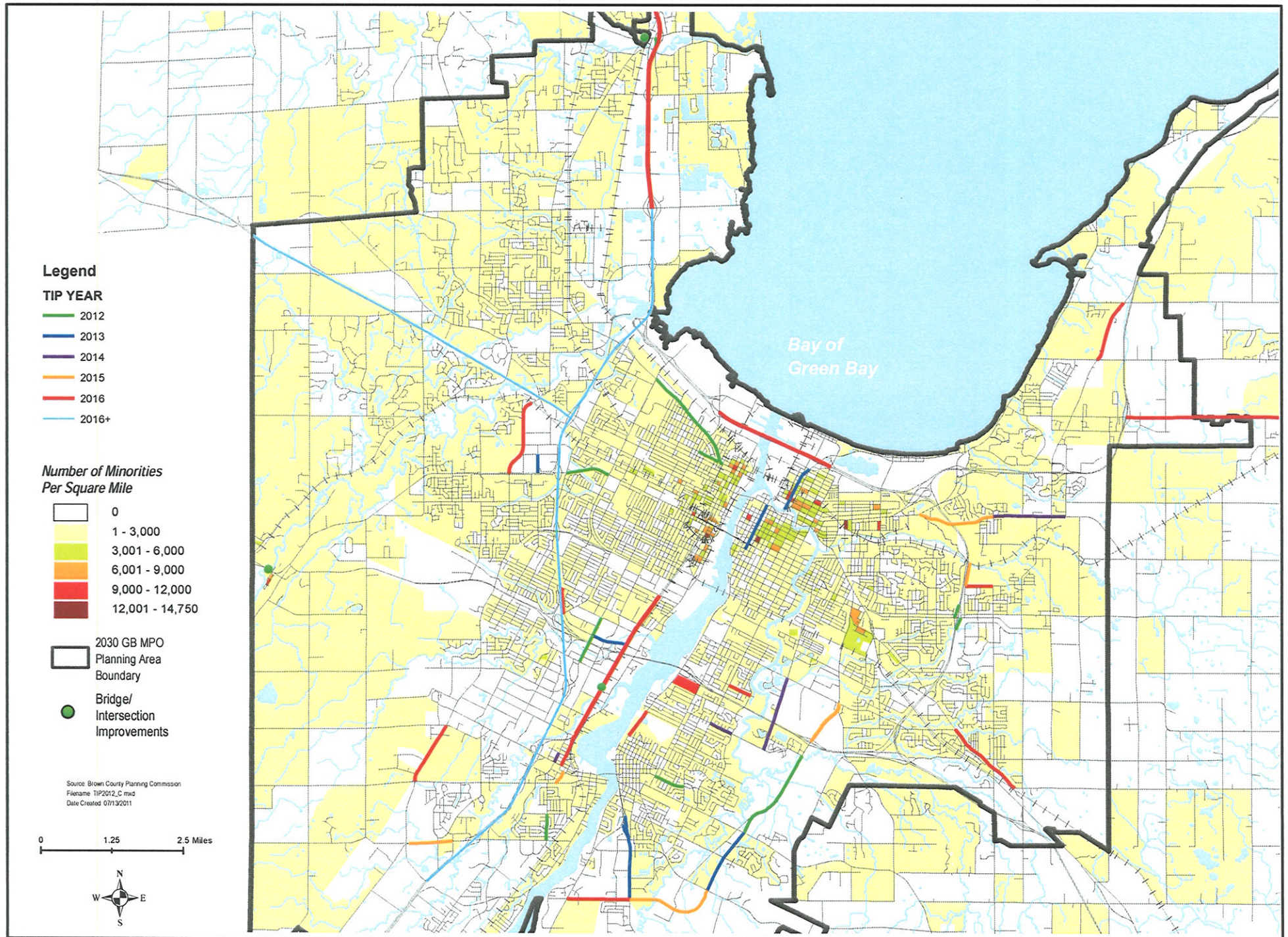




Figure D  
2012-2016 Project Location and Income  
Metropolitan Green Bay

**Legend**

**TIP YEAR**

- 2012
- 2013
- 2014
- 2015
- 2016
- 2012-2017

**Median Income by  
Census Block Group**

- \$0 - \$23,472
- \$23,473 - \$38,333
- \$38,334 - \$54,141
- \$54,142 - \$76,521
- \$76,522 - \$114,842

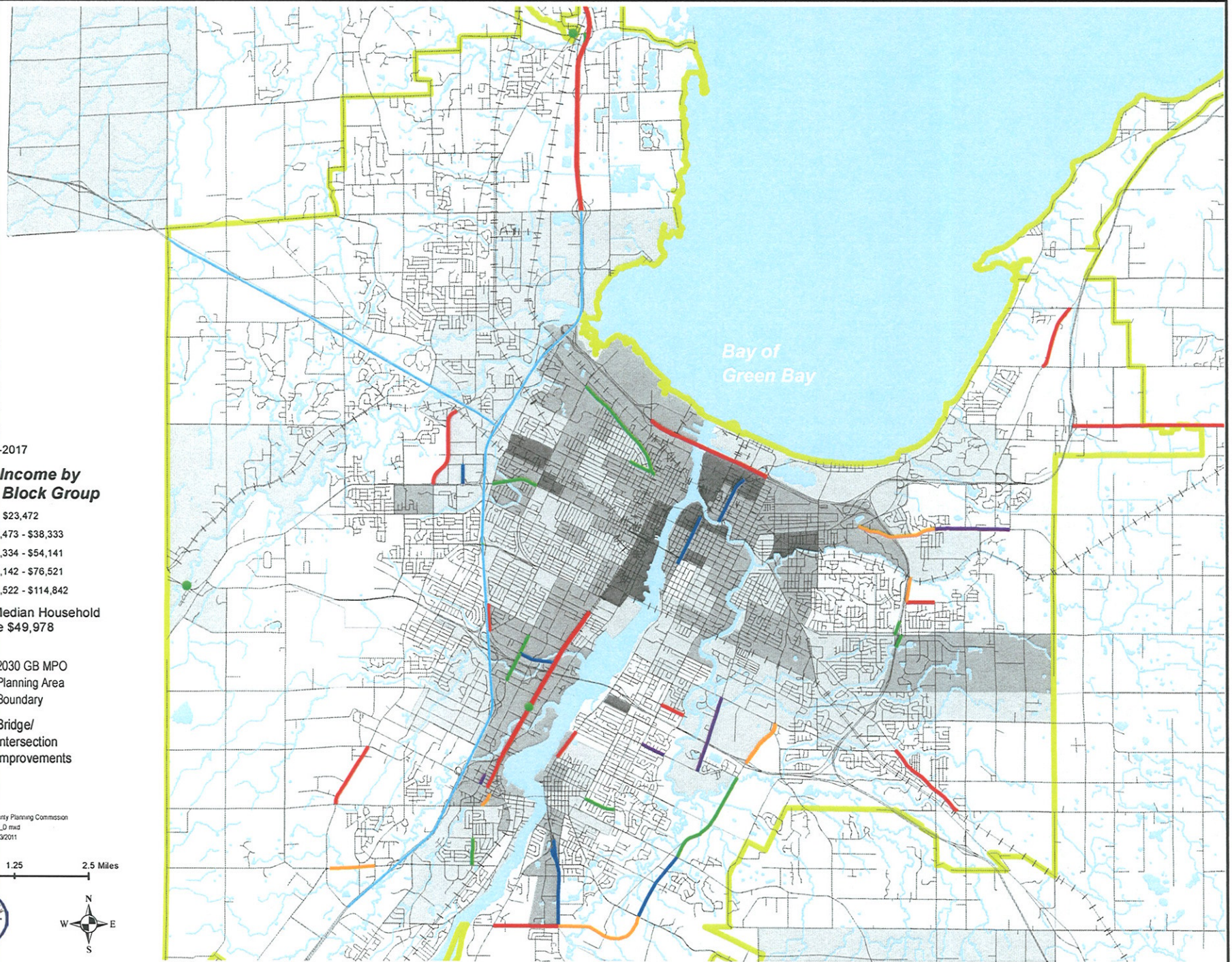
\* 2006 Median Household  
income \$49,978

2030 GB MPO  
Planning Area  
Boundary

Bridge/  
Intersection  
Improvements

Source: Brown County Planning Commission  
Filename: TIP2012\_D.mxd  
Date Created: 07/13/2011

0 1.25 2.5 Miles





**Figure E**  
**2011 Green Bay Metro System and Minority Population**

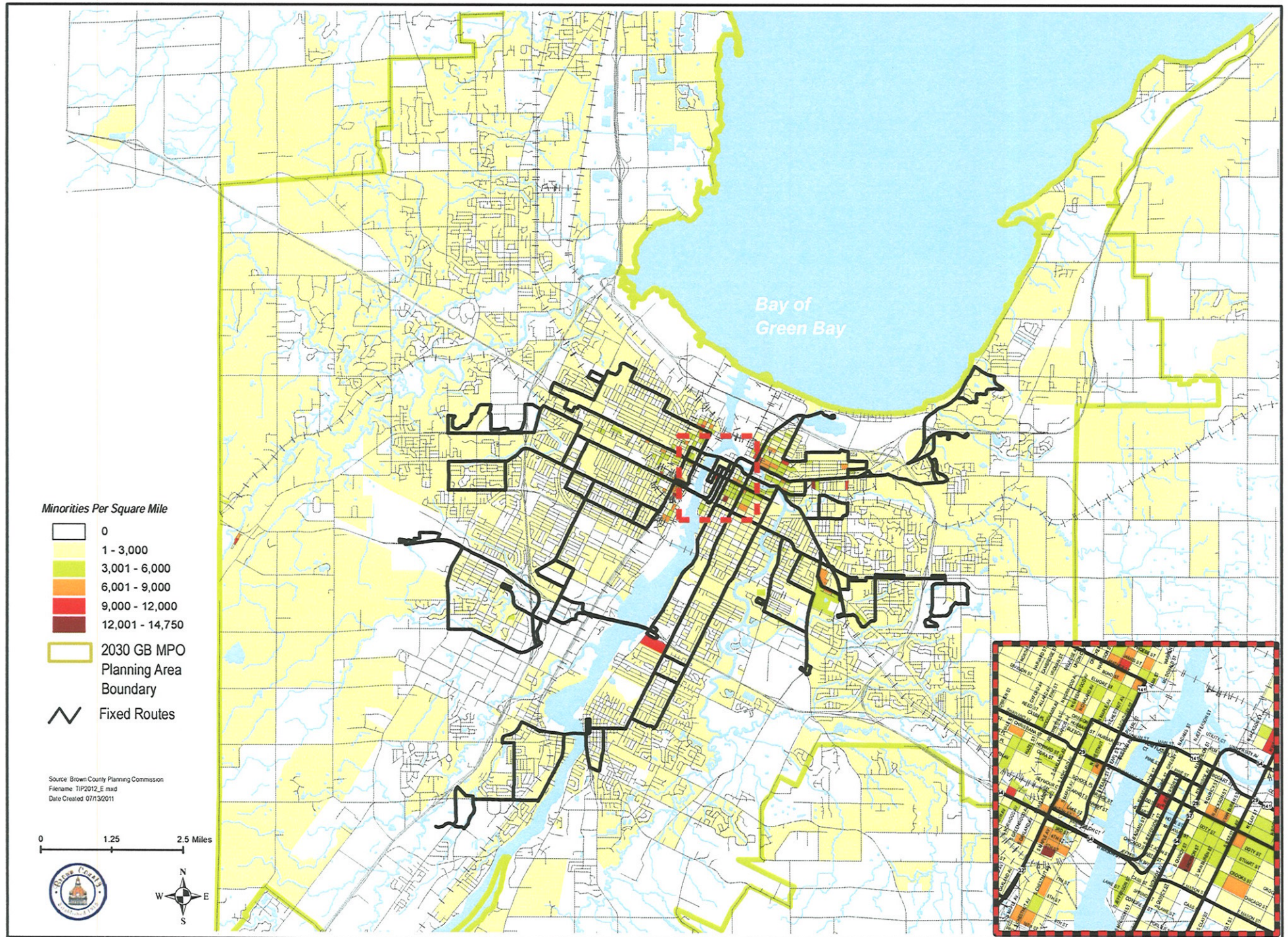
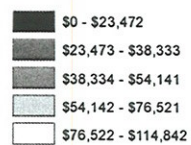




