

# **2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area**



**Brown County Planning Commission  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
September 2012  
As amended March 6<sup>th</sup>, 2013; May 1, 2013**

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The TIP was developed and approved under SAFETEA-LU but will be implemented under Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).

Cover: STH 54 (West Mason Street) looking west at Taylor Street and the US 41 on/off ramps as part of the US 41 reconstruction project shortly after opening in 2012. Courtesy of WisDOT.

**RESOLUTION NO. 2012-05**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
ENDORING THE 2013-2017 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 5<sup>th</sup> day of September 2012.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director

**BOARD OF DIRECTORS** (MPO Policy Board)

Paul Blindauer, Vice President	Phil Hilgenberg	Dan Robinson
James Botz	Dotty Juengst	Alan Swatloski
William Clancy	Pat Kolarik	Ray Tauscher
Norbert Dantine, Jr., President	Jack Lewis	Mark Tumpach
Ron DeGrand	Michael Malcheski	Jerry Vandersteen
Bernie Erickson	Ken Pabich	Tim VandeWettering
Adam Gauthier	Gary Pahl	Dave Wiese
Steve Grenier	Scott Puyleart	Reed Woodward

**TRANSPORTATION SUBCOMMITTEE** (MPO Technical Advisory Committee)

Jeff C. Agee-Aguayo	Steve Grenier	Tom Miller
Bill Balke, Vice-Chair	Ed Kazik	Rebecca Nyberg
Craig Berndt	Tom Klimek	Eric Rakers
Geoff Farr	Doug Martin, Chair	Derek Weyer
Mike Finn	Randy Loberger	Tom Wittig
Paul Fontecchio		

**COUNTY PLANNING STAFF**

Chuck Lamine, AICP	Planning Director
Cole Runge	Principal Planner
Aaron Schuette	Principal Planner
Jeff DuMez	LIO Coordinator
Peter Schleinz	Senior Planner
Lisa J. Conard	Planner
Dan Teaters	Planner
Lori Williams	Administrative Coordinator
Sarah Huettl	Secretary



## TABLE OF CONTENTS

Chapter .....	Page
I INTRODUCTION	
A. INTRODUCTION .....	8
B. FEDERAL FUNDING AVAILABILITY .....	9
C. PLANNING PROCEDURES AND SAFETEA-LU .....	11
D. TIP CHANGES: MODIFICATION AND AMENDMENT GUIDELINES .....	12
II 2013-2017 PROJECTS	
A. PRIORITIZING STP URBAN-ELIGIBLE PROJECTS .....	15
B. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS .....	17
C. TRANSIT PROJECTS .....	29
D. INTERCITY BUS SERVICE .....	29
E. TRANSPORTATION ENHANCEMENT AND BICYCLE AND PEDESTRIAN FACILITIES PROGRAM .....	33
F. SAFE ROUTES TO SCHOOL PROGRAM .....	34
G. STATE TRANSPORTATION ENHANCEMENTS PROGRAM .....	34
H. TRANSPORTATION AND COMMUNITY AND SYSTEMS PRESERVATION PROGRAM .....	36
I. TRANSIT OPERATING EXPENSES AND FUNDING SOURCES .....	36
J. ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM (SECTION 5310) .....	36
K. JOB ACCESS AND REVERSE COMMUTE PROGRAM (SECTION 5316) .....	38
L. NEW FREEDOM PROGRAM (SECTION 5317) .....	38
M. GREEN BAY METRO PARATRANSIT PROGRAM - SECTION 504 PERSONS WITH DISABILITIES TRANSPORTATION PROVISIONS .....	40
N. FINANCIAL PLAN .....	42
O. AIR QUALITY AND ENERGY CONSERVATION IMPACT .....	45
III FINANCIAL PLANS	
A. FINANCIAL PLANS FOR STP URBAN AND FTA FUNDS .....	49
IV TRANSPORTATION PLANNING PROCESS	
A. OVERALL TRANSPORTATION PLANNING PROCESS .....	55
B. PUBLIC PARTICIPATION .....	57
C. PRIVATE SECTOR PARTICIPATION .....	59
D. TITLE VI .....	62
E. CONSULTATION OF THE RESOURCE AGENCIES .....	67
F. PUBLICATION OF OBLIGATED PROJECTS .....	68
G. LONG-RANGE TRANSPORTATION PLAN .....	69
H. SHORT-RANGE TRANSPORTATION PLANS .....	71

## LIST OF FIGURES

A	2013-2017 PROJECT LOCATIONS.....	28
B	TIP PLANNING PROCESS.....	56
C	2013-2017 PROJECT LOCATIONS AND MINORITY POPULATION.....	63
D	2013-2017 PROJECT LOCATION AND INCOME.....	64
E	2012 GREEN BAY METRO SYSTEM AND MINORITY POPULATION.....	65
F	2012 GREEN BAY METRO SYSTEM AND INCOME.....	66

## LIST OF TABLES

II-1	ROADWAY PROJECT LISTING.....	18
II-2	GREEN BAY METRO PROJECT LISTING.....	30
II-3	TRANSPORTATION ENHANCEMENTS (TE), BICYCLE AND PEDESTRIAN FACILITIES PROGRAM (BPFP), SAFE ROUTES TO SCHOOL (SRTS), STATE ENHANCEMENTS, AND TRANSPORTATION AND COMMUNITY AND SYSTEMS PRESERVATION (TCSP).....	35
II-4	GREEN BAY METRO OPERATING EXPENSE AND FUNDING SOURCES.....	37
II-5	ELDERLY & PERSONS WITH DISABILITIES PROGRAM, JOB ACCESS & REVERSE COMMUTE (JARC), AND NEW FREEDOM.....	39
II-6	2012 GREEN BAY METRO PARATRANSIT PROGRAM COST ESTIMATE.....	41
II-7	SUMMARY OF FEDERAL FUNDING PROGRAMMED AND FUNDS AVAILABLE.....	43
III-1	2008-2016 GREEN BAY METRO OPERATING REVENUE AND EXPENSE.....	50
III-2	2008-2016 GREEN BAY METRO SYSTEM PERFORMANCE MEASURES.....	51
III-3	GREEN BAY METRO FARE STRUCTURE.....	52
IV-1	PRIVATE TRANSPORTATION PROVIDERS OF BROWN COUNTY - 2012.....	60
IV-2	GREEN BAY MPO LONG-RANGE TRANSPORTATION PLAN - ROADWAY IMPROVEMENT PROJECTS.....	70
IV-3	STATUS OF 2011 ROADWAY PROJECTS.....	72
IV-4	2009-2013 TDP RECOMMENDATIONS AND IMPLEMENTATION STATUS.....	78