Figure F  
2011 Green Bay Metro System and Income

**Median Income by  
Census Block Group**

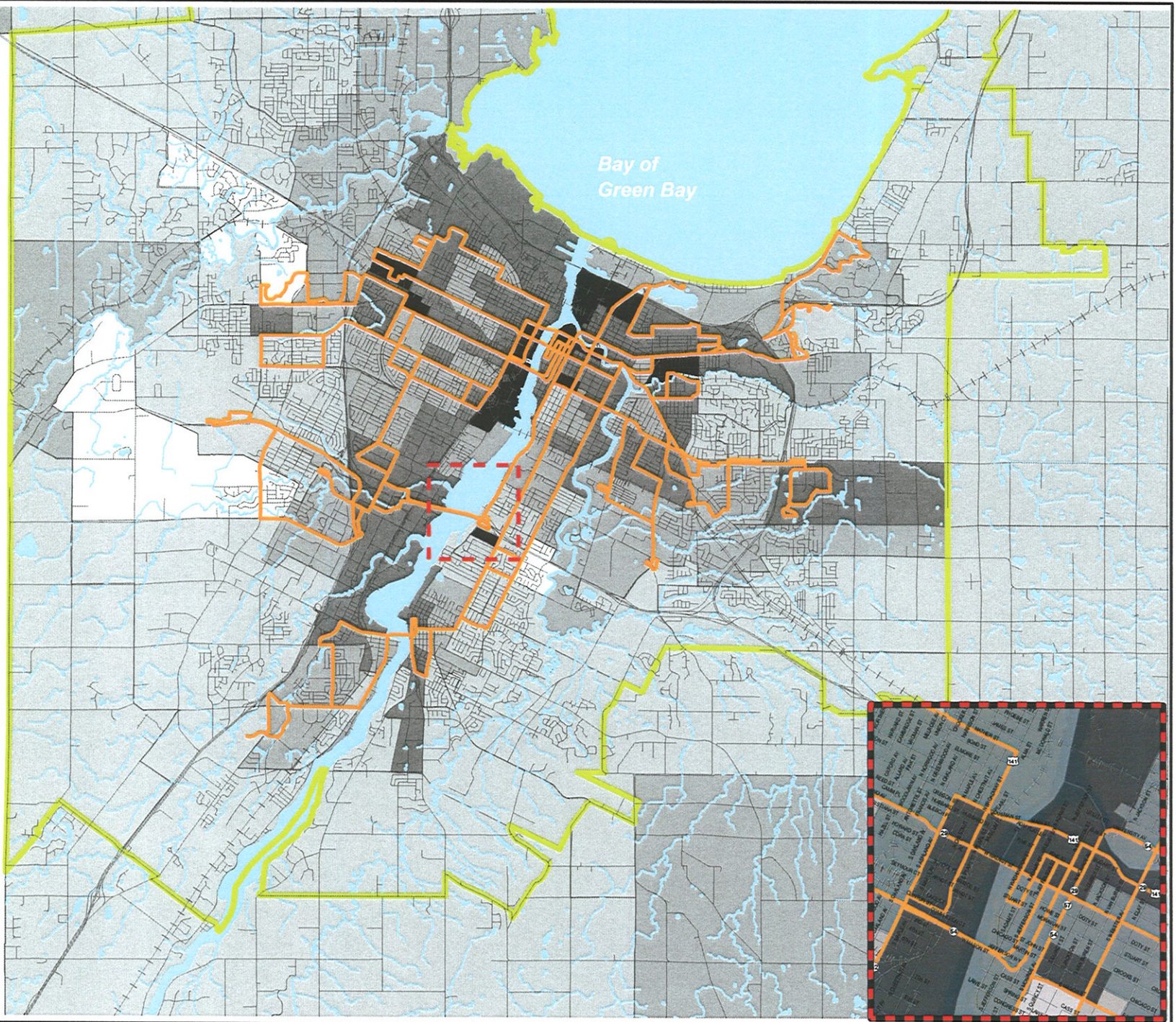


\* 2006 Median Household  
income \$49,978

- 2030 GB MPO  
Planning Area  
Boundary
- Fixed Routes

Source: Brown County Planning Commission  
Filename: TIP2012\_F.mxd  
Date Created: 07/13/2011

0 1.25 2.5 Miles





## **E. CONSULTATION OF THE RESOURCE AGENCIES**

### Resource agency project review meeting.

After MPO staff has collected the TIP project applications and has started to assemble the draft document, the resource agency representatives will be invited to a meeting to evaluate the proposed projects and discuss methods of mitigating potentially negative environmental impacts. A record of the Consultation Meeting can be seen in Appendix G.

### Public review period and public hearing participation.

Resource agency representatives will be invited to submit comments during the TIP's 30 day public review period and to participate in the public hearing that will be held during the review period.

### TIP approval by the BCPC Transportation Subcommittee and adoption by the BCPC Board of Directors (MPO policy board).

Resource agency representatives will be invited to these meetings to provide input before the TIP is adopted.

**F. PUBLICATION OF OBLIGATED PROJECTS**

The Annual Listing of Obligated projects is included in the 2012-2016 TIP by reference and can be viewed on the MPO website at <http://www.co.brown.wi.us/planning/>

Brown County Planning Commission publishes all obligated projects on its website as soon as they are provided by FHWA.



## **G. LONG-RANGE TRANSPORTATION PLAN**

### ***Green Bay Metropolitan Planning Organization (MPO) Long-Range Transportation Plan***

In 2005, the Brown County Planning Commission approved the *Green Bay Metropolitan Planning Organization Long-Range Transportation Plan*.

In 2007, the Brown County Planning Commission approved an amendment to the *Green Bay Metropolitan Planning Organization Long-Range Transportation Plan*. The amendment was necessary to make the document SAFETEA-LU compliant.

In 2010, the Brown County Planning Commission approved the *Green Bay Metropolitan Planning Organization (MPO) Long-Range Transportation Plan Update*.

Table IV-2 lists the major transportation improvements which were recommended in the plans.

**Table IV-2  
GREEN BAY MPO LONG-RANGE TRANSPORTATION PLAN  
HIGHWAY IMPROVEMENT PROJECTS**

Facility	Segment	Project Type	Project Status
South Bridge & Arterials	Packerland to CTH GV	Identify and preserve corridor, construct limited access arterial	Connecting arterials programmed in the 2012-2016 TIP; bridge not programmed
STH 29	US 41 to CTH J	Construct new interchange at Packerland and US 41 & underpass at CTH J	Portions programmed in the 2012-2016 TIP
	CTH J - STH 32	Freeway Conversion	Portions programmed in the 2012-2016 TIP
STH 54/172 Corridors	STH 54 - US 41 to STH 172 STH 172 - I-43 to Packerland Drive	Modifications	Corridor study in progress
US 41 Expansion	Orange Lane to CTH M	Upgrade to interstate standard and upgrade interchanges	In Progress; portions programmed in the 2012-2016 TIP
Eastern Arterial	Eaton Road (CTH JJ) - Willow Road	Construct new arterial	PE & ROW scheduled for 2015
	Willow Road - STH 29	Construct new arterial	Not programmed
	STH 29 - I-43	Construct new arterial	Not programmed

## H. SHORT-RANGE TRANSPORTATION PLANS

### 1. 2011-2015 Transportation Improvement Program

#### a. 2011 Roadway Improvement Projects

The current project status of the previously programmed 2011 roadway improvement projects can be seen on Table IV-3. Level of effort, preliminary engineering, and real estate projects are not included.

#### b. 2011 Green Bay Metro Operating and Capital Improvement Projects

Metro received federal operating assistance and six new 35' Gillig buses in 2011.

#### c. 2011/2012 Transportation Enhancement (TE) and Bicycle and Pedestrian Facilities Program (BPFP)

The Fox River Trail Connection project was awarded funding and will be completed in 2012. The project will link Webster Avenue westward adjacent to STH 172 to STH 57 to the Fox River Trail.

#### d. 2011 Safe Routes to School (SRTS) Program

The village of Allouez is expected to complete a SRTS plan in 2011.

#### e. 2011 Elderly and Persons with Disabilities Transportation Program (Section 5310)

The 2011 request for a vehicle was approved.

#### f. 2011 Job Access and Reverse Commute (JARC) Program (Section 5316)

The 2011 request by Forward Service Corporation for a mobility manager and related transportation program was funded in 2011.

#### g. 2011 New Freedom Program (Section 5317)

The 2011 requests by the United Way of Door County and Menominee County for staff and transportation related services were approved.

**Table IV-3  
Status of 2011 Road Construction Projects  
(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2011			
			Federal	State	Local	Total
Brown County Planning Commission	Bicycle and Pedestrian Inventory & Model Ordinance Development with Equipment (work will continue in 2012)	STUDY RE CONST	37	0	8	45
158-07-042	4987-02-40 0.00 miles P	TOTAL	37	0	8	45
Village of Howard	Glendale Avenue Evergreen Avenue to Spring Green Rd Reconstruct w sidewalk	DESIGN RE CONST				0
158-07-041	9269-00-09, 10 0.50 miles E	TOTAL	902	0	226	1,128
Brown County Village of Ashwaubenon & Federal Earmark (38.2%/38.2%/23.6%)	Onedia Street (CTH AAA) Hansen Road to Cormier Road Reconstruct to a 6-lane w sidewalk STH 172 overpass structure 1211-21-71	DESIGN RE CONST	0 0 2,000	0 0 0	360 100 6,000	360 100 8,000
158-06-002	1.04 miles E	TOTAL	2,000	0	6,460	8,460
WisDOT	Grouped Projects Safety	DESIGN RE CONST	16 80	4 20	0 0	20 0 100
158-07-002	0.00 miles P	TOTAL	96	24	0	120
WisDOT	Grouped Projects Rail/Highway crossing improvements	DESIGN RE CONST				0
158-07-008	0.00 miles P	TOTAL	80	20	0	100
WisDOT	Grouped Projects Rail crossing protective devices	DESIGN RE CONST				0
158-06-011	0.00 miles P	TOTAL	144	36	0	180

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2011			
			Federal	State	Local	Total
WisDOT	Grouped Projects Enhancements	DESIGN RE CONST TOTAL	20 120 140	0 0 0	5 30 35	25 150 175
158-07-014	0.00 miles P		To be completed in 2011			
WisDOT	Grouped Projects Preventative Maintenance projects on the Interstate Highway System	DESIGN RE CONST TOTAL				0 0 200 200
158-07-020	0.00 miles P		To be completed in 2011			
WisDOT	Grouped Projects Highway Safety Improvement Program (HSIP)	DESIGN RE CONST TOTAL				0 0 100 100
158-07-005	0.00 miles P		To be completed in 2011			
WisDOT	Grouped Projects Preventative Maintenance projects on the National Highway System	DESIGN RE CONST TOTAL				0 0 500 500
158-07-023	0.00 miles P		To be completed in 2011			
WisDOT	Grouped Projects STP Preventative Maintenance Connecting Highway System	DESIGN RE CONST TOTAL				0 0 500 500
158-07-026	0.00 miles P		To be completed in 2011			
OCR	Grouped Projects OCR Rail-Highway Crossing Safety	DESIGN RE CONST TOTAL				0 0 180 180
158-09-036	0.00 miles P		To be completed in 2011			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2011			
			Federal	State	Local	Total
OCR	Guns Street & Railroad Crossing Rail Crossing Improvement	DESIGN RE CONST				0 0 75
158-09-095	1009-93-38 0.00 miles P	TOTAL	49	26	0	75
WisDOT	STH 29 Interchange design at CTH U, CTH VV, & CTH FF	DESIGN RE CONST	1,431	358	0	1,789 0 0
(Added to TIP's illustrative list by Admin. Mod. on 12-15-09 158-10-009 (CTH U) 158-10-029 (CTH VV) 158-10-030 (CTH F)	9202-09-00 0.00 miles E	TOTAL	1,431	358	0	1,789
WisDOT	CTH H (Broadway) Replace Bridge over Ashwaubenon Creek B-05-0741-4987-02-37 4987-02-36,37 1227-08-00, 71	DESIGN RE CONST				0 0 681
158-08-004	1227-08-00, 71 0.01 miles P	TOTAL	545	0	136	681
WisDOT	I-43 East Mason St SE & NW Interchanges	DESIGN RE CONST				0 0 1,079
158-06-017	1227-07-00-71 0.25 miles P	TOTAL	971	108	0	1,079
WisDOT	STH 29 - CTH J to CTH EB Freeway conversion, STH 29 relocation, CTH J separation, & south frontage road 9202-07-01, 21-22, 40, 71-73, 82, 84, 88 9202-08-73-76, 53, 78-82, 87	DESIGN RE CONST				0 0 11866
158-05-022	1.34 miles E	TOTAL	9493	2373	0	11866
WisDOT	STH 29 - CTH J to US 41 Freeway conversion, STH 29 relocation, Packerland Drive 9202-07-02, 23, 41-48, 50-58, 74-81, 83, 85-87, 89, 90, 9202-08-50, 72, 77, 83-85	DESIGN RE CONST				0 9,400 14,031
158-04-046	1.34 miles E	TOTAL	11,224	12,207	0	23,431

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2011			
			Federal	State	Local	Total
WisDOT	STH 172 STH 54 to Airport Entrance Recondition	DESIGN RE CONST				0 0 1,658
158-04-058	9280-04-00, 21, 71, 72 2.69 miles P	TOTAL	1,326	332	0	1,658
			Project will continue through 2012			
WisDOT	US 41 Morris Av to Memorial Dr Expansion with interchange work	DESIGN RE CONST	0	12,369	0	12,369 0 16,744
158-09-027	1133-03-02, 10, 17, 21-22, 40-41, 70-77, & 90 3.25 miles E	TOTAL	26,648	17,675	0	44,323
			Project will continue through 2016			
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work at Scheuring Rd	DESIGN RE CONST	200	50	0	250 0 578
158-09-023	1133-06-00, 21, 40-41, 71-75, & 90 10.2 miles E	TOTAL	3,168	942	0	4,110
			Project will continue through 2016			
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST	0	100	0	0 100 7,155
158-09-026	1133-09-21, 40, 41, 71, 72 3.03 miles E	TOTAL	5,824	1,431	0	7,255
			Project will continue through 2016			
WisDOT	US 141 (Velp Av) Military Av to US 41 Reconstruct	DESIGN RE CONST				0 0 6,836
158-04-003	1450-06-00, 21, 41, 71 0.95 miles P	TOTAL	6,740	0	96	6,836
			In progress			
						0 0 0
			0	0	0	0

## **2. 2009-2013 Transit Development Plan for the Green Bay Metro System**

The Green Bay Transit Commission approved the *2009-2013 Transit Development Plan for the Green Bay Metro System* in March of 2009. This TDP is designed to achieve an optimum level of transit service, which is realistically based on estimated federal, state, and local funding availability. Green Bay Metro System recommendations contained in the TDP can be seen on Table IV-4.