	<b>Page</b>
<b>APPENDICES</b>	
APPENDIX A: ROADWAY PROJECT LISTING (INCLUDES ILLUSTRATIVE LIST) .....	80
APPENDIX B: PRIORITIZATION PROCESS RESULTS .....	96
APPENDIX C: INFLATION FACTOR AND JUSTIFICATION FOR FEDERALLY FUNDED PROJECTS .....	112
APPENDIX D: NOTICE OF REQUEST FOR COMMENTS AND PUBLIC HEARING.....	114
APPENDIX E: PUBLIC HEARING TRANSCRIPT .....	116
APPENDIX F: PUBLIC REVIEW COMMENTS .....	118
APPENDIX G: ENVIRONMENTAL RESOURCE AGENCY CONSULTATION.....	121
APPENDIX H: TITLE VI SUMMARY .....	123
APPENDIX I: WISDOT US 41 PROJECT – BROWN COUNTY CONSTRUCTION SCHEDULE.....	125
APPENDIX J: TRANSITION IN PROGRAMMING FROM SAFETEA-LU TO MAP-21 FUNDING PROGRAMS .....	127

**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 2013-2017.

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 2013-2017 TIP to the Brown County Planning Commission Board of Directors on August 13, 2012. The Board of Directors (the policy committee) endorsed the TIP on September 5, 2012. 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. Green Bay Urbanized Area Boundary**

In early 2012, the US Census Bureau released the areas of urbanization that MPOs must use to define their new Urbanized Area and Metropolitan Planning Area Boundaries. Because the Green Bay urbanization area exceeded 200,000 people, the Green Bay area was designated as a Transportation Management Area (TMA). Based on current transportation law, it is not anticipated that the process for allocating STP-U funds will change because of this designation.

### **3. Federal Transit Administration Funds**

In urbanized areas, 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 2012, Green Bay Metro is anticipating \$2,185,000 in Section 5307 operating assistance, or 31.4 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 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.
- A designated recipient in a UZA with a population of 200,000 and over may transfer its Urbanized Area Formula Program apportionment, or a portion of it, to the Governor, who may in turn allocate it to UZAs of any size in the State for eligible purposes under the Urbanized Area Formula Program. Note that there is no statutory provision allowing the transfer of funds apportioned to a large UZA directly to another UZA without going through the Governor's apportionment.



#### **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**  
**2013-2017 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, as amended in 2011. 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 2013-2016, although the TIP for the Green Bay Urbanized Area includes a fifth year of roadway improvement projects for 2017.

#### 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

\*Postponed to 2015 at the request of WisDOT.

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 2013-2017 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 2013-2017 including local projects. Figure A also shows the 2010 US Census Urbanized Area boundary and the 2045 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
BR	Bridge Replacement
HSIP	Highway Safety Improvement Program (formerly HES)
IM	Interstate Maintenance
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)
SRTS	Safe Routes to School Program
STP	Surface Transportation Program
STP-U	Surface Transportation Program – Urban
TE	Transportation Enhancement

The TIP was developed and approved under SAFETEA-LU but will be implemented under Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). Please see Appendix J for a list of program changes from SAFETEA-LU to MAP-21.

**Table II-1  
(1,000s)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Brown County Village of Ashwaubenon (50%/50%)	Pilgrim Way (CTH YY) Holmgren Way to Ashland Avenue Reconstruct to 6-lane urban	DESIGN RE CONST				0 0 0				0 0 0	0 0 1,131	0 0 0	150 0 609	150 0 1,740				0 0 0				0 0 0
158-09-097 (2015)	4987-02-54,55 0.31 miles E	TOTAL	0	0	0	0	0	0	0	0	1,131	0	759	1,890	0	0	0	0	0	0	0	0
											STP Urban-Approved											
Brown County City of Green Bay (50%/50%)	Humboldt Road (CTH N) Cornelius Drive to Spartan Road Reconstruct. to 3-lane urban w bike lanes & sidewalk - Bascom to Spartan; sidewalk on north side - Cornelius to Bascom	DESIGN RE CONST				0 0 0				0 0 0	0 0 1,435	0 0 0	165 0 773	165 0 2,208				0 0 0				0 0 0
158-09-098 (2015)	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
											STP Urban-Approved											
City of Green Bay	Mather Street Vroman Street to Roy Avenue Reconstruction of urban section existing sidewalk & widened outside lane WisDOT ID to be assigned	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-11-004 (2015)	0.32 miles P	TOTAL	0	0	0	0	0	0	0	0	492	0	123	615	0	0	0	0	0	0	0	0
											STP Urban-Approved											
City of Green Bay	Gray Street Reed St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane WisDOT ID to be assigned	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	1,650	0	413	2,063				0 0 0
158-11-005 (2016)	0.86 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,650	0	413	2,063	0	0	0	0
											STP Urban-Approved											
Village of Allouez	Greene Avenue Libal Street to East River Drive Reconstruction with bike route & sidewalk to be added on south side only WisDOT ID to be assigned	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	0	0	25	25				0 0 0
158-11-002 (2016)	0.34 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	305	0	76	382	0	0	0	0
											STP Urban-Approved											
City of De Pere	Allard Street Grant Street to Reid Street Mill & resurface WisDOT ID to be assigned	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	93	0	23	116				0 0 0
158-11-001 (2016)	0.25 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	93	0	23	116	0	0	0	0
											STP Urban-Approved											

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-002 (2013) 158-09-076 (2014) 158-10-001 (2015) 158-11-006 (2016) 158-13-001 (2017)	Grouped Projects Safety	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
	0.00 miles P		HSIP				HSIP				HSIP				HSIP				HSIP			
WisDOT 158-09-006 (2013) 158-09-077 (2014) 158-10-002 (2015) 158-10-002 (2015) 158-13-002 (2017)	Grouped Projects Rail/Highway crossing improvements	DESIGN RE CONST  TOTAL				0 0 100				0 0 100				0 0 100				0 0 100				0 0 100
	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT 158-09-008 (2013) 158-09-078 (2014) 158-10-003 (2015) 158-11-008 (2016) 158-13-003 (2017)	Grouped Projects Rail crossing protective devices	DESIGN RE CONST  TOTAL				0 0 180				0 0 180				0 0 180				0 0 180				0 0 180
	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT 158-09-010 (2013) 158-09-079 (2014) 158-10-004 (2015) 158-11-009 (2016) 158-13-004 (2017)	Grouped Projects Enhancements	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
	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT 158-09-014 (2013) 158-09-080 (2014) 158-10-005 (2015) 158-11-010 (2016) 158-13-005 (2017)	Grouped Projects Preventative Maintenance projects Interstate Highway System	DESIGN RE CONST  TOTAL				0 0 200				0 0 200				0 0 200				0 0 200				0 0 200
	0.00 miles P		IM				IM				IM				IM				IM			
						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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-004 (2013) 158-09-081 (2014) 158-10-006 (2015) 158-11-011 (2016) 158-13-006 (2017)	Grouped Projects Highway Safety Improvement Program (HSIP)  0.00 miles P	DESIGN RE CONST  TOTAL STP				0 0 100 90				0 0 100 90				0 0 100 90				0 0 100 90				0 0 100 90
WisDOT 158-09-016 (2013) 158-09-082 (2014) 158-10-007 (2015) 158-11-012 (2016) 158-13-007 (2017)	Grouped Projects Preventative Maintenance projects on the National Highway System  0.00 miles P	DESIGN RE CONST  TOTAL NH				0 0 500 400				0 0 500 400				0 0 500 400				0 0 500 400				0 0 500 400
WisDOT 158-09-018 (2013) 158-09-083 (2014) 158-10-008 (2015) 158-11-013 (2016) 158-13-008 (2017)	Grouped Projects STP Preventative Maintenance Connecting Highway System  0.00 miles P	DESIGN RE CONST  TOTAL STP				0 0 500 400				0 0 500 400				0 0 500 400				0 0 500 400				0 0 500 400
OCR 158-09-039 (2013) 158-09-084 (2014) 158-10-009 (2015) 158-11-014 (2016) 158-13-008 (2017)	Grouped Projects OCR Rail-Highway Crossing Safety  0.00 miles P	DESIGN RE CONST  TOTAL OCR				0 0 180 144				0 0 180 144				0 0 180 144				0 0 180 144				0 0 180 144
OCR  158-09-096 (2014)	Ashland Avenue & Railroad Crossing Rail Crossing Improvement  1009-93-46 0.00 miles P	DESIGN RE CONST  TOTAL OCR				0 0 0 0				0 118 63 118				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				0 0 0 0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-43 Manitowoc to Green Bay STH 96 to Webster Av Bridge Overlay 1227-08-71 9.36 miles P	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	26,429	2,937	0	29,366				0 0 0 0
158-11-041 (2016)			0	0	0	0	0	0	0	0	0	0	0	0	26,429	2,937	0	29,366	0	0	0	0
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, 77-82, 87 1.34 miles E	DESIGN RE CONST TOTAL				0 0 0 258				0 0 0 921				0 0 0 1,898				0 0 0 0				0 0 0 0
158-10-011 (2013) 158-10-012 (2014) 158-10-013 (2015)			149	109	0	258	564	357	0	921	949	949	0	1,898	0	0	0	0	0	0	0	0
			NH			NH	NH			NH	NH			NH								
WisDOT	STH 29 - CTH J to US 41 Freeway conversion, STH 29 relocation, Packerland Drive 9202-07-02, 23, 41-48, 50-58, 74-83, 85-87, 89, 90, 9202-08-50, 53, 72, 77, 83-85, 95 1.34 miles E	DESIGN RE CONST TOTAL				0 0 0 299				0 0 0 921				0 0 0 0				0 0 0 0				0 0 0 0
158-10-015 (2013) 158-10-016 (2014)			90	209	0	299	564	357	0	921	0	0	0	0	0	0	0	0	0	0	0	0
			NH			NH	NH			NH												
WisDOT	STH 29 West County Line to CTH EB Resurfacing West Bound Lanes 9202-10-00, 71 8.04 miles P	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 7,872				0 0 0 0				0 0 0 0				0 0 0 0
158-09-022 (2014)			0	0	0	0	6,298	1,574	0	7,872	0	0	0	0	0	0	0	0	0	0	0	0
							NH			NH												
WisDOT	STH 29 - Kewaunee Road Main St to East County Line Resurface 4125-08-00, 71 7.83 miles P	DESIGN RE CONST TOTAL	140	35	0	175				0 0 0 0				0 0 0 0				0 0 0 0	3,157	789	0	3,946
158-10-034 (2013) 158-13-009 (2017)			140	35	0	175	0	0	0	0	0	0	0	0	0	0	0	0	3,157	789	0	3,946
			STP			STP													STP			
						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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 29 - Shawano to Green Bay STH 29 & CTH VV	DESIGN RE CONST				0 0 824				0 0 0				0 0 0				0 0 0				0 0 0
158-10-010/split	9200-07-00, 21, 70-71 1.16 miles	TOTAL STP	824	92	0	916	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 29 - Shawano to Green Bay STH 29 & CTH FF Intersection	DESIGN RE CONST				0 0 13,380				0 0 0				0 0 0				0 0 0				0 0 0
158-10-010/split	9200-04-00, 21, 70, 71 0.12 miles	TOTAL NH & HSIP	13,380	2,421	50	15,851	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 29 STH 29 & CTH U Intersection Intersection Modifications	DESIGN RE CONST				0 0 673				0 0 0				0 0 0				0 0 0				0 0 0
158-10-029 (2013)	9200-05-71 0.23 miles P	TOTAL HSIP	673	75	0	748	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Green Bay	STH 29 (Walnut Street) Walnut Street Bridge Rehabilitation	DESIGN RE CONST				0 0 727				0 0 0				0 0 0				0 0 0				0 0 0
158-13-010 (2013)	4180-07-71 0.04 miles P	TOTAL BH	727	182	0	909	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 32 at the intersection of CTH X (Heritage Road) Install a Roundabout	DESIGN RE CONST	200 0	50 160	0 0	250 160 0				0 0 0				0 0 1,518				0 0 0				0 0 0
158-11-020 (2013) 158-11-021 (2015)	4085-43-00, 21, 71 0.04 miles P	TOTAL STP	200	210	0	410	0	0	0	0	1,518	380	0	1,898	0	0	0	0	0	0	0	0
WisDOT	STH 54 (Mason Street) Mason Street Bridge/Tilleman Bridge Feasibility Study	STUDY RE CONST	440	110	0	550				0 0 0				0 0 0				0 0 0				0 0 0
158-13-020 (2013)	9210-15-00 0.97 miles P	TOTAL BH	440	110	0	550	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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 32 (8th Street) Main Avenue to Ashland Avenue Reconstruct 4085-42-71	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	4,944	403	0	5,347
158-13-011 (2017)	0.45 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,944	403	0	5,347
WisDOT	STH 32 (Ashland Avenue) 8th Street to Potts Ave Resurfacing	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	5,624	1,316	0	6,940	STP			
158-09-087 (2016)	4190-16-71 2.31 miles		0	0	0	0	0	0	0	0	0	0	0	0	5,624	1,316	0	6,940	0	0	0	0
WisDOT	STH 32 (Ashland Avenue) 8th Street to Potts Avenue Replacement of existing structures	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	1,214	304	0	1,518				0
158-07-029 (2016)	4190-16-72 2.31 miles		0	0	0	0	0	0	0	0	0	0	0	0	1,214	304	0	1,518	0	0	0	0
WisDOT	STH 32 (Ashland Avenue) De Pere to Green Bay Canadian National RR Crossing	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	81	15	5	101				0
158-13-012 (2013)	4190-16-50, 51		226	57	0	283	0	0	0	0	0	0	0	0	81	15	5	101	0	0	0	0
158-09-087 (2016)	0.09 miles		226	57	0	283	0	0	0	0	0	0	0	0	81	15	5	101	0	0	0	0
WisDOT	STH 54 - Green Bay to Luxemburg STH 54/57 Interchange - ECL Construction	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	2,443	2,017	0	4,460				0
158-11-023 (2016)	9210-13-71 6.06 miles P		0	0	0	0	0	0	0	0	0	0	0	0	2,443	2,017	0	4,460	0	0	0	0
WisDOT	STH 54 (Mason Street) Mason St Bridge/Tilleran Bridge Rehabilitation	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0
158-13-013 (2013)	9210-14-71 0.17 miles P		2,586	647	0	3,233	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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
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 0 3,128 3,128				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
158-11-037 (2012)		STP																				
WisDOT Green Bay	STH 57 (Monroe Av) South City Limits - Cass Street Resurface 1481-08-00 0.58 miles P	DESIGN RE CONST TOTAL				0 0 0 0		75	250	0 325				0 0 0 0				0 0 0 0				0 0 0 0
158-13-014 (2014)		STP						75	250	0 325				0 0 0 0				0 0 0 0				0 0 0 0
WisDOT	STH 57 (Riverside Dr) North Allouez limits to South Allouez limits Resurface to occur in 2017 4085-38-00, 21, 71	DESIGN RE CONST		0	250	0 250 0				0 0 0				0 0 0		8,013	1,929	0 9,942				0 0 0
158-09-801 (2016)	2.89 miles P	State		0	250	0 250				0 0 0				0 0 0		8,013	1,929	0 9,942				0 0 0
WisDOT	STH 57 (Broadway) Randall Av to North De Pere limits Reconstruction 4085-39-00, 71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0		1,144	286	0 1,430				0 0 0
158-09-802 (2016)	0.46 miles P	STP														1,144	286	0 1,430				0 0 0
WisDOT	STH 172 Webster Ave Interchange Design and Right-of-Way 1210-06-00, 21 0.43 miles P	DESIGN RE CONST TOTAL	1,600	400	0	2,000 0 0 1,600		0	263	0 263 0				0 0 0		0	0	0 0				0 0 0
158-09-033 (2013)		STP						0	263	0 263				0 0 0		0	0	0 0				0 0 0
WisDOT	STH 172 (US 41 to I-43) Fox River Bridge Paint Steel Girders 1210-05-30 0.00 miles P	DESIGN RE CONST TOTAL		48	12	0 60 0 60				0 0 0 0				0 0 0 0		0	0	0 0				0 0 0 0
158-09-034 (2013)		BH						0		0 0 0				0 0 0		0	0	0 0				0 0 0