**Table IV-4  
2009-2013 TDP Recommendations and Implementation Status**

Item	Recommendation	Status
Full Service Routes	Reduce route length in areas where passenger boardings are low or non-existent in an effort to improve reliability for passengers.	#3 Mather and #4 Shawano routes restructured in early 2009. Large scale changes implemented on August 31, 2009. Additional changes made on June 13 <sup>th</sup> , 2011. On September 6 <sup>th</sup> , 2011, Metro introduces multi-hub system.
Regional Transportation Authority (RTA)	Establish an RTA in the area to offset projected decreases in federal and state operating assistance provided to Green Bay Metro after the 2010 Census.	Many draft state RTA enabling bills have been introduced over the years but none exist today in Wisconsin. Planning staff has informed the Transit Commission of the need to discuss possible fare adjustments and service modifications for implementation in 2012.
Second Hub	Study the feasibility and desirability of establishing a second hub on the west side of the Fox River in or near the Ashwaubenon Redevelopment District.	Second hub proposal completed by Brown County Planning Commission staff in 2005. Feedback from transit commission and partnering communities solicited and received in 2006. Engineering study programmed but not funded.  On September 6 <sup>th</sup> , 2011, Metro introduces multi-hub system.
Bus Fleet	Apply for 35 foot buses as needed to replace aging fleet.	Five new buses delivered in the fall of 2009. Four additional buses funded through ARRA were delivered in late 2009 and ten additional buses were delivered in 2011. Additional buses programmed.
Bus Fleet	Install new fare collection system to more accurately record ridership and other statistics used by FTA, BCPC, and Green Bay Metro staffs.	Funded through ARRA and implemented in 2010.
Paratransit Program	Continue to study the feasibility of taking over the vehicle management aspect and/or other aspects of the paratransit program with the goal of reducing the overall cost of the program.	A new five-year contract between Green Bay Metro and MV Transportation was executed in 2011.  Request for paratransit vehicles included in 2009 ARRA package, but not funded. Metro continues to request funding through Section 5309.
Expand the U-Pass Program	Investigate expanding the program to include other post-secondary institutions.	UW-Green Bay and Rasmussen College are participating in the program. NWTC and St. Norbert College invited to participate.
Develop an annual Marketing Plan	Identify promotional programs Metro will implement each year.	Plan being developed.

## **APPENDIX A**

### **Roadway Project Listing (Includes Illustrative List)**

TIP Project Listing  
(\$1,000)

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Brown County Planning Commission  158-07-042 0.00 miles P	Bicycle and Pedestrian Inventory & Model Ordinance Development with Equipment (continued from 2011; balance for 2012) 4987-02-40 STP Urban-Approved	STUDY	26	0	4	30				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	26	0	4	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Town of Scott  1.10 miles E	Bay Settlement Road Church Road to Van Lanen Road Reconstruct w bike lanes  STP Urban - Approval Pending	DESIGN				0				0				0				0	0	0	40	40
		RE				0				0				0				0				0
		CONST				0				0				0				1,665	0	416	2,081	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,665	0	456	2,121	
Village of Allouez  0.34 miles P	Greene Avenue Libal Street to East River Drive Reconstruction with bike route & sidewalk to be added on south side only  STP Urban - Approval Pending	DESIGN				0				0				0				0	0	0	25	25
		RE				0				0				0				0				0
		CONST				0				0				0				305	0	76	382	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305	0	101	407	
Village of Ashwaubenon  0.48 miles E	Pilgrim Way Cormier Road to Ridge Road Reconstruction of urban section Sidewalk or Multi-use path  STP Urban - Approval Pending	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				1,169	0	292	1,462	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,169	0	292	1,462	
Village of Bellevue  1.45 miles P	Manitowoc Road Allouez Avenue to STH 29 (Kewaunee Rd) Reconstruct with bike lanes and sidewalk  STP Urban - Approval Pending	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				1,250	0	313	1,563	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	0	313	1,563	
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of De Pere	Charles Street Webster Avenue to Libal Street Mill and resurface  0.54 miles P	DESIGN	0	0	22	22				0				0				0				0
		RE				0				0				0				0				0
		CONST	0	0	122	122				0				0				0				0
		TOTAL	0	0	145	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of De Pere	Suburban Drive Scheuring Road to Westwood Drive Mill and resurface  0.46 miles P	DESIGN	0	0	19	19				0				0				0				0
		RE				0				0				0				0				0
		CONST	0	0	105	105				0				0				0				0
		TOTAL	0	0	125	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of De Pere	Ninth Street Main Avenue to Cedar Street Mill and resurface  0.19 miles P	DESIGN				0				0	0	0	14	14				0				0
		RE				0				0				0				0				0
		CONST				0				0	0	0	77	77				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	92	92	0	0	0	0	0	0	0	0
City of De Pere	Allard Street Grant Street to Reid Street Mill and resurface  0.25 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	93	0	23	116				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	93	0	23	116	0	0	0	0
City of Green Bay	West Mason Street* Military Avenue to Taylor Street Concrete pavement repair existing sidewalk * To be coordinated with US 41 project 0.80 miles E	DESIGN				0				0				0	STP -Urban Approval Pending							0
		RE				0				0				0				0				0
		CONST	0	0	330	330				0				0				0				0
		TOTAL	0	0	330	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of Green Bay	Webster Avenue East River to Radisson Street Reconstruct w existing sidewalk, add bike lane, & boulevard segment  0.87 miles P	DESIGN				0				0				0				0				0
		RE				0	0	0	4,500	4,500				0				0				0
		CONST				0	0	0	5,020	5,020				0				0				0
		TOTAL	0	0	0	0	0	0	9,520	9,520	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Hinkle Street Larsen Road to West Mason Street Front. Reconstruction of urban section  0.44 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0	0	0	679	679				0				0				0
		TOTAL	0	0	0	0	0	0	679	679	0	0	0	0	0	0	0	0	0	0	0	0
City of Green Bay	Superior Road Sitka Street to Baird Creek Road Mill and Resurface rural pavement Widened outside lane  0.41 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	0	0	250	250				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250	0	0	0	0
City of Green Bay	Humboldt Road University Avenue to Cornelius Dr Concrete pavement repair; sidewalk exists  1.33 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	0	0	530	530				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	530	530	0	0	0	0
City of Green Bay	Mather Street Vroman Street to Roy Avenue Reconstruction of urban section  0.32 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	492	0	123	615				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	492	0	123	615	0	0	0	0
City of Green Bay	Gray Street Reed St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane  1.33 miles P	DESIGN				0				0				0	STP-Urban Approval Pending							0
		RE				0				0				0				0				0
		CONST				0				0				0				0	1,650	0	413	2,063
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,650	0	413	2,063
City of Green Bay	Sitka Street Superior Rd to Ontario Rd Reconstruct to urban section w sidewalk & bike lane  0.47 miles E	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	0	0	720	720
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	720	720

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Brown County Village of Bellevue Town of Ledgewiew (50%/26%/24%)	South Bridge Arterial (CTH GV) Dickinson Road (CTH G) to Bower Creek Reconstruct to urban 4-lane divided w bike lanes & 8' trail 1.76 miles E	DESIGN RE CONST TOTAL				0 0 7,000 7,000				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
Brown County Village of Suamico (50%/50%)	School Lane (CTH B) Intersection at Velp Ave (CTH HS) Construct roundabout w sidewalks and bike lane 0.15 miles P	DESIGN RE CONST TOTAL				0 0 750 750				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
Brown County Town of Ledgewiew (50%/50%)	South Bridge Arterial (CTH GV) CTH X to CTH G Reconstruct to a 4-lane urban divided w bike lanes & trail on the west side 1.20 miles E	DESIGN RE CONST TOTAL				0 0 2,000 4,000				0 0 4,000 4,000				0 0 0 0				0 0 0 0				0 0 0 0
Brown County Village of Ashwaubenon (50%/50%)	Oneida Street Hansen Road to Cormier Road Reconstruction to four lanes with six lanes at the intersections 1.04 miles E	DESIGN RE CONST TOTAL				0 0 5,670 6,000				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
Brown County Village of Ashwaubenon (50%/50%)	Pilgrim Way (CTH YY) Holmgren Way to Ashland Avenue Reconstruct to 6-lane urban 4987-02-54,55 0.31 miles E	DESIGN RE CONST TOTAL				0 0 0 0	0 1,131 0 1,131	0 0 609 0	150 0 1,740 759	150 1,740 1,890				0 0 0 0				0 0 0 0				0 0 0 0
158-09-097						0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Brown County, City of De Pere, & Town of Ledgeview (50%/30%/20%)	CTH PP	DESIGN				0	0	0	240	240				0				0				0
	STH 57 to Rockland Road	RE				0	0	0	20	20				0				0				0
	Reconstruct w bike lanes & sidewalk; roundabout at Heritage Road	CONST				0	0	0	2,900	2,900				0				0				0
	1.12 miles E	TOTAL	0	0	0	0	0	0	3,160	3,160	0	0	0	0	0	0	0	0	0	0	0	0
Brown County Village of Bellevue (50%/50%)	Bellevue Street (CTH XX)	DESIGN				0				0	Local	0	0	10	10			0				0
	Hoffman Road to Allouez Avenue	RE				0				0		0	0	250	250			0				0
	Reconstruction to a 3-lane urban with sidewalk and bike lanes	CONST				0				0		0	0	3,260	3,260			0				0
	1.30 miles E	TOTAL	0	0	0	0	0	0	0	0	Local	0	0	3,520	3,520	0	0	0	0	0	0	0
Brown County Village of Allouez (50%/50%)	Hoffman Road (CTH XX)	DESIGN				0				0	0	0	90	90				0				0
	Libal Street to East River Bridge	RE				0				0				0				0				0
	Reconstruction & widening of 2-lane urban w sidewalk & bike lane	CONST				0				0		0	0	1,340	1,340			0				0
	0.56 miles E	TOTAL	0	0	0	0	0	0	0	0	Local	0	0	1,430	1,430	0	0	0	0	0	0	0
Brown County City of Green Bay (50%/50%)  158-09-098	Humboldt Road (CTH N)	DESIGN				0				0	0	0	165	165				0				0
	Cornelius Drive to Spartan Road	RE				0				0				0				0				0
	Reconstruct. to 3-lane urban w bike lanes & sidewalk - Bascom to Spartan; sidewalk on north side - Cornelius to Bascom	CONST				0				0	1,435	0	773	2,208				0				0
	0.79 miles E 4987-02-56, 57	TOTAL	0	0	0	0	0	0	0	0	1,435	0	938	2,373	0	0	0	0	0	0	0	0
Brown County Village of Bellevue (50%/50%)	CTH GV (Monroe Road)	DESIGN				0				0	STP Urban - Approved				0	0	0	180	180			0
	Allouez Avenue (CTH O) to STH 172	RE				0				0				0				0				0
	Reconstruction of 4-lane urban w bike lanes & trail	CONST				0				0				0	0	0	2,100	2,100				0
	0.66 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,280	2,280	0	0	0	0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Brown County Town of Lawrence (50%/50%)	Scheuring Road (CTH F) CTH EB to PDQ Drive Reconstruction to a 3-lane urban w trail  1.04 miles E	DESIGN				0				0				0	0	0	190	190				0
		RE				0				0				0	0	0	20	20				0
		CONST				0				0				0	0	0	2,265	2,265				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,475	2,475	0	0	0	0
Brown County Town of Rockland Town of Ledgewood (50%/25%/25%)	South Bridge Arterial (CTH SB) CTH PP to CTH X/GV New construction to 4-lane urban & bridge over East River w bike lanes & trail  1.56 miles E	DESIGN				0				0				0	0	0	280	280				0
		RE				0				0				0	0	0	2,000	2,000				0
		CONST	0	0	0	0				0				0	0	0	5,900	5,900				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,180	8,180	0	0	0	0
Brown County City of De Pere (50%/50%)	Rockland Road (CTH SB) CTH PP to STH 57 Reconstruct to 4-lane urban divided w bike lanes & trail  1.10 miles E	DESIGN				0				0				0					0	0	250	250
		RE				0				0				0					0	0	750	750
		CONST				0				0				0					0	0	3,400	3,400
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,400	4,400
Brown County Green Bay Village of Howard (50%/25%/25%)	Packerland Drive (CTH EB) STH 29 to STH 54 Reconstruction of existing 4-lane  1.30 miles P	DESIGN				0				0				0					0	0	150	150
		RE				0				0				0					0	0	0	0
		CONST	0	0	0	0				0				0					0	0	4,000	4,000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,150	4,150
Brown County Village of Ashwaubenon Village of Hobart (50%/25%/25%)	Packerland Drive (CTH EB) CTH EE to CTH G Reconstruction to urban 4-lane w off- road multi-use path  1.14 miles E	DESIGN				0				0				0					0	0	210	210
		RE				0				0				0					0	0	15	15
		CONST				0				0				0					2,755	0	689	3,444
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,755	0	914	3,669
						0				0				0					STP-Urban - Approval Pending			
						0				0				0								0
						0				0				0								0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-001 158-09-002 158-09-076 158-10-001 158-11-xxx	Grouped Projects Safety  0.00 miles P	DESIGN RE CONST TOTAL	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120
WisDOT 158-09-005 158-09-006 158-09-077 158-10-002 158-11-xxx	Grouped Projects Rail/Highway crossing improvements  0.00 miles P	DESIGN RE CONST TOTAL	0 80 80	0 20 20	0 0 0	0 100 100	0 80 80	0 20 20	0 0 0	0 100 100	0 80 80	0 20 20	0 0 0	0 100 100	0 80 80	0 20 20	0 0 0	0 100 100	0 80 80	0 20 20	0 0 0	0 100 100
WisDOT 158-09-007 158-09-008 158-09-078 158-10-003 158-11-xxx	Grouped Projects Rail crossing protective devices  0.00 miles P	DESIGN RE CONST TOTAL	0 144 144	0 36 36	0 0 0	0 180 180	0 144 144	0 36 36	0 0 0	0 180 180	0 144 144	0 36 36	0 0 0	0 180 180	0 144 144	0 36 36	0 0 0	0 180 180	0 144 144	0 36 36	0 0 0	0 180 180
WisDOT 158-09-009 158-09-010 158-09-079 158-10-004 158-11-xxx	Grouped Projects Enhancements  0.00 miles P	DESIGN RE CONST TOTAL	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175	20 120 140	0 0 0	5 30 35	25 150 175
WisDOT 158-09-013 158-09-014 158-09-080 158-10-005 158-11-xxx	Grouped Projects Preventative Maintenance projects on the Interstate Highway System  0.00 miles P	DESIGN RE CONST TOTAL	0 160 160	0 40 40	0 0 0	0 200 200	0 160 160	0 40 40	0 0 0	0 200 200	0 160 160	0 40 40	0 0 0	0 200 200	0 160 160	0 40 40	0 0 0	0 200 200	0 160 160	0 40 40	0 0 0	0 200 200
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-003 158-09-004 158-09-081 158-10-006 158-11-xxx	Grouped Projects Highway Safety Improvement Program (HSIP)  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 90 90				0 0 90 90				0 0 90 90				0 0 90 90				0 0 90 90
WisDOT 158-09-015 158-09-016 158-09-082 158-10-007 158-11-xxx	Grouped Projects Preventative Maintenance projects on the National Highway System  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400
WisDOT 158-09-017 158-09-018 158-09-083 158-10-008 158-11-xxx	Grouped Projects STP Preventative Maintenance Connecting Highway System  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400				0 0 400 400
OCR 158-09-038 158-09-039 158-09-084 158-10-009 158-11-xxx	Grouped Projects OCR Rail-Highway Crossing Safety  0.00 miles P	DESIGN RE CONST  TOTAL				0 0 144 0				0 0 144 144				0 0 144 144				0 0 144 144				0 0 144 144
OCR 158-09-096	Ashland Avenue & Railroad Crossing Rail Crossing Improvement  1009-93-46 0.00 miles P	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 118 118				0 0 0 0				0 0 0 0
						0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-43 East Mason St SE & NW Interchanges	DESIGN RE CONST				0 0 1,410				0 0 0				0 0 0				0 0 0				0 0 0
158-06-017	1227-07-00-71 0.25 miles P	TOTAL	1,410	157	0	1,567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	I-43 Manitowoc-Green Bay (STH 96-Webster) Bridge Overlay in 2016	DESIGN RE CONST	180	20	0	0				0 0 0				0 0 0				0 0 0	99	11	0	110
158-11-xxx	1227-08-00-72 9.36 miles P	TOTAL	180	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	11	0	110
WisDOT	I-43 Bridge (Tower Drive/Leo Frigo) Irwin Av to Atkinson Dr Bridge Deck Overlay	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	12,150	1,350	0	13,500
158-11-xx	1220-15-71 2.00 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,150	1,350	0	13,500
WisDOT	STH 29 - CTH J to CTH EB Freeway conversion, STH 29 relocation, CTH J separation, & south frontage road	DESIGN RE CONST				0 0 1,787				0 0 7,192				0 0 522				0 0 557	1,380	345	0	1,725
158-10-012	9202-07-01, 21-22, 40, 71-73, 82, 84, 88	CONST	5,907		0	7,694	1,799	0	8,991		131	0	653		964	825	2,346					
158-10-013	9202-08-73-76, 53, 78-82, 87	TOTAL	1,787	5907	0	7694	7,192	1,799	0	8,991	522	131	0	653	557	964	825	2,346	1,380	345	0	1,725
158-11-xxx	1.34 miles E																					
WisDOT	STH 29 - CTH J to US 41 Freeway conversion, STH 29 relocation, Packerland Drive	DESIGN RE CONST				0 0 4,000				0 0 264				0 0 0				0 0 282				0
158-10-014	9202-07-02 23, 41-48, 50-56, 74-81, 83, 85-87,	CONST	1,000		0	5,000	66	0	330						70	0	352				0	
158-10-015	89, 90, 9202-08-50, 72, 77, 83-85	TOTAL	4,000	1,000	0	5,000	264	66	0	330	0	0	0	0	282	70	0	352	0	0	0	0
158-10-016	1.34 miles E																					
WisDOT	STH 29 WCL - CTH EB Resurfacing West Bound Lanes	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	6,298	1,574	0	7,872				0
158-09-022	9202-10-00, 71 8.04 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	6,298	1,574	0	7,872	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 29 - Kewaunee Road Main St to East County Line Resurface (construction in 2017) 4125-08-00, 71	DESIGN	140	35		175				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	140	35	0	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-10-034	7.83 miles P	STP																				
WisDOT	STH 29, Shawano - Green Bay STH 29 & CTH VV	DESIGN				0				0				0				0				0
		RE	0	50	0	50				0				0				0				0
		CONST				0	824	92	0	916				0				0				0
		TOTAL	0	50	0	50	824	92	0	916	0	0	0	0	0	0	0	0	0	0	0	0
158-10-010/split	9200-07-00, 21, 71 1.16 miles	State																				
WisDOT	STH 29, Shawano - Green Bay STH 29 & CTH FF Intersection	DESIGN				0				0				0				0				0
		RE	0	2,942	0	2,942				0				0				0				0
		CONST				0	9,725	1,510	0	11,235				0				0				0
		TOTAL	0	2,942	0	2,942	9,725	1,510	0	11,235	0	0	0	0	0	0	0	0	0	0	0	0
158-10-010/split	9200-04-00, 21, 71 0.12 miles	State																				
WisDOT	STH 29 STH 29 & CTH U Intersection Intersection Modifications	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0	990	110	0	1,100				0				0				0
		TOTAL	0	0	0	0	990	110	0	1,100	0	0	0	0	0	0	0	0	0	0	0	0
158-10-029	9200-05-71 0.23 miles P	HSIP																				
WisDOT	STH 32 - Main Avenue 3rd Street - 8th Street Reconstruct in 2018 4085-32-00, 21, 71	DESIGN				0				0				0				0				0
		RE				0	0	125	0	125				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0
	0.63 miles P	State																				
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
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						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT  158-09-087	STH 32 - Ashland Avenue 8th Street to Potts Ave Resurfacing  4190-16-71 2.31 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	3,284	821	0	4,105
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,284	821	0	4,105
WisDOT  158-07-029	STH 32 - Ashland Avenue 8th Street to Potts Avenue Replacement of existing structures  4190-16-72 2.31 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	892	223	0	1,115
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	892	223	0	1,115
WisDOT  158-09-087	STH 32 - Ashland Avenue De Pere - Green Bay Canadian National RR Crossing  4190-16-50 0.09 miles	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	81	15	5	101
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	15	5	101
WisDOT  158-06-020	STH 54 Oneida to Green Bay Duck Creek Bridge & Approaches Bridge Replacement B-728 9210-11-00, 21, 22, 71 0.06 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	5,776	1,321	634	7,731				0				0				0				0
		TOTAL	5,776	1,321	634	7,731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 54 Oneida to Green Bay Realignment design study  9210-12-00 0.00 miles P	STUDY	0	550	0	550				0	0	0	0	0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	550	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 54, Green Bay - Luxemburg STH 54/57 Interchange - ECL Construction	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	2,443	611	0	3,054
158-11-xxx	9210-13-71 6.06 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,443	611	0	3,054
WisDOT	STH 57 - Monroe Av in the City of Green Bay Cass St to Main St Reconstruction	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0
158-06-020	1481-07-00, 21, 71 0.86 miles P	TOTAL	0	51	0	51	3,128	782	0	3,910	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 57 - Riverside Drive North Allouez limits to South Allouez limits Resurface to occur in 2017 4085-38-00, 21	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0
158-09-801	2.89 miles P	TOTAL	160	40	0	200	0	200	0	200	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 57 - Broadway Randall Av to North De Pere limits Reconstruction 4085-39-71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	1,144	286	0	1,430
158-09-802	0.46 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,144	286	0	1,430
WisDOT	STH 172 Webster Ave Interchange Reconstruct	DESIGN RE CONST				0 0 0	1,600	400	0	2,000				0 0 0				0 0 0				0
158-09-033	1210-06-00, 21 0.43 miles P	TOTAL	0	0	0	0	1,600	663	0	2,263	0	0	0	0	0	0	0	0	0	0	0	0
						0 0 0				0 0 0				0 0 0				0 0 0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 172 (USH 41 - I-43) Fox River Bridge Paint Steel Girders	DESIGN RE CONST				0 0 0	48	12	0	60				0 0 0				0 0 0				0 0 0
158-09-034	1210-05-30 0.00 miles P	TOTAL	0	0	0	0	BH 48	12	0	60	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 172 Airport Entrance to US 41 Reconstruction	DESIGN RE CONST				0 0 0				0				0 0 0	920	230	0	1,150 0 0				0 0 0
158-09-090	1211-16-00, 21, 71 2.50 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	STP 920	230	0	1,150	0	0	0	0
WisDOT	US 41 and CTH B Reconstruction of the southbound entrance ramp	DESIGN RE CONST				0 0 0				0				0 0 0				0 0 0				0 0 0
158-09-004	1150-56-71 0.14 miles		176	20	0	196	HSIP 176	20	0	196	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	US 41 Morris Av to Memorial Dr Expansion with Interchange work	DESIGN RE CONST	0	4,300	0	4,300	0	300	0	300	0	100	0	100	0	0	0	0				0 0 0
158-09-028 (2012)	Includes Noise Barriers		59,717	19,080	0	78,797	49,107	12,947	0	62,054	1,980	495	0	2,475	200	50	0	250				0
158-09-029 (2013)																						
158-10-018 (2014)	1133-03-02-06, 9-17, 21-22, 40-42, 70-90	TOTAL	59,717	23,380	0	83,097	NH 49,107	13,247	0	62,354	NH 1,980	595	0	2,575	NH 200	50	0	250	0	0	0	0
158-10-019 (2015)	3.25 miles E																					
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work	DESIGN RE CONST				0 0 0				0				0 0 0				0 0 0				0 0 0
158-09-024 (2012)			39,989	8,841	0	48,830	1,015	295	0	1,310	1,452	363	0	1,815								
158-10-020 (2013)	1133-06-00, 21-22, 40-44, 46-52, 61-62, 70-91	TOTAL	39,989	8,841	0	48,830	NH 1,015	295	0	1,310	NH 1,452	363	0	1,815	0	0	0	0	0	0	0	0
158-10-021 (2014)	10.2 miles E																					
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST				0 0 0				0				0 0 0				0 0 0				0 0 0
158-10-022 (2013)							33,582	67,902	0	101,484	2,147	1,252	0	3,399	639	212	0	851				0
158-10-023 (2014)	1133-09-00, 21-22, 40-41, 71-84, 90	TOTAL	0	0	0	0	NH 33,582	67,902	0	101,484	NH 2,147	1,252	0	3,399	NH 639	212	0	851	0	0	0	0
158-11-xxx (2015)	3.03 miles E																					