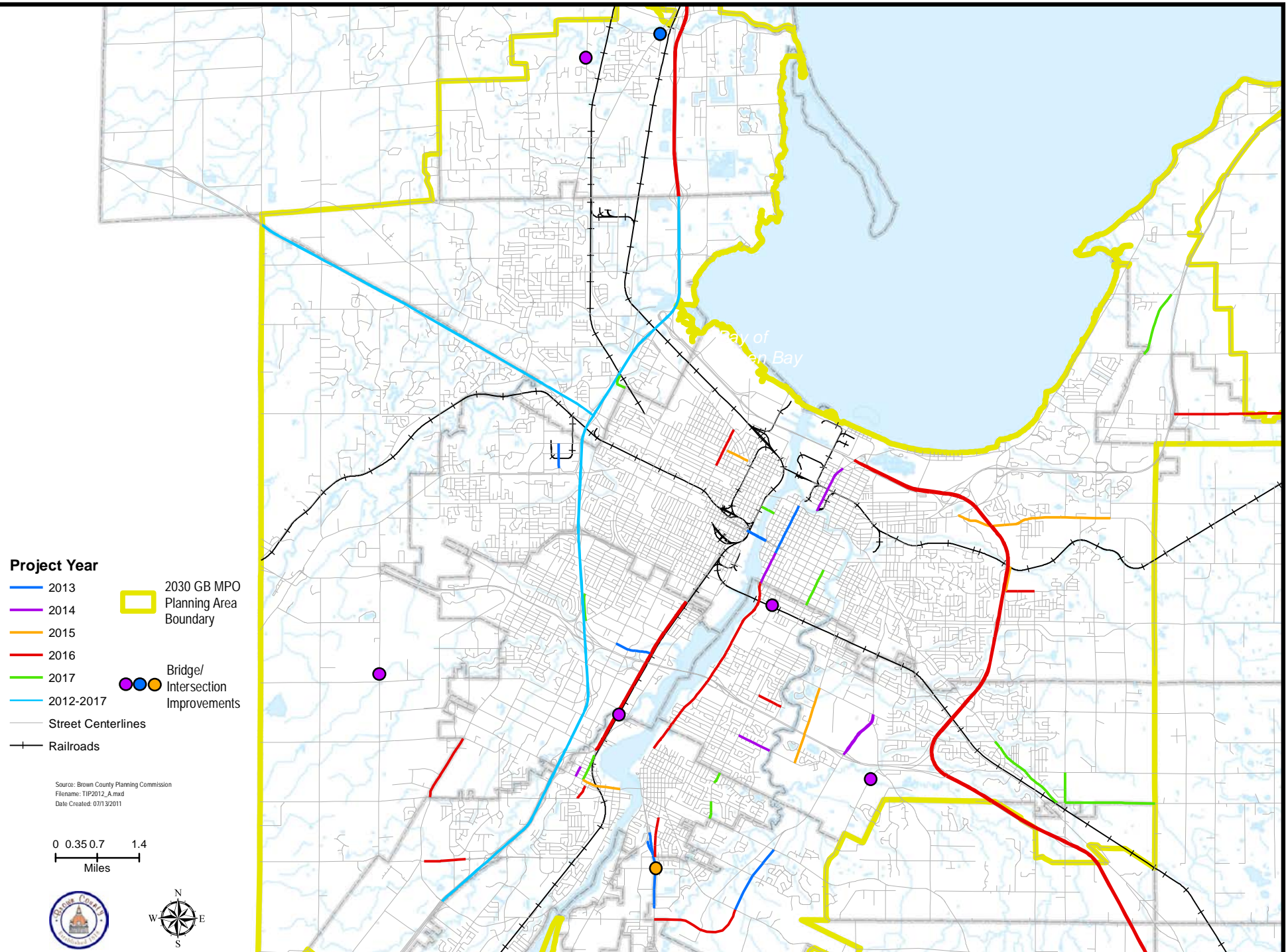
Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	US 41 Morris Av to Memorial Dr Expansion with interchange work Includes Noise Barriers	DESIGN RE CONST	0	300	0	300	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	
158-09-029 (2013)	1133-03-02-06, 9-18, 21-22, 40-42, 70-90	TOTAL	12,382	27,307	0	39,689	0	100	0	100	743	1,833	0	2,576	0	0	0	0	0	0	0	
158-10-019 (2015)	3.25 miles E	NH	12,382	27,607	0	39,989	0	200	0	200	743	1,833	0	2,576	0	0	0	0	0	0	0	
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work	DESIGN RE CONST			0	0				0				0			0			0	0	
158-10-020 (2013)	1133-06-00, 21-24, 40-44, 46-52, 61-62, 70-91	TOTAL	364	848	0	1,212	545	1,271	0	1,816	0	0	0	0	0	0	0	0	0	0	0	
158-10-021 (2014)	10.2 miles E	NH	364	848	0	1,212	545	1,271	0	1,816	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST			0	0				0				0			0			0	0	
158-10-022 (2013)	1133-09-00, 21-22, 40-41, 71-84, 90, 91	TOTAL	27,383	57,652	0	85,035	743	1,983	0	2,726	0	250	0	250	206	82	0	288	0	0	0	
158-10-023 (2014)	3.03 miles E	NH	27,383	57,652	0	85,035	743	1,983	0	2,726	0	250	0	250	206	82	0	288	0	0	0	
158-13-016 (2016)		NH					NH				State			NH								
WisDOT	US 41 De Pere to Suamico Morris Ave - Memorial Drive Reconstruction	DESIGN RE CONST			0	0				0				0			0			0	0	
158-13-017 (2013)	1133-04-71 to 89	TOTAL	92	211	198	501	0	0	0	0	158	40	0	198	0	0	0	0	0	0	0	
158-13-018 (2015)	E	NH	92	211	198	501	0	0	0	0	158	40	0	198	0	0	0	0	0	0	0	
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work	DESIGN RE CONST			0	0				0				0			0			0	0	
158-09-031 (2013)	1133-10-00, 01, 02, 21-22, 40-45, 50, 71-85, 90	TOTAL	6,767	26,666	0	33,433	0	0	0	0	56,628	14,659	12	71,299	0	0	0	0	0	0	0	
158-10-024 (2015)	3.39 miles E	NH	6,767	26,666	0	33,433	0	0	0	0	56,628	14,659	12	71,299	0	0	0	0	0	0	0	
WisDOT	US 41 - I-41 Interstate 41 Conversion Update existing signing along I-41 from I-43 to south of the WI border (fiscal constraint in STIP per WisDOT)	SIGNS			0	0				0				0			0			0	0	
158-13-021	1133-03-76	NH	0	0	0	0	1,989	497	0	2,486	0	0	0	0	0	0	0	0	0	0	0	