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2012				Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	US 41 Memorial Dr to CTH M	DESIGN				0				0				0				0				0
158-09-089 (2012)	Expansion with interchange work	RE	0	5,870	0	5,870				0				0				0				0
158-09-031(2013)		CONST	176	22	0	198	38,642	9,661	0	48,303	801	200	0	1,001	47,935	12,484	0	60,419				0
158-09-091(2014)	1133-10-00, 01, 02, 21-22, 40-42, 50, 71-82, 90	TOTAL	176	5,892	0	6,068	38,642	9,661	0	48,303	801	200	0	1,001	47,935	12,484	0	60,419	0	0	0	0
158-10-024 (2015)	3.39 miles E	NH					NH				NH				NH							
WisDOT	US 41 Memorial Dr to CTH M	DESIGN				0				0				0				0				0
158-10-025 (2012)	Expansion with interchange work	RE				0				0				0				0				0
158-10-026 (2013)		CONST	24,305	8,576	0	32,881	97,143	24,286	0	121,429	70,847	17,712	0	88,559				0	4,926	1,242	0	6,168
158-10-027 (2014)	1133-11, 71-86	TOTAL	24,305	8,576	0	32,881	97,143	24,286	0	121,429	70,847	17,712	0	88,559	0	0	0	0	4,926	1,242	0	6,168
158-10-028 (2016)	3.39 miles E	NH					NH				NH								NH			
WisDOT	US 41 Green Bay to Oconto	DESIGN				0	240	60	0	300				0				0				0
	Lineville to Norfield Rd	RE				0				0				0				0				0
	Resurface	CONST				0				0				0				0	4,961	1,240	0	6,201
158-09-093 (2013)	1130-32-00, 71	TOTAL	0	0	0	0	240	60	0	300	0	0	0	0	0	0	0	0	4,961	1,240	0	6,201
158-11-xxx (2016)	4.98 miles P	STP																	NH			
WisDOT	US 41, Green Bay - Oconto	DESIGN				0				0				0				0				0
	Lineville Road - Norfield Road	RE				0				0				0				0				0
	Resurfacing	CONST				0				0				0				0	4,961	1,240	0	6,201
	1130-32-71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,961	1,240	0	6,201
158-09-093	4.98 miles P	NH																	NH			
WisDOT	US 41, Green Bay - Oconto	DESIGN				0				0				0				0				0
	CTH B Interchange	RE				0				0				0				0				0
	Operational Improvements	CONST				0				0				0				0	1,196	299	0	1,495
	1150-54-71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,196	299	0	1,495
158-09-094	0.10 miles P	NH																	NH			
						0				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



## **APPENDIX B**

### **Prioritization Process Results**

**Table B-1**  
**2012-2016 Transportation Improvement Program Projects**  
**Project Listing**

Route	Location	Project	Year	Jurisdiction	Construction Cost Only (Excludes Design & RE)	Federal Funds Requested
1. Allard St	Grant St to Reid St	Mill and resurface; sidewalk exists	2015	De Pere	\$116,000	\$92,800
2. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2016	Scott	\$2,081,250	\$1,665,000
3. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Reconstruct w bike & sidewalk	2014	BC/Bell	\$3,260,000	\$0
4. Charles Street	Webster Av to Libal St	Mill and resurface; sidewalk exists	2012	De Pere	\$144,540	\$0
5. CTH GV	Allouez Av (CTH O) to STH 172	Reconstruct w trail	2015	BC/Bell	\$2,100,000	\$0
6. CTH PP	STH 57 to Rockland Rd	Reconstruct w bike & sidewalk	2013	BC/DP/Led	\$2,900,000	\$0
7. Gray Street	Reed St to Velp Av	Reconstruct w sidewalk & shared lane	2016	Green Bay	\$2,062,500	\$1,650,000
8. Greene Avenue	Libal Street to East River Drive	Reconstruct w bike & sidewalk	2016	Allouez	\$381,850	\$305,480
9. Hinkle Street	Larsen Road to West Mason Front	Reconstruct	2013	Green Bay	\$679,000	\$0
10. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	2014	BC/Allouez	\$1,340,000	\$0
11. Humboldt Road	University Avenue to Bascom Way	Concrete repair; sidewalk exists	2015	Green Bay	\$530,000	\$0
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2015	Bellevue	\$1,562,500	\$1,250,000
13. Mather Street	Vroman Street to Roy Avenue	Reconstruct w sidewalk	2015	Green Bay	\$615,000	\$492,000
14. Ninth Street	Main Av to Cedar St	Mill and resurface; sidewalk exists	2014	De Pere	\$91,630	\$0
15. Packerland Dr (CTH EB)	STH 29 to STH 54	Reconstruct	2016	BC/GB/How	\$4,000,000	\$0
16. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	2016	BC/Ash/Hob	\$3,444,250	\$2,755,400
17. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use trail	2016	Ashwaubenon	\$1,461,625	\$1,169,300
18. Rockland Rd (CTH SB)	CTH PP to STH 57	Reconstruct w bike & trail	2016	BC/De Pere	\$3,400,000	\$0
19. Scheuring Road (CTH F)	CTH EB to PDQ Drive	Reconstruct w trail	2015	BC/Lawrence	\$2,265,000	\$0
20. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	2016	Green Bay	\$720,000	\$0
21. South Bridge Art (CTH GV)	CTH G to Bower Creek	Reconstruct w bike/ped facility	2012	BC/Bell/Led	\$7,000,000	\$0
22. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility	2013	BC/Led	\$6,000,000	\$0
23. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	2015	BC/Led/Rock	\$5,900,000	\$0
24. Suburban Drive	Scheuring Rd to Westwood Dr	Mill and resurface; sidewalk exists	2012	De Pere	\$124,630	\$0
25. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	2015	Green Bay	\$250,000	\$0
26. Webster Avenue	East River to Radisson Street	Reconstruct w bike & sidewalk	2014	Green Bay	\$5,020,000	\$0
27. West Mason Street	Military Av to Taylor St	Concrete pavement repair	2012	Green Bay	\$309,000	\$0
Previously approved projects do not appear in the prioritization tables.					\$57,758,775	\$9,379,980

**Table B-2**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #1 Consistency with other Transportation Plans**

Route	Location	Project	Transit Development Plan	Airport Master Plan	Rail Plan	Port Plan	Bicycle and Pedestrian Plan	Brown County Comprehensive Plan	Capital Improvement Program	Local Plans	Score
1. Allard St	Grant St to Reid St	Mill and resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
2. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
3. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
4. Charles Street	Webster Av to Libal St	Mill and resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
5. CTH GV	Allouez Av (CTH O) to STH 172	Reconstruct w trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
6. CTH PP	STH 57 to Rockland Rd	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
7. Gray Street	Reed St to Velp Av	Reconstruct w sidewalk & shared lan	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
8. Greene Avenue	Libal Street to East River Drive	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
9. Hinkle Street	Larsen Road to West Mason Front	Reconstruct	N/A	N/A	N/A	N/A	N/A	Y	Y	Y	3.0
10. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
11. Humboldt Road	University Avenue to Bascom Way	Concrete repair; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
13. Mather Street	Vroman Street to Roy Avenue	Reconstruct w sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
14. Ninth Street	Main Av to Cedar St	Mill and resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
15. Packerland Dr (CTH EB)	STH 29 to STH 54	Reconstruct	N/A	N/A	N/A	N/A	C	C	Y	C	-2.0
16. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
17. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
18. Rockland Rd (CTH SB)	CTH PP to STH 57	Reconstruct w bike & trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
19. Scheuring Road (CTH F)	CTH EB to PDQ Drive	Reconstruct w trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
20. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
21. South Bridge Art (CTH GV)	CTH G to Bower Creek	Reconstruct w bike/ped facility	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
22. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
23. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
24. Suburban Drive	Scheuring Rd to Westwood Dr	Mill and resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
25. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	N/A	N/A	N/A	N/A	C	C	Y	Y	0.0
26. Webster Avenue	East River to Radisson Street	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
27. West Mason Street	Military Av to Taylor St	Concrete pavement repair	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	2.0

N/A = Not Applicable

Y = Yes, consistent with plan and will receive one point

C= Conflict with plan and will be given a negative point

**Table B-3**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #2 Volume to Capacity Ratio**

Route	Project Location	ADT Count Location	ADT	Proposed Lane Width at Count Location (in feet)	Peak Hour Capacity	Peak Hour V/C	Score
1. Allard St	Grant St to Reid St	n/o Morning Glory Dr	1,800	30	835	0.13	1.0
2. Bay Settlement Road	Church Rd to Van Lanen Rd	n/o CTH I	1,100	35	973	0.07	1.0
3. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	s/o Allouez Av	4,300	38	1,050	0.25	1.0
4. Charles Street	Webster Av to Libal St	e/o Clay St.	2,100	36	1,000	0.13	1.0
5. CTH GV	Allouez Av (CTH O) to STH 172	n/o STH 172	20,600	72	1,845	0.69	3.0
6. CTH PP	STH 57 to Rockland Rd	s/o O'Keefe	9,000	38	1,050	0.53	2.0
7. Gray St	Reed St to Velp Av	n/o Dousman St	3,800	36	1,000	0.23	1.0
8. Greene Avenue	Libal Street to East River Drive	w/o East River Drive	1,500	31	863	0.11	1.0
9. Hinkle Street	Larsen Road to West Mason Front.	n/o West Mason Front.	4,400	44	1,200	0.23	1.0
10. Hoffman Road (CTH XX)	Libal St to East River Bridge	e/o Libal St	5,600	32	890	0.39	1.0
11. Humboldt Road	University Avenue to Bascom Way	e/o University Avenue	7,900	44	1,200	0.40	2.0
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	n/o STH 29	1,800	41	1,125	0.10	1.0
13. Mather Street	Vroman Street to Roy Avenue	w/o Vroman Street	1,000	36	1,000	0.06	1.0
14. Ninth Street	Main Av to Cedar St	n/o Main Av	7,700	36	1,000	0.47	2.0
15. Packerland Dr (CTH EB)	STH 29 to STH 54	n/o Indian Hill Dr	15,000	48	1,310	0.70	3.0
16. Packerland Dr (CTH EB)	CTH EE to CTH G	n/o CTH EE	4,000	60	1,500	0.16	1.0
17. Pilgrim Way	Cormier Rd to Ridge Rd	s/o Cormier Rd	2,600	37	1,025	0.16	1.0
18. Rockland Rd (CTH SB)	CTH PP to STH 57	e/o STH 57	480	48	1,310	0.02	1.0
19. Scheuring Road (CTH F)	CTH EB to PDQ Drive	w/o US 41	8,000	42	1,150	0.43	2.0
20. Sitka Street	Superior Rd to Ontario Rd	DPW count	1,500	44	1,200	0.08	1.0
21. South Bridge Art (CTH GV)	CTH G to Bower Creek	s/o Hoffman Road	11,900	48	1,310	0.56	2.0
22. South Bridge Art (CTH GV)	CTH X to CTH G	n/o Ledgeview Road	7,200	48	1,310	0.34	1.0
23. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New*	N/A	58	N/A	N/A	2.5
24. Suburban Drive	Scheuring Rd to Westwood Dr	n/o Drews Dr.	1,700	36	1,000	0.10	1.0
25. Superior Road	Sitka St to Baird Creek Rd	n/o Finger Rd	990	24	660	0.09	1.0
26. Webster Avenue	East River to Radisson Street	s/o Radisson St	10,900	50	1,340	0.50	2.0
27. West Mason Street	Military Av to Taylor St	w/o Military Av	25,700	72	1,845	0.86	4.0

\* New construction and will receive 2.5 points.

**Table B-4**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #3 Roadway Surface Condition**

	Route	Location	PASER Rating	Score
1.	Allard St	Grant St to Reid St	4	3.5
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	3	4.0
3.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	3	4.0
4.	Charles Street	Webster Av to Libal St	4	3.5
5.	CTH GV	Allouez Av (CTH O) to STH 172	3	4.0
6.	CTH PP	STH 57 to Rockland Rd	4	3.5
7.	Gray St	Reed St to Velp Av	3	4.0
8.	Greene Avenue	Libal Street to East River Drive	3	4.0
9.	Hinkle Street	Larsen Road to West Mason Front.	3	4.0
10.	Hoffman Road (CTH XX)	Libal St to East River Bridge	3	4.0
11.	Humboldt Road	University Avenue to Bascom Way	3	4.0
12.	Manitowoc Road	Allouez Av (CTH O) to STH 29	4	3.5
13.	Mather Street	Vroman Street to Roy Avenue	3	4.0
14.	Ninth Street	Main Av to Cedar St	4	3.5
15.	Packerland Dr (CTH EB)	STH 29 to STH 54	4	3.5
16.	Packerland Dr (CTH EB)	CTH EE to CTH G	3	4.0
17.	Pilgrim Way	Cormier Rd to Ridge Rd	5	3.0
18.	Rockland Rd (CTH SB)	CTH PP to STH 57	New*	2.5
19.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	3	4.0
20.	Sitka Street	Superior Rd to Ontario Rd	3	4.0
21.	South Bridge Art (CTH GV)	CTH G to Bower Creek	3	4.0
22.	South Bridge Art (CTH GV)	CTH X to CTH G	3	4.0
23.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New*	2.5
24.	Suburban Drive	Scheuring Rd to Westwood Dr	4	3.5
25.	Superior Road	Sitka St to Baird Creek Rd	3	4.0
26.	Webster Avenue	East River to Radisson Street	3	4.0
27.	West Mason Street	Military Av to Taylor St	4	3.5

\* New construction and will receive 2.5 points.