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			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 Expansion with interchange work	DESIGN RE CONST				0 0 35,450				0 0 0				0 0 1,119				0 0 260				0 0 0
158-10-026 (2013)																						
158-10-027 (2015)	1133-11, 71-87	TOTAL	35,450	46,447	0	81,897	0	0	0	0	1,119	396	0	1,515	260	65	0	325	0	0	0	0
158-10-028 (2016)	3.39 miles E		NH								NH				NH							
WisDOT	US 41 Green Bay to Oconto Lineville to Norfield Rd Resurface	DESIGN RE CONST	240	60	0	300 0 0				0 0 0				0 0 0				0 0 11,000				0 0 0
158-11-025 (2016)	1130-32-00, 71 4.98 miles P	TOTAL	240	60	0	300	0	0	0	0	0	0	0	0	11,000	2,703	0	13,703	0	0	0	0
WisDOT	US 41 Green Bay to Oconto CTH B Interchange Operational Improvements	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 1,196				0 0 0
158-13-019 (2016)	1150-54-71 0.1 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,196	299	0	1,495	0	0	0	0
WisDOT	US 41 Interstate Conversion Plan I-94 to I-43 (project may be listed in multiple TIPs)	STUDY RE CONST	160	40	0	200 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-04-054	1113-00-00 0.00 miles P	TOTAL	160	40	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	US 141 (Main Street) Baird Street - Fox River Reconstruction scheduled for 2019	DESIGN RE CONST				0 0 0	280	70	0	350				0 0 0				0 0 0				0 0 0
158-13-020 (2014)	1450-15-00 1.24 miles P	TOTAL	0	0	0	0	280	70	0	350	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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	Bower Creek Rd Bower Creek Bridge Design in 2012 and construction in 2014	DESIGN RE CONST				0 0 0				0 0 472				0 0 0				0 0 0				0 0 0
158-11-029 (2014)	4516-06-00, 71 0.00 miles P	TOTAL	0	0	0	0	378	94	0	472	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County	WI Central Ltd RR Bridge (CTH X) Bridge Replacement Design in 2012 and construction in 2014	DESIGN RE CONST				0 0 0				0 0 1,449				0 0 0				0 0 0				0 0 0
158-11-031 (2014)	4607-09-00, 71 0.00 miles P	TOTAL	0	0	0	0	1,159	290	0	1,449	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	CTH GE, Village of Hobart Dutchman's Creek Bridge Reconstruction	DESIGN RE CONST				0 0 0				0 0 340				0 0 0				0 0 0				0 0 0
158-11-033 (2014)	9265-07-00, 71 0.00 miles P	TOTAL	0	0	0	0	272	68	0	340	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County	St Pat's Drive Suamico River Bridge Reconstruction	DESIGN RE CONST				0 0 0				0 0 552				0 0 0				0 0 0				0 0 0
158-11-035 (2014)	9267-03-00, 71 0.00 miles P	TOTAL	0	0	0	0	442	0	110	552	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	0	0	0	0	0	0	0	0	0	0	0	0



**Figure A**  
**2013-2017 Project Locations**  
**Metropolitan Green Bay**



### C. TRANSIT PROJECTS

Green Bay Metro projects are programmed for a five year period of 2013-2017. Operating and capital improvement projects can be seen on Table II-2. 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.