**Table B-5**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #4 Utility Work Scheduling**

	Route	Location	Private Utility Work	Public Utility Work	Score
1.	Allard St	Grant St to Reid St	No	Yes	1.0
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	No	Yes	1.0
3.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	No	Yes	1.0
4.	Charles Street	Webster Av to Libal St	No	Yes	1.0
5.	CTH GV	Allouez Av (CTH O) to STH 172	No	Yes	1.0
6.	CTH PP	STH 57 to Rockland Rd	No	Yes	1.0
7.	Gray St	Reed St to Velp Av	No	Yes	1.0
8.	Greene Avenue	Libal Street to East River Drive	No	Yes	1.0
9.	Hinkle Street	Larsen Road to West Mason Front.	No	Yes	1.0
10.	Hoffman Road (CTH XX)	Libal St to East River Bridge	No	Yes	1.0
11.	Humboldt Road	University Avenue to Bascom Way	No	Yes	1.0
12.	Manitowoc Road	Allouez Av (CTH O) to STH 29	No	Yes	1.0
13.	Mather Street	Vroman Street to Roy Avenue	No	Yes	1.0
14.	Ninth Street	Main Av to Cedar St	No	Yes	1.0
15.	Packerland Dr (CTH EB)	STH 29 to STH 54	No	Yes	1.0
16.	Packerland Dr (CTH EB)	CTH EE to CTH G	No	Yes	1.0
17.	Pilgrim Way	Cormier Rd to Ridge Rd	No	Yes	1.0
18.	Rockland Rd (CTH SB)	CTH PP to STH 57	No	Yes	1.0
19.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	No	Yes	1.0
20.	Sitka Street	Superior Rd to Ontario Rd	No	Yes	1.0
21.	South Bridge Art (CTH GV)	CTH G to Bower Creek	No	Yes	1.0
22.	South Bridge Art (CTH GV)	CTH X to CTH G	No	Yes	1.0
23.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	No	Yes	1.0
24.	Suburban Drive	Scheuring Rd to Westwood Dr	No	Yes	1.0
25.	Superior Road	Sitka St to Baird Creek Rd	No	Yes	1.0
26.	Webster Avenue	East River to Radisson Street	No	Yes	1.0
27.	West Mason Street	Military Av to Taylor St	No	Yes	1.0

**Table B-6**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #5 Number of Years in the TIP**

	Route	Location	2010 TIP	2009 TIP	2008 TIP	2007 TIP	2006 TIP	2005 TIP	Number of Years	Score
1.	Allard St	Grant St to Reid St	N	N	N	N	N	N	0	0.0
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Y	Y	Y	Y	Y	N	5	5.0
3.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Y	Y	Y	Y	N	N	4	4.0
4.	Charles Street	Webster Av to Libal St	N	N	N	N	N	N	0	0.0
5.	CTH GV	Allouez Av (CTH O) to STH 172	Y	Y	Y	N	N	N	3	3.0
6.	CTH PP	STH 57 to Rockland Rd	Y	Y	Y	Y	Y	N	5	5.0
7.	Gray St	Reed St to Velp Av	N	Y	N	Y	Y	Y	4	4.0
8.	Greene Avenue	Libal Street to East River Drive	Y	Y	Y	N	N	N	3	3.0
9.	Hinkle Street	Larsen Road to West Mason Front.	Y	N	N	N	N	N	1	1.0
10.	Hoffman Road (CTH XX)	Libal St to East River Bridge	Y	Y	N	N	N	N	2	2.0
11.	Humboldt Road	University Avenue to Bascom Way	Y	N	N	N	N	N	1	1.0
12.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Y	N	N	N	N	N	1	1.0
13.	Mather Street	Vroman Street to Roy Avenue	Y	N	N	N	N	N	1	1.0
14.	Ninth Street	Main Av to Cedar St	N	N	N	N	N	N	0	0.0
15.	Packerland Dr (CTH EB)	STH 29 to STH 54	N	N	N	N	N	N	0	0.0
16.	Packerland Dr (CTH EB)	CTH EE to CTH G	N	N	N	N	N	N	0	0.0
17.	Pilgrim Way	Cormier Rd to Ridge Rd	N	N	N	N	N	N	0	0.0
18.	Rockland Rd (CTH SB)	CTH PP to STH 57	Y	Y	Y	Y	Y	Y	6	5.0
19.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	Y	Y	Y	N	N	N	3	3.0
20.	Sitka Street	Superior Rd to Ontario Rd	N	N	N	N	N	Y	1	1.0
21.	South Bridge Art (CTH GV)	CTH G to Bower Creek	Y	Y	Y	Y	Y	N	5	5.0
22.	South Bridge Art (CTH GV)	CTH X to CTH G	Y	Y	Y	Y	Y	Y	6	5.0
23.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	Y	Y	N	N	N	N	2	2.0
24.	Suburban Drive	Scheuring Rd to Westwood Dr	N	N	N	N	N	N	0	0.0
25.	Superior Road	Sitka St to Baird Creek Rd	Y	Y	Y	N	Y	Y	5	5.0
26.	Webster Avenue	East River to Radisson Street	Y	Y	Y	Y	Y	Y	6	5.0
27.	West Mason Street	Military Av to Taylor St	Y	Y	Y	N	N	N	3	3.0

Note: The current 2012-2016 TIP is not included in the score. The 2010 TIP represents the TIP that was published in 2010 covering the years 2011-2015. Projects appearing in TIP must be listed for construction or reconstruction. A project will not receive a point if listed only as PE or ROW.

**Table B-7**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #6 Consideration of Multi-Modal Transportation**

Route	Location	Improvement	Pedestrian	Bicycle	Transit	Multi-Modal
						Consideration Score
1. Allard St	Grant St to Reid St	Mill and resurface; sidewalk exists	Y	N	Y	3.0
2. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	N	Y	Y	3.0
3. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
4. Charles Street	Webster Av to Libal St	Mill and resurface; sidewalk exists	Y	N	Y	3.0
5. CTH GV	Allouez Av (CTH O) to STH 172	Reconstruct w trail	Y	Y	Y	5.0
6. CTH PP	STH 57 to Rockland Rd	Reconstruct w bike & sidewalk	Y	Y	Y	3.0
7. Gray St	Reed St to Velp Av	Reconstruct w sidewalk & shared la	Y	N	Y	3.0
8. Greene Avenue	Libal Street to East River Drive	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
9. Hinkle Street	Larsen Road to West Mason Fro	Reconstruct	N	N	Y	1.0
10. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	Y	N	Y	3.0
11. Humboldt Road	University Avenue to Bascom W	Concrete repair; sidewalk exists	Y	N	Y	3.0
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
13. Mather Street	Vroman Street to Roy Avenue	Reconstruct w sidewalk	Y	N	Y	3.0
14. Ninth Street	Main Av to Cedar St	Mill and resurface; sidewalk exists	Y	N	Y	3.0
15. Packerland Dr (CTH EB)	STH 29 to STH 54	Reconstruct	N	N	Y	1.0
16. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	Y	Y	Y	5.0
17. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use trai	Y	Y	Y	5.0
18. Rockland Rd (CTH SB)	CTH PP to STH 57	Reconstruct w bike & trail	Y	Y	Y	5.0
19. Scheuring Road (CTH F)	CTH EB to PDQ Drive	Reconstruct w trail	Y	Y	Y	5.0
20. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
21. South Bridge Art (CTH GV)	CTH G to Bower Creek	Reconstruct w bike/ped facility	Y	Y	Y	5.0
22. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility	Y	Y	Y	5.0
23. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	Y	Y	Y	5.0
24. Suburban Drive	Scheuring Rd to Westwood Dr	Mill and resurface; sidewalk exists	Y	N	Y	3.0
25. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	N	N	Y	1.0
26. Webster Avenue	East River to Radisson Street	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
27. West Mason Street	Military Av to Taylor St	Concrete pavement repair	N	N	Y	1.0



**Table B-8**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #7 Safety and Security**

	Route	Location	Score
1.	Allard St	Grant St to Reid St	0.0
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	0.0
3.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	0.0
4.	Charles Street	Webster Av to Libal St	0.0
5.	CTH GV	Allouez Av (CTH O) to STH 172	0.0
6.	CTH PP	STH 57 to Rockland Rd	0.0
7.	Gray St	Reed St to Velp Av	0.0
8.	Greene Avenue	Libal Street to East River Drive	1.0
9.	Hinkle Street	Larsen Road to West Mason Front.	0.0
10.	Hoffman Road (CTH XX)	Libal St to East River Bridge	0.0
11.	Humboldt Road	University Avenue to Bascom Way	0.0
12.	Manitowoc Road	Allouez Av (CTH O) to STH 29	0.0
13.	Mather Street	Vroman Street to Roy Avenue	0.0
14.	Ninth Street	Main Av to Cedar St	0.0
15.	Packerland Dr (CTH EB)	STH 29 to STH 54	0.0
16.	Packerland Dr (CTH EB)	CTH EE to CTH G	0.0
17.	Pilgrim Way	Cormier Rd to Ridge Rd	0.0
18.	Rockland Rd (CTH SB)	CTH PP to STH 57	0.0
19.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	0.0
20.	Sitka Street	Superior Rd to Ontario Rd	0.0
21.	South Bridge Art (CTH GV)	CTH G to Bower Creek	0.0
22.	South Bridge Art (CTH GV)	CTH X to CTH G	0.0
23.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	0.0
24.	Suburban Drive	Scheuring Rd to Westwood Dr	0.0
25.	Superior Road	Sitka St to Baird Creek Rd	0.0
26.	Webster Avenue	East River to Radisson Street	0.0
27.	West Mason Street	Military Av to Taylor St	0.0

**Table B-9**  
**2012-2016 Transportation Improvement Program Projects**  
**Summary of Criteria #1 - #7: Alphabetical Listing**

Route	Location	Consistency with other Transportation Plans Score (1)	V/C Score (2)	Pavement Condition Score (3)	Utility Work Score (4)	Years in TIP Score (5)	Consideration of Multi-Modal Transportation Score (6)	Safety and Security Score (7)	Subtotal Score
1. Allard St	Grant St to Reid St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
2. Bay Settlement Road	Church Rd to Van Lanen Rd	4.0	1.0	4.0	1.0	5.0	3.0	0.0	18.0
3. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	4.0	1.0	4.0	1.0	4.0	5.0	0.0	19.0
4. Charles Street	Webster Av to Libal St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
5. CTH GV	Allouez Av (CTH O) to STH 172	4.0	3.0	4.0	1.0	3.0	5.0	0.0	20.0
6. CTH PP	STH 57 to Rockland Rd	4.0	2.0	3.5	1.0	5.0	3.0	0.0	18.5
7. Gray St	Reed St to Velp Av	4.0	1.0	4.0	1.0	4.0	3.0	0.0	17.0
8. Greene Avenue	Libal Street to East River Drive	4.0	1.0	4.0	1.0	3.0	5.0	1.0	19.0
9. Hinkle Street	Larsen Road to West Mason Front.	3.0	1.0	4.0	1.0	1.0	1.0	0.0	11.0
10. Hoffman Road (CTH XX)	Libal St to East River Bridge	4.0	1.0	4.0	1.0	2.0	3.0	0.0	15.0
11. Humboldt Road	University Avenue to Bascom Way	4.0	2.0	4.0	1.0	1.0	3.0	0.0	15.0
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	1.0	5.0	0.0	15.5
13. Mather Street	Vroman Street to Roy Avenue	4.0	1.0	4.0	1.0	1.0	3.0	0.0	14.0
14. Ninth Street	Main Av to Cedar St	4.0	2.0	3.5	1.0	0.0	3.0	0.0	13.5
15. Packerland Dr (CTH EB)	STH 29 to STH 54	-2.0	3.0	3.5	1.0	0.0	1.0	0.0	6.5
16. Packerland Dr (CTH EB)	CTH EE to CTH G	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
17. Pilgrim Way	Cormier Rd to Ridge Rd	4.0	1.0	3.0	1.0	0.0	5.0	0.0	14.0
18. Rockland Rd (CTH SB)	CTH PP to STH 57	4.0	1.0	2.5	1.0	5.0	5.0	0.0	18.5
19. Scheuring Road (CTH F)	CTH EB to PDQ Drive	4.0	2.0	4.0	1.0	3.0	5.0	0.0	19.0
20. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
21. South Bridge Art (CTH GV)	CTH G to Bower Creek	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
22. South Bridge Art (CTH GV)	CTH X to CTH G	4.0	1.0	4.0	1.0	5.0	5.0	0.0	20.0
23. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	4.0	2.5	2.5	1.0	2.0	5.0	0.0	17.0
24. Suburban Drive	Scheuring Rd to Westwood Dr	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
25. Superior Road	Sitka St to Baird Creek Rd	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
26. Webster Avenue	East River to Radisson Street	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
27. West Mason Street	Military Av to Taylor St	2.0	4.0	3.5	1.0	3.0	1.0	0.0	14.5

**Table B-9 (continued)**  
**2012-2016 Transportation Improvement Program Projects**  
**Summary of Criteria #1 - #7: Ranking**

Route	Location	Consistency with other Transportation Plans Score (1)	V/C Score (2)	Pavement Condition Score (3)	Utility Work Score (4)	Years in TIP Score (5)	Consideration of Multi-Modal Transportation Score (6)	Safety and Security Score (7)	Subtotal Score
1. South Bridge Art (CTH GV)	CTH G to Bower Creek	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
1. Webster Avenue	East River to Radisson Street	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
3. CTH GV	Allouez Av (CTH O) to STH 172	4.0	3.0	4.0	1.0	3.0	5.0	0.0	20.0
3. South Bridge Art (CTH GV)	CTH X to CTH G	4.0	1.0	4.0	1.0	5.0	5.0	0.0	20.0
5. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	4.0	1.0	4.0	1.0	4.0	5.0	0.0	19.0
5. Greene Avenue	Libal Street to East River Drive	4.0	1.0	4.0	1.0	3.0	5.0	1.0	19.0
5. Scheuring Road (CTH F)	CTH EB to PDQ Drive	4.0	2.0	4.0	1.0	3.0	5.0	0.0	19.0
8. CTH PP	STH 57 to Rockland Rd	4.0	2.0	3.5	1.0	5.0	3.0	0.0	18.5
8. Rockland Rd (CTH SB)	CTH PP to STH 57	4.0	1.0	2.5	1.0	5.0	5.0	0.0	18.5
10. Bay Settlement Road	Church Rd to Van Lanen Rd	4.0	1.0	4.0	1.0	5.0	3.0	0.0	18.0
11. Gray St	Reed St to Velp Av	4.0	1.0	4.0	1.0	4.0	3.0	0.0	17.0
11. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	4.0	2.5	2.5	1.0	2.0	5.0	0.0	17.0
13. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
14. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	1.0	5.0	0.0	15.5
15. Hoffman Road (CTH XX)	Libal St to East River Bridge	4.0	1.0	4.0	1.0	2.0	3.0	0.0	15.0
15. Humboldt Road	University Avenue to Bascom Way	4.0	2.0	4.0	1.0	1.0	3.0	0.0	15.0
15. Packerland Dr (CTH EB)	CTH EE to CTH G	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
18. West Mason Street	Military Av to Taylor St	2.0	4.0	3.5	1.0	3.0	1.0	0.0	14.5
19. Mather Street	Vroman Street to Roy Avenue	4.0	1.0	4.0	1.0	1.0	3.0	0.0	14.0
19. Pilgrim Way	Cormier Rd to Ridge Rd	4.0	1.0	3.0	1.0	0.0	5.0	0.0	14.0
21. Ninth Street	Main Av to Cedar St	4.0	2.0	3.5	1.0	0.0	3.0	0.0	13.5
22. Allard St	Grant St to Reid St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
22. Charles Street	Webster Av to Libal St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
22. Suburban Drive	Scheuring Rd to Westwood Dr	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
25. Superior Road	Sitka St to Baird Creek Rd	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
26. Hinkle Street	Larsen Road to West Mason Front.	3.0	1.0	4.0	1.0	1.0	1.0	0.0	11.0
27. Packerland Dr (CTH EB)	STH 29 to STH 54	-2.0	3.0	3.5	1.0	0.0	1.0	0.0	6.5

**Table B-10**  
**2012-2016 Transportation Improvement Program Projects**  
**Criterion #8 Availability of Funding**

**Brown County (Funding Balance \$1,228,023)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
1.	South Bridge Art (CTH GV)	CTH G to Bower Creek	BC/Bell/Led	21.0	\$7,000,000	\$0	0.00	0.0
3.	CTH GV	Allouez Av (CTH O) to STH 172	BC/Bell	20.0	\$2,100,000	\$0	0.00	0.0
3.	South Bridge Art (CTH GV)	CTH X to CTH G	BC/Led	20.0	\$6,000,000	\$0	0.00	0.0
5.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	BC/Bell	19.0	\$3,260,000	\$0	0.00	0.0
5.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	BC/Lawrence	19.0	\$2,265,000	\$0	0.00	0.0
8.	CTH PP	STH 57 to Rockland Rd	BC/DP/Led	18.5	\$2,900,000	\$0	0.00	0.0
8.	Rockland Rd (CTH SB)	CTH PP to STH 57	BC/De Pere	18.5	\$3,400,000	\$0	0.00	0.0
11.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	BC/Led/Rock	17.0	\$5,900,000	\$0	0.00	0.0
15.	Hoffman Road (CTH XX)	Libal St to East River Bridge	BC/Allouez	15.0	\$1,340,000	\$0	0.00	0.0
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	BC/Ash/Hob	15.0	\$3,444,250	\$2,755,400	0.70	3.0
27.	Packerland Dr (CTH EB)	STH 29 to STH 54	BC/GB/How	6.5	\$4,000,000	\$0	0.00	0.0

**City of Green Bay (Funding Balance \$1,568,026)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
1.	Webster Avenue	East River to Radisson Street	Green Bay	21.0	\$5,020,000	\$0	0.00	0.0
11.	Gray St	Reed St to Velp Av	Green Bay	17.0	\$2,062,500	\$1,650,000	0.73	3.0
13.	Sitka Street	Superior Rd to Ontario Rd	Green Bay	16.0	\$720,000	\$0	0.00	0.0
15.	Humboldt Road	University Avenue to Bascom Way	Green Bay	15.0	\$530,000	\$0	0.00	0.0
18.	West Mason Street	Military Av to Taylor St	Green Bay	14.5	\$309,000	\$0	0.00	0.0
19.	Mather Street	Vroman Street to Roy Avenue	Green Bay	14.0	\$615,000	\$492,000	0.73	3.0
25.	Superior Road	Sitka St to Baird Creek Rd	Green Bay	12.0	\$250,000	\$0	0.00	0.0
26.	Hinkle Street	Larsen Road to West Mason Front.	Green Bay	11.0	\$679,000	\$0	0.00	0.0
27.	Packerland Dr (CTH EB)	STH 29 to STH 54	BC/GB/How	6.5	\$4,000,000	\$0	0.00	0.0

**City of De Pere (Funding Balance \$392,927)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
8.	CTH PP	STH 57 to Rockland Rd	BC/DP/Led	18.5	\$2,900,000	\$0	0.00	0.0
8.	Rockland Rd (CTH SB)	CTH PP to STH 57	BC/De Pere	18.5	\$3,400,000	\$0	0.00	0.0
21.	Ninth Street	Main Av to Cedar St	De Pere	13.5	\$91,630	\$0	0.00	0.0
22.	Allard St	Grant St to Reid St	De Pere	12.5	\$116,000	\$92,800	1.00	5.0
22.	Charles Street	Webster Av to Libal St	De Pere	12.5	\$144,540	\$0	0.00	0.0
22.	Suburban Drive	Scheuring Rd to Westwood Dr	De Pere	12.5	\$124,630	\$0	0.00	0.0

**Village of Ashwaubenon (Funding Balance \$1,274,860)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	BC/Ash/Hob	15.0	\$3,444,250	\$2,755,400	0.70	3.0
19.	Pilgrim Way	Cormier Rd to Ridge Rd	Ashwaubenon	14.0	\$1,461,625	\$1,169,300	0.00	0.0

\* Note: The village of Ashwaubenon may consider construction in 2017 or 2018 and will defer until the 2017-2018 STP-U allocation has been determined.

**Village of Allouez (Funding Balance \$48,642)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
5.	Greene Avenue	Webster Avenue to East River Drive	Allouez	19.0	\$381,850	\$305,480	0.16	1.0
15.	Hoffman Road (CTH XX)	Libal St to East River Bridge	BC/Allouez	15.0	\$1,340,000	\$0	0.00	0.0

**Village of Howard (Funding Balance -\$8,773)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
27.	Packerland Dr (CTH EB)	STH 29 to STH 54	BC/GB/How	6.5	\$4,000,000	\$0	0.00	0.0

**Village of Bellevue (Funding Balance -\$755,694)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
1.	South Bridge Art (CTH GV)	CTH G to Bower Creek	BC/Bell/Led	21.0	\$7,000,000	\$0	0.00	0.0
3.	CTH GV	Allouez Av (CTH O) to STH 172	BC/Bell	20.0	\$2,100,000	\$0	0.00	0.0
5.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	BC/Bell	19.0	\$3,260,000	\$0	0.00	0.0
14.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Bellevue	15.5	\$1,562,500	\$1,250,000	0.00	0.0

**Village of Suamico (Funding Balance \$25,917)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
No requests for projects.								

**Town of Ledgeview (Funding Balance -\$189,445)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
1.	South Bridge Art (CTH GV)	CTH G to Bower Creek	BC/Bell/Led	21.0	\$7,000,000	\$0	0.00	0.0
3.	South Bridge Art (CTH GV)	CTH X to CTH G	BC/Led	20.0	\$6,000,000	\$0	0.00	0.0
8.	CTH PP	STH 57 to Rockland Rd	BC/DP/Led	18.5	\$2,900,000	\$0	0.00	0.0
11.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	BC/Led/Rock	17.0	\$3,400,000	\$0	0.00	0.0

**Town of Scott (Funding Balance -\$882,759)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
10.	Bay Settlement Road	Church Rd to Van Lanen Rd	Scott	18.0	\$2,081,250	\$1,665,000	0.00	0.0

**Village of Hobart (Funding Balance \$1,663)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	BC/Ash/Hob	15.0	\$3,444,250	\$2,755,400	0.70	3.0

**Table B-11**  
**2012-2016 Transportation Improvement Program Projects**  
**Final Green Bay Urbanized Area Project Priorities**

Route	Location	Consistency with other Transportation Plans Score (1)	V/C Score (2)	Pavement Condition Score (3)	Utility Work Score (4)	Years in TIP Score (5)	Consideration of Multi-Modal Transportation Score (6)	Safety and Security (7)	Funding Availability #8 Score	Final Score
1. South Bridge Art (CTH GV)	CTH G to Bower Creek	4.0	2.0	4.0	1.0	5.0	5.0	0.0	0.0	21.0
1. Webster Avenue	East River to Radisson Street	4.0	2.0	4.0	1.0	5.0	5.0	0.0	0.0	21.0
3. CTH GV	Allouez Av (CTH O) to STH 172	4.0	3.0	4.0	1.0	3.0	5.0	0.0	0.0	20.0
3. Gray St	Reed St to Velp Av	4.0	1.0	4.0	1.0	4.0	3.0	0.0	3.0	20.0
3. Greene Avenue	Libal Street to East River Drive	4.0	1.0	4.0	1.0	3.0	5.0	1.0	1.0	20.0
3. South Bridge Art (CTH GV)	CTH X to CTH G	4.0	1.0	4.0	1.0	5.0	5.0	0.0	0.0	20.0
7. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	4.0	1.0	4.0	1.0	4.0	5.0	0.0	0.0	19.0
7. Scheuring Road (CTH F)	CTH EB to PDQ Drive	4.0	2.0	4.0	1.0	3.0	5.0	0.0	0.0	19.0
9. CTH PP	STH 57 to Rockland Rd	4.0	2.0	3.5	1.0	5.0	3.0	0.0	0.0	18.5
9. Rockland Rd (CTH SB)	CTH PP to STH 57	4.0	1.0	2.5	1.0	5.0	5.0	0.0	0.0	18.5
11. Bay Settlement Road	Church Rd to Van Lanen Rd	4.0	1.0	4.0	1.0	5.0	3.0	0.0	0.0	18.0
11. Packerland Dr (CTH EB)	CTH EE to CTH G	4.0	1.0	4.0	1.0	0.0	5.0	0.0	3.0	18.0
13. Allard St	Grant St to Reid St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	5.0	17.5
14. Mather Street	Vroman Street to Roy Avenue	4.0	1.0	4.0	1.0	1.0	3.0	0.0	3.0	17.0
14. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	4.0	2.5	2.5	1.0	2.0	5.0	0.0	0.0	17.0
16. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	1.0	5.0	0.0	0.0	16.0
17. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	1.0	5.0	0.0	0.0	15.5
18. Hoffman Road (CTH XX)	Libal St to East River Bridge	4.0	1.0	4.0	1.0	2.0	3.0	0.0	0.0	15.0
18. Humboldt Road	University Avenue to Bascom Way	4.0	2.0	4.0	1.0	1.0	3.0	0.0	0.0	15.0
20. West Mason Street	Military Av to Taylor St	2.0	4.0	3.5	1.0	3.0	1.0	0.0	0.0	14.5
21. Pilgrim Way	Cormier Rd to Ridge Rd	4.0	1.0	3.0	1.0	0.0	5.0	0.0	0.0	14.0
22. Ninth Street	Main Av to Cedar St	4.0	2.0	3.5	1.0	0.0	3.0	0.0	0.0	13.5
23. Charles Street	Webster Av to Libal St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	0.0	12.5
23. Suburban Drive	Scheuring Rd to Westwood Dr	4.0	1.0	3.5	1.0	0.0	3.0	0.0	0.0	12.5
25. Superior Road	Sitka St to Baird Creek Rd	0.0	1.0	4.0	1.0	5.0	1.0	0.0	0.0	12.0
26. Hinkle Street	Larsen Road to West Mason Front.	3.0	1.0	4.0	1.0	1.0	1.0	0.0	0.0	11.0
27. Packerland Dr (CTH EB)	STH 29 to STH 54	-2.0	3.0	3.5	1.0	0.0	1.0	0.0	0.0	6.5

**Table B-12**  
**2012-2016 Transportation Improvement Program Projects**  
**Final Green Bay Urbanized Area Project Priorities**