### 2012 and 2013 Wisconsin Intercity Bus Routes



**Table II-2  
Green Bay Metro Project Listing**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Operating Assistance*</u> *Projections reflect 200,000 population phase-out of Federal operating assistance to Federal capitalized maintenance. *Local share does not include farebox, advertising, & other revenue.	OPER	2,185	2,002	1,802	5,989	2,186	2,102	1,819	6,107	1,991	2,208	1,837	6,036	1,991	2,208	1,856	6,055	1,991	2,208	1,912	6,111
						0				0				0				0				0
						0				0				0				0				0
158-11-101		TOTAL	2,185	2,002	1,802	5,989	2,186	2,102	1,819	6,107	1,991	2,208	1,837	6,036	1,991	2,208	1,856	6,055	1,991	2,208	1,912	6,111
			Section 5307				Section 5307				Section 5307				Section 5307				Section 5307			
Green Bay Metro	<u>Replacement Buses</u> 40' Low-Emissions Two each year 11.12.01	EQUIP	664	0	136	800	664	0	136	800	664	0	136	800	664	0	136	800	664	0	136	800
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	664	0	136	800	664	0	136	800	664	0	136	800	664	0	136	800	664	0	136	800
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	<u>Replacement Buses</u> Three each year (35' - CNG Possible) 11.12.02	EQUIP	946	0	194	1,140	974	0	200	1,174	1,003	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	974	0	200	1,174	1,003	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	<u>Facilities &amp; Equipment</u> Back-up Generator, Scissor Lift Overhead Door 11.44.06	EQUIP	71	0	14	85	40	0	10	50	20	0	5	25	20	0	5	25	20	0	5	25
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	71	0	14	85	40	0	10	50	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	<u>Paratransit Vehicles</u> Six each year - 24 total 11.42.43	EQUIP	623	0	127	750	623	0	127	750	623	0	127	750	623	0	127	750				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	623	0	127	750	623	0	127	750	623	0	127	750	623	0	127	750	0	0	0	0
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	<u>Bus Route Signs</u> Replace Route Signs 11.34.09	EQUIP	24	0	6	30	24	0	6	30				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	24	0	6	30	24	0	6	30	0	0	0	0	0	0	0	0	0	0	0	0
			Section 5307/5309				Section 5309				Section 5309				Section 5309				Section 5309			
Green Bay Metro	<u>Planner</u> 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 5309				Section 5309				Section 5309				Section 5309				Section 5309			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Paratransit Program Software</u> Trip Scheduling Software & Equip 11.62.03	EQUIP	40	0	10	50				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	40	0	10	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Section 5307/5309																				
Green Bay Metro	<u>Capitalized Maintenance Assistance</u> Replacement/spare parts 11.12.40	CAPITAL	52	0	13	65	54	0	14	68	57	0	14	71	59	0	15	74	61	0	15	76
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	52	0	13	65	54	0	14	68	57	0	14	71	59	0	15	74	61	0	15	76
		Section 5307/5309																				
Green Bay Metro	<u>ADA Capital Assistance</u> 11.7C.00	CAPITAL	235	0	59	294	242	0	61	303	250	0	64	314	257	0	64	321	265	0	66	331
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	235	0	59	294	242	0	61	303	250	0	64	314	257	0	64	321	265	0	66	331
		Section 5307/5309																				
Green Bay Metro	<u>Building Upgrades</u> Rehabilitation of administrative & maintenance facility 11.44.03	EQUIP	24	0	6	30	40	0	10	50				50				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	24	0	6	30	40	0	10	50	0	0	0	50	0	0	0	0	0	0	0	0
		Section 5307/5309																				
Green Bay Metro	<u>Security Enhancements</u> Lights, video, & fencing 11.34.07	EQUIP	16	0	4	20				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	16	0	4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Section 5307/5309																				
Green Bay Metro	<u>Trapeze Ops Programming</u> Run cutting module 11.54.04	EQUIP	160		40	200				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	160	0	40	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Section 5307/5309																				
Green Bay Metro	<u>Transitway Resurface</u> 11.34.01	CONSTR	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
		Section 5307/5309																				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Computers &amp; Printer</u> Upgrade & printer system for Paratransit IDs 11.42.20	EQUIP	32	0	8	40				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	32	0	8	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Section 5307/5309																				
Green Bay Metro	<u>Passenger Shelter Pads</u> Construction of concrete shelter pads 11.33.10	EQUIP	8	0	2	10	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	8	0	2	10	8	0	2	10	8	0	2	10	8	0	2	10	8	0	2	10
		Section 5307/5309																				
Green Bay Metro	<u>Software Upgrade</u> AVL & GPS 11.54.04	EQUIP				0	20	0	5	25				0				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	20	0	5	25	0	0	0	0	0	0	0	0	0	0	0	0
		Section 5309																				
Green Bay Metro	<u>Support/Service Vehicle</u> 11.42.11	EQUIP				0	32		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	<u>Transportation Center</u> Rehabilitation & Renovation of Transportation Center & lobby 11.34.02	EQUIP				0				0	80	0	20	100				0				0
						0				0				0				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	80	0	20	100	0	0	0	0	0	0	0	0
		Section 5309																				
Green Bay Metro	<u>West Side Intermodal</u> <u>Transportation Terminal</u> Engineering study & construction 11.31.01	STUDY CONST				0				0	160	0	40	200				0				0
						0				0				0	800	0	200	1,000				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	160	0	40	200	800	0	200	1,000	0	0	0	0
		Section 5309																				
Green Bay Metro	<u>Paratransit Facility</u> Engineering & design 11.41.02	STUDY				0				0				0	83	0	17	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	83	0	17	100	0	0	0	0
		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. Construction is scheduled for 2013.

The next cycle is scheduled for 2013.

#### **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).

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 2013-2017.

**Table II-3**  
**Transportation Enhancements (TE), Bicycle and Pedestrian Facilities Program (BPFP),**  
**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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	<u>Transportation Enhancement</u> Fox River Trail Connection Construct a multi-modal path from Webster Avenue to the Fox River Trail along the north side of STH 172	CONST	213	0	53	266				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
158-10-202	TOTAL		213	0	53	266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			TE-Approved																			
Village of Ashwaubenon	<u>Safe Routes to School</u> Education & Enforcement Program & Infrastructure (Education component may start in 2012)	PROG	96	0	0	96				0				0				0				0
										0				0				0				0
										0				0				0				0
158-10-205	TOTAL		96	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			SRTS-Approved																			
Brown County	<u>Safe Routes to School</u> Education & Enforcement Program (Non-Infrastructure only)	PROG	208	0	0	208				0				0				0				0
										0				0				0				0
										0				0				0				0
158-13-201	TOTAL		208	0	0	208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			SRTS-Approval pending																			
Village of Allouez	<u>Safe Routes to School</u> Installation of Sidewalks & Path (Infrastructure only)	DESIGN	76	0	0	76				0				0				0				0
		CONST					476	0	0	476				0				0				0
										0				0				0				0
158-13-202	TOTAL		76	0	0	76	476	0	0	476	0	0	0	0	0	0	0	0	0	0	0	0
			SRTS-Approval pending				SRTS-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	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 2013-2017.

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

The 2011-2016 operating expense 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 2013 through 2017 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 2013 and 2014 requests for vehicles were approved. Vehicles for 2015 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*	2016*
<b>Operating Expense:</b>	<b>\$7,822,124</b>	<b>\$7,231,386</b>	<b>\$7,412,359</b>	<b>\$7,603,865</b>	<b>\$7,605,920</b>	<b>\$7,701,348</b>
<b>Funding Sources:</b>						
FTA Section 5307/Capitalized Maintenance	\$2,549,416	\$2,185,000	\$2,185,000	\$2,186,000	\$1,990,884	\$1,990,884
State Section 85.20	2,138,654	1,907,000	2,002,000	2,102,000	2,208,000	2,208,000
Farebox Revenue - Fixed Route Bus	983,724	1,032,910	1,093,852	1,159,483	1,226,733	1,297,884
Farebox Revenue - Paratransit Program	198,039	207,941	210,020	212,121	214,242	216,384
Advertising Sales (ads on buses)	93,985	60,000	63,000	66,150	66,812	67,480
Investment Income	11,166	11,501	11,846	12,201	12,811	13,452
Other Revenues (recycle oil & old parts, etc.)	62,525	42,419	44,180	46,712	49,048	51,500
City of Green Bay	1,274,476	1,274,476	1,287,221	1,298,806	1,311,794	1,324,912
City of De Pere	136,165	136,165	137,527	138,902	140,291	141,694
Village of Allouez	101,578	101,578	102,594	103,620	104,656	105,702
Village of Ashwaubenon	90,442	90,442	91,346	92,260	93,182	94,114
Village of Bellevue	31,997	31,997	32,317	32,640	32,967	33,296
Oneida Tribe of Indians	149,957	149,957	151,457	152,971	154,501	156,046
<b>Funding Sources Total:</b>	<b>\$7,822,124</b>	<b>\$7,231,386</b>	<b>\$7,412,359</b>	<b>\$7,603,865</b>	<b>\$7,605,920</b>	<b>\$7,701,348</b>

\* Projections reflect 200,000 population phase-out of Federal operating assistance to Federal capitalized maintenance.

**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. 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 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.

There are no New Freedom applications from the Green Bay area.

**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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
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	44	0	9	53				0				0				0				0
		CAPITAL	54	0	11	65				0				0				0				0
		CAPITAL								0				0				0				0
	WisDOT Cycle 37	TOTAL	98	0	20	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-13-501			Section 5310 - Approved																			
Lakeland Chapter of the American Red Cross	One bus with 10 ambulatory & two wheelchair positions; one mini-van with three or four ambulatory & one or two wheelchair positions	CAPITAL				0	54	0	11	65				0				0				0
		CAPITAL				0	38	0	8	46				0				0				0
		CAPITAL				0								0				0				0
	WisDOT Cycle 38	TOTAL	0	0	0	0	92	0	19	111	0	0	0	0	0	0	0	0	0	0	0	0
158-13-502			Section 5310 - Approved																			
Lakeland Chapter of the American Red Cross	Two small bus with seven ambulatory & one wheelchair position; one bus with 12 ambulatory	CAPITAL				0				0	88	0	18	106				0				0
		CAPITAL				0				0	41	0	8	49				0				0
		CAPITAL				0				0								0				0
	WisDOT Cycle 39	TOTAL	0	0	0	0	0	0	0	0	129	0	26	155	0	0	0	0	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 10 ambulatory & two wheelchair positions; one bus with 12 ambulatory	CAPITAL				0				0				0	44	0	9	53				0
		CAPITAL				0				0				0	54	0	11	65				0
		CAPITAL				0				0				0	41	0	8	49				0
	WisDOT Cycle 40	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	139	0	28	167	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	CAPITAL				0				0				0				0	44	0	9	53
		CAPITAL				0				0				0				0	41	0	8	49
		CAPITAL				0				0				0				0				
	WisDOT Cycle 41	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	0	17	102
			Section 5310 - Approval Pending																			
Forward Service Corporation	<u>Mobility Manager/Transportation Case Worker</u> The Mobility Manager will work with low-income individuals to help solve their transportation problems. Includes vanpool, no-interest vehicle repair loans, driver license recovery, & bus vouchers.	OPER	78	23	28	129	78	23	28	129	78	23	28	129				0				0
																		0				0
																		0				0
May be combined with WETAP funds		TOTAL	78	23	28	129	78	23	28	129	78	23	28	129	0	0	0	0	0	0	0	0
158-13-503			Section 5316 - Approval Pending				Section 5316 - Approval Pending				Section 5316 - Approval Pending											

[illegible]

**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  
2012 Green Bay Metro System  
Paratransit Program\* Cost 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	\$442,895	\$66,780	\$8,348	\$518,023
State WisDOT 85.20	442,895	66,780	8,348	518,023
City of Green Bay	291,058	61,144	8,584	360,786
City of De Pere	58,741	12,340	1,732	72,814
Village of Ashwaubenon	47,230	9,918	1,392	58,541
Village of Allouez	40,646	8,534	1,198	50,379
Village of Bellevue	19,847	4,171	586	24,604
Oneida Tribe of Indians	44,488	22,332	1,312	68,132
<b>Total:</b>	<b>\$1,387,800</b>	<b>\$252,000</b>	<b>\$31,500</b>	<b>\$1,671,300</b>

\* Green Bay Metro contracts with MV Transportation to provide paratransit services.

## **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 2013–2016 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 2017 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) can be found on page 11.



**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	2013	2014	2015	2016	Total	2013	2014	2015	2016	Total
FHWA	STP Urban	\$0	\$0	\$3,150,347	\$1,955,480	\$5,105,827	\$0	\$0	\$3,150,347	\$1,955,480	\$5,105,827
	HSIP	769,000	96,000	96,000	96,000	\$1,057,000	769,000	96,000	96,000	96,000	\$1,057,000
	IM	160,000	160,000	160,000	160,000	\$640,000	160,000	160,000	160,000	160,000	\$640,000
	NH**	83,237,000	9,114,000	59,997,000	39,491,000	\$191,839,000	83,237,000	9,114,000	59,997,000	39,491,000	\$191,839,000
	STP	20,368,013	1,211,014	2,374,015	18,080,016	\$42,033,058	20,368,013	1,211,014	2,374,015	18,080,016	\$42,033,058
	OCR	144,000	262,000	144,000	144,000	\$694,000	144,000	262,000	144,000	144,000	\$694,000
	BH	4,027,000	0	0	81,000	\$4,108,000	4,027,000	0	0	81,000	\$4,108,000
	BR	0	2,251,000	0	1,214,000	\$3,465,000	0	2,251,000	0	1,214,000	\$3,465,000
	TE	213,000	0	0	0	\$213,000	213,000	0	0	0	\$213,000
	SRTS	380,000	476,000	0	0	\$856,000	380,000	476,000	0	0	\$856,000
	<b>Total</b>	<b>\$109,298,013</b>	<b>\$13,570,014</b>	<b>\$65,921,362</b>	<b>\$61,221,496</b>	<b>\$250,010,885</b>	<b>\$109,298,013</b>	<b>\$13,570,014</b>	<b>\$65,921,362</b>	<b>\$61,221,496</b>	<b>\$250,010,885</b>
FTA	Sec. 5307 Operating	2,185,000	2,186,000	1,991,000	1,991,000	\$8,353,000	2,185,000	2,186,000	1,991,000	1,991,000	\$8,353,000
	Sec. 5309 Capital	3,003,000	2,769,000	2,913,000	3,596,000	\$12,281,000	3,003,000	2,769,000	2,913,000	3,596,000	\$12,281,000
	Section 5310	98,000	0	0	0	\$98,000	98,000	0	0	0	\$98,000
	Section 5316	78,000	0	0	0	\$78,000	78,000	0	0	0	\$78,000
	Section 5317	21,637	0	0	0	\$21,637	21,637	0	0	0	\$21,637
	<b>Total</b>	<b>\$5,385,637</b>	<b>\$4,955,000</b>	<b>\$4,904,000</b>	<b>\$5,587,000</b>	<b>\$20,831,637</b>	<b>\$5,385,637</b>	<b>\$4,955,000</b>	<b>\$4,904,000</b>	<b>\$5,587,000</b>	<b>\$20,831,637</b>

\* The 2013-2016 element of the 2013-2017 TIP was approved under SAFETEA-LU and will be implemented under MAP-21. It is anticipated that many of the Federal funding program names will change.

\*\* The *US 41 Interstate Conversion Plan* project scheduled for 2013 is included in the Green Bay TIP. Please note that other MPOs along the US 41 corridor may include the project in their respective TIPs.