Route	Location	Project	Year	Jurisdiction	Project Cost	Federal Funds Allowable	2013-2014 Approved Funding*	Percent (50%-80%)	2015-2016 Approved Funding*	Percent (50%-80%)
Humboldt Rd (CTH N)	Cornelius Dr to Spartan Dr	Reconstruct w bike & sidewalk	2014	BC/Green Bay	\$2,208,000	\$1,766,400	\$1,434,894	64.99%		
Pilgrim Way (CTH YY)	Holmgren Way to Ashland Av	Reconstruct	2013	BC/Ash	\$1,740,000	\$1,392,000	\$1,130,653	64.99%		
1. South Bridge Art (CTH GV)	CTH G to Bower Creek	Reconstruct w bike/ped facility	2012	BC/Bell/Led	\$7,000,000	\$0				
1. Webster Avenue	East River to Radisson Street	Reconstruct w bike & sidewalk	2014	Green Bay	\$5,020,000	\$0				
3. CTH GV	Allouez Av (CTH O) to STH 172	Reconstruct w trail	2015	BC/Bell	\$2,100,000	\$0				
3. Gray St	Reed St to Velp Av	Reconstruct w sidewalk & shared la	2016	Green Bay	\$2,062,500	\$1,650,000			\$1,650,000	80.000%
3. Greene Avenue	Libal Street to East River Drive	Reconstruct w bike & sidewalk	2016	Allouez	\$381,850	\$305,480			\$305,480	80.000%
3. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility	2013	BC/Led	\$6,000,000	\$0				
7. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Reconstruct w bike & sidewalk	2014	BC/Bell	\$3,260,000	\$0				
7. Scheuring Road (CTH F)	CTH EB to PDQ Drive	Reconstruct w trail	2015	BC/Lawrence	\$2,265,000	\$0				
9. CTH PP	STH 57 to Rockland Rd	Reconstruct w bike & sidewalk	2013	BC/DP/Led	\$2,900,000	\$0				
9. Rockland Rd (CTH SB)	CTH PP to STH 57	Reconstruct w bike & trail	2016	BC/De Pere	\$3,400,000	\$0				
11. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2016	Scott	\$2,081,250	\$1,665,000				
11. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	2016	BC/Ash/Hob	\$3,444,250	\$2,755,400				
13. Allard St	Grant St to Reid St	Mill and resurface; sidewalk exists	2015	De Pere	\$116,000	\$92,800			\$92,800	80.000%
14. Mather Street	Vroman Street to Roy Avenue	Reconstruct w sidewalk	2015	Green Bay	\$615,000	\$492,000			\$492,000	80.000%
14. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	2015	BC/Led/Rock	\$5,900,000	\$0				
16. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	2016	Green Bay	\$720,000	\$0				
17. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2015	Bellevue	\$1,562,500	\$1,250,000				
18. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	2014	BC/Allouez	\$1,340,000	\$0				
18. Humboldt Road	University Avenue to Bascom Way	Concrete repair; sidewalk exists	2015	Green Bay	\$530,000	\$0				
20. West Mason Street	Military Av to Taylor St	Concrete pavement repair	2012	Green Bay	\$309,000	\$0				
21. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use tra	2016	Ashwaubenon	\$1,461,625	\$1,169,300				
22. Ninth Street	Main Av to Cedar St	Mill and resurface; sidewalk exists	2014	De Pere	\$91,630	\$0				
23. Charles Street	Webster Av to Libal St	Mill and resurface; sidewalk exists	2012	De Pere	\$144,540	\$0				
23. Suburban Drive	Scheuring Rd to Westwood Dr	Mill and resurface; sidewalk exists	2012	De Pere	\$124,630	\$0				
25. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	2015	Green Bay	\$250,000	\$0				
26. Hinkle Street	Larsen Road to West Mason Front	Reconstruct	2013	Green Bay	\$679,000	\$0				
27. Packerland Dr (CTH EB)	STH 29 to STH 54	Reconstruct	2016	BC/GB/How	\$4,000,000	\$0				
					\$57,758,775	\$9,379,980	\$2,565,547		\$2,540,280	

\* Recommended for approval by the Brown County Planning Commission Board of Directors (MPO Policy Board for the Green Bay Urbanized Area). The projects have been forwarded to the Wisconsin Department of Transportation for programming and contract development and are contingent on reauthorization of a federal transportation law and the allocation of STP-Urban funds.



## **APPENDIX C**

### **Inflation Factor and Justification for Federally Funded Projects**

**Inflation Factor and Justification for Federally Funded Projects**

Jurisdiction	Funding Source/Program	Project	Project Year(s)	Inflation Factor	Justification
Federal/State	various	various	2012+	2.8%	WisDOT Bureau of Planning & Economic Development.
Brown County Highway	STP-Urban	Humboldt Road (CTH N)	2014	10%	One time 10% added onto 2009 estimate.
	STP-Urban	Pilgrim Way (CTH YY)	2013	10%	One time 10% added onto 2009 estimate.
C. Green Bay	STP-Urban	Mather Street & Gray Stree	2015/16	10%	One time 10% added onto 2011 estimate.
C. De Pere	STP-Urban	Allard Street	2015	10%	One time 10% added onto 2011 estimate.
V. Allouez	STP-Urban	Green Avenue	2016	10%	One time 10% added onto 2011 estimate.
V. Ashwaubenon	Safe Routes to School	Walking & Bicycle Facilities	2012	0%	No inflation rate was used. Projected cost anticipated to be close to actual cost.
V. Bellevue	none				
V. Hobart	none				
V. Howard	none				
T. Ledgeview	none				
T. Scott	none				
V. Suamico	none				
Green Bay Metro	Section 5307	Operating Expenses	2012+	up to 2.5%	Projections based on past experience.
	Section 5309	Bus Acquisition	2012+	3%	Anticipated annual inflation.
	Section 5309	various capital items	2012+	0%	No inflation rate was used. Projected cost anticipated to be close to actual cost.
Red Cross	Section 5310	Vehicle Acquisition	2012+	0%	No inflation rate was used. Projected cost anticipated to be close to actual cost.
Forward Service Foundation	Section 5316/WETAP	Mobility Manager & Transportation Program	2012+	0%	No inflation rate was used. Projected cost anticipated to be close to actual cost.

\* Projects proposed for approval for STP-Urban funds for 2015-2016 will be included in the final.

## **APPENDIX D**

### **Notice of Request for Comments and Public Hearing**



# GREEN BAY PRESS-GAZETTE

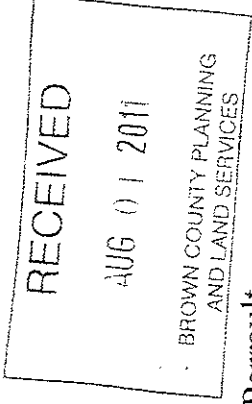
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## STATE OF WISCONSIN BROWN COUNTY

BC PLANNING DEPT-LEGALS  
305 E WALNUT, ROOM 320  
GREEN BAY, WI 54301



Holly Perrault

Being duly sworn, doth depose and say that she/he is an authorized representative of the Green Bay Press Gazette, a newspaper published in Brown and Kewaunee Counties, Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on

Account Number: 284368

Ad Number: 6373701

Published Date: July 20, 2011

Published Date: July 27, 2011

Total Ad Cost: \$69.20

111

(Signed)

*Holly Perrault*

Legal Clerk

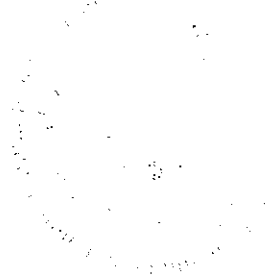
(Date) 7/27/11

Signed and sworn before me

*[Signature]*  
Notary Public, Brown County, Wisconsin

My commission expires *12/31/12*

BC PLANNING DEPT-LEGALS  
Re: notice of request



NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE 2012-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE GREEN BAY URBANIZED AREA

All interested persons are invited to comment and are advised of a public hearing on the draft 2012-2016 TIP. The TIP contains a five-year program of highway, transit, elderly & disabled, and transportation enhancement projects eligible for federal funds.

Copies of the draft TIP will be available at:

- Brown County Planning Commission
- 305 E. Walnut St., Room 320
- Green Bay, WI 54301

The public hearing will take place on: Wednesday, August 3, 2011

Green Bay Metro 901 University Ave. Green Bay, WI 54304 6:30 p.m.

The public review period for the TIP is scheduled for July 20, 2011 to August 19, 2011.

Unless otherwise noticed, this serves as the final program of projects.

Written comments should be mailed to Lisa Conard, Brown County Planning Commission, PO Box 23600, Green Bay, WI 54305-3600 by August 19, 2011.

Published by Darlene Marcella County Clerk

Publication Dates: July 20, 2011 July 27, 2011 JWA/XLP

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## APPENDIX E

### Public Hearing Transcript

TRANSCRIPT OF THE PUBLIC HEARING ON THE  
2012-2016 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE GREEN BAY URBANIZED AREA AND ON THE  
2012 GREEN BAY METRO PROGRAM OF PROJECTS

Wednesday, August 3, 2011

Green Bay Metro  
Commission Room  
901 University Avenue  
Green Bay, Wisconsin  
6:30 p.m.

**PRESENT:** Lisa J. Conard, Chuck Lamine, Cole Runge and the Brown County Planning Commission Board of Directors

At 6:40 p.m., L. Conard opened the public hearing for the *2012-2016 Transportation Improvement Program (TIP)* and the *2012 Green Bay Metro Program of Projects*.

L. Conard stated that the TIP contains a five-year program of roadway, transit, elderly and disabled, and enhancement transportation improvement projects eligible for federal funds and the Green Bay Metro 2012 Program of Projects includes projects for which federal transit funds under Section 5303, 5307, and/or Section 5309 of the Federal Transit Administration Act will be applied.

Today's hearings will be held concurrently. The hearings will be recorded and a written transcript will be prepared. The transcript, along with any written comments received during the review process, will be forwarded to the Transportation Subcommittee, Brown County Planning Commission Board of Directors, and the Green Bay Transit Commission.

L. Conard asked three times if there was anyone else requesting to speak. Hearing none, L. Conard closed the public hearing.

The hearing was closed at 6:45 p.m.

## **APPENDIX F**

### **Public Review Comments**

No comments were received during the 30 day public review period.

## **APPENDIX G**

### **Environmental Resource Agency Consultation**

**Environmental Resource Agency Meeting Minutes (following page)**

**Environmental Resource Agency Correspondence Received (none)**

**MINUTES**  
**Environmental Consultation**  
**for the**  
**Draft 2012-2016 Transportation Improvement Program (TIP)**  
**for the Green Bay Urbanized Area**  
**by the**  
**Brown County Planning Commission**  
**Monday, August 29, 2011**  
**Green Bay Metro Transportation Center**  
**901 University Avenue**  
**Green Bay, Wisconsin**  
**9:00 a.m.**

**Attendees:**

<b>Name</b>	<b>Representing</b>
None	

**Brown County Planning Commission staff:** Lisa J. Conard

L. Conard opened the meeting at 9:00 a.m.

**ORDER OF BUSINESS:**

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the draft *2012-2016 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

L. Conard closed the meeting at 9:15 a.m.



## APPENDIX H

### Title VI Summary Between January 1, 2011 and June 30, 2011

- Staff prepared the draft *Title VI Program* on behalf of Green Bay Metro and submitted the document to the FTA for review. The program was approved by the FTA in March of 2011.
- Staff identified and mapped the locations of minority and low-income populations in the Green Bay Metropolitan Area. This information was used to estimate the possible impacts of transportation projects identified in the 2012-2016 Transportation Improvement Program and to assess the level of service provided to these populations by Green Bay Metro.
- Staff continued to work with representatives of Green Bay Metro, Valley Transit, Humana, Downtown Green Bay, Inc., Downtown Appleton, Inc., and other organizations to discuss establishing a commuter bus service between downtown Green Bay and downtown Appleton. When implemented, this service will increase the number of job opportunities for low-income and minority residents of the Green Bay and Appleton metropolitan areas.
- Staff developed the agendas for the February and June meetings of the Brown County Transportation Coordinating Committee (TCC). Staff also chaired the meetings and presented information to the committee.
- Staff participated in meetings of the Northeast Wisconsin Regional Access to Transportation Committee. Staff also collected and supplied transportation information to the committee members.
- Staff continued to update the Google Transit trip planning system to reflect modifications to Metro's bus routes.
- Staff developed a proposal to retain federal operating funding for Green Bay Metro and Valley Transit and submitted it to Congressman Reid Ribble's office.

## APPENDIX I

### WisDOT US 41 Project – Brown County Construction (courtesy of WisDOT)

#### Brown County

Construction Timeline 2010-2017

Memorial Dr to Lineville Rd and I-43  
(US 41 to Atkinson Dr)

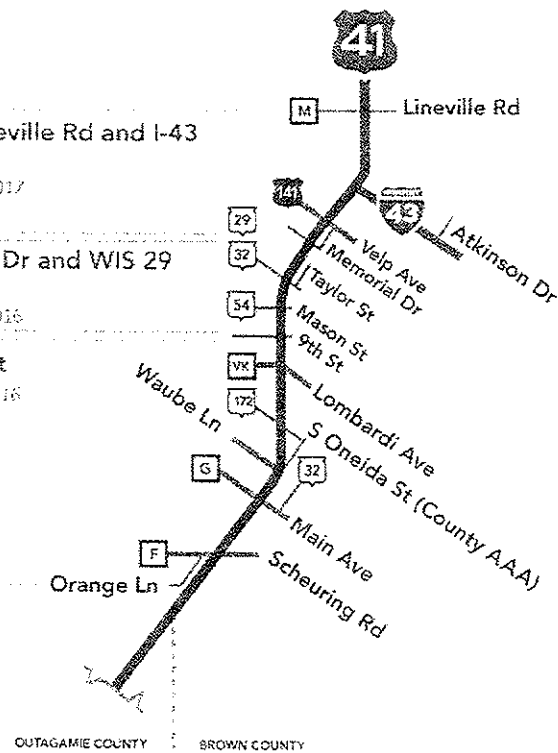
Construction time: 2013-2017

9th St to Memorial Dr and WIS 29  
(County J to Taylor St)

Construction time: 2011-2016

Orange Ln to 9th St

Construction time: 2010-2016



MAP NOT TO SCALE

CONSTRUCTION SCHEDULE SUBJECT TO CHANGE