Amendment #1 included on March 6th, 2013

Amendment #2 included on May 1st, 2013

### **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 ( $PM_{10}$ ) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ( $PM_{2.5}$ ) 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.

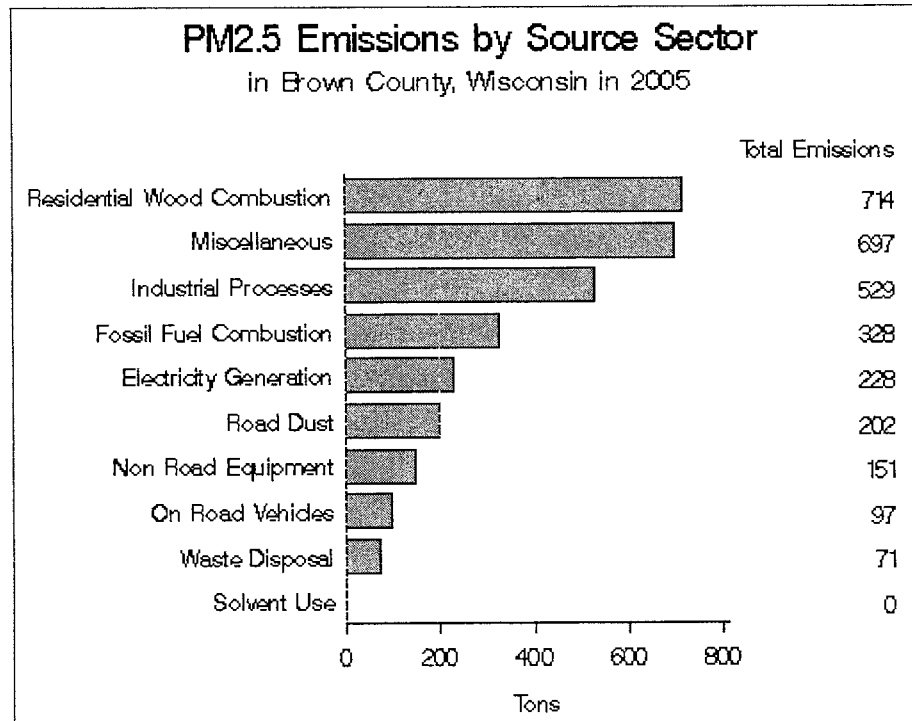
#### What is the National Air Quality Standard for $PM_{2.5}$ ?

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

#### 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 sources of 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 2008 to projected 2016 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  
2008-2016 Green Bay Metro  
Operating Revenue and Expense  
(1,000s)**

	<b>Actual</b>				<b>Estimated</b>	<b>Projected</b>			
<b>Item</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>	<b>2016</b>
<b><u>Revenue</u></b>									
Farebox Revenue	\$1,127	\$1,224	\$1,240	\$1,182	\$1,241	\$1,304	\$1,372	\$1,441	\$1,514
Other Revenues	181	101	106	168	114	119	125	129	132
<b>Revenue Total</b>	<b>\$1,308</b>	<b>\$1,325</b>	<b>\$1,346</b>	<b>\$1,350</b>	<b>\$1,355</b>	<b>\$1,423</b>	<b>\$1,497</b>	<b>\$1,570</b>	<b>\$1,646</b>
<b><u>Public Operating Assistance</u></b>									
FTA Section 5307	\$2,398	\$2,789	\$2,677	\$2,549	\$2,185	\$1,379	\$696	\$0	\$0
FTA Section 5307-Capitalized Maintenance*						806	1,490	1,991	1,991
State 85.20	2,195	1,757	1,813	2,137	1,907	2,002	2,102	2,208	2,208
City of Green Bay	1,554	1,089	1,189	1,274	1,274	1,287	1,299	1,312	1,325
Other Municipalities	561	467	475	510	510	515	520	526	531
<b>Public Operating Assistance Total</b>	<b>\$6,708</b>	<b>\$6,102</b>	<b>\$6,154</b>	<b>\$6,470</b>	<b>\$5,876</b>	<b>\$5,989</b>	<b>\$6,107</b>	<b>\$6,037</b>	<b>\$6,055</b>
<b>Total Operating Expense</b>	<b>\$8,016</b>	<b>\$7,427</b>	<b>\$7,500</b>	<b>\$7,820</b>	<b>\$7,231</b>	<b>\$7,412</b>	<b>\$7,604</b>	<b>\$7,607</b>	<b>\$7,701</b>
Operating Deficit	\$6,708	\$6,102	\$6,154	\$6,470	\$5,876	\$5,989	\$6,107	\$6,037	\$6,055
Change in Operating Deficit	16.68%	-9.03%	0.85%	5.13%	-9.18%	1.92%	1.98%	-1.15%	0.30%
<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>

\* Projections reflect 200,000 population phase-out of Federal operating assistance to Federal capitalized maintenance.



**Table III-2  
2007 to 2016 Green Bay Metro  
System Performance Measures**

Item	Actual					Estimated	Projected			
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Revenue Passengers (1,000s)	1,697	1,763	1,354	1,371	1,542	1,550	1,597	1,644	1,694	1,745
Revenue Miles (1,000s)	1,298	1,298	1,122	1,113	1,126	1,195	1,207	1,219	1,231	1,244
Operating Expense (1,000s)	\$7,896	\$8,003	\$7,427	\$7,500	\$7,822	\$7,231	\$7,412	\$7,604	\$7,607	\$7,701
Farebox Revenue (1,000s)	\$1,057	\$1,253	\$1,224	\$1,241	\$1,182	\$1,241	\$1,304	\$1,372	\$1,441	\$1,514
Expense/Mile	\$6.08	\$6.17	\$6.62	\$6.74	\$6.95	\$6.05	\$6.14	\$6.24	\$6.18	\$6.19
Expense/Passenger	\$4.65	\$4.54	\$5.49	\$5.47	\$5.07	\$4.67	\$4.64	\$4.62	\$4.49	\$4.41
Passenger/Mile	1.31	1.36	1.21	1.23	1.37	1.30	1.32	1.35	1.38	1.40
Revenue/Passenger	\$0.62	\$0.71	\$0.90	\$0.91	\$0.77	\$0.80	\$0.82	\$0.83	\$0.85	\$0.87
Bus Fleet	39	39	39	39	39	38	36	36	36	36
Employees	73.0	73.0	71.0	69.0	62.0	66.0	66.0	67.0	67.0	67.0

<b>Table III-3</b> <b>GREEN BAY METRO FARE STRUCTURE</b>					
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	--- *
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	---
Monthly Pass	\$11.00	\$16.00	\$16.00	\$19.00	\$19.00
3. REDUCED with ID Card					
Cash	\$0.35	\$0.50	\$0.60	\$0.75	\$0.75
Tickets/Token	5 for \$1.50	\$0.50	\$0.60	\$0.75	---
Monthly Pass	\$11.00	\$10.75	\$12.25	\$15.25	\$25.00
Saturday					Free***

\* Single ride tokens discontinued but still accepted.

\*\* Reduced in August 2011 from \$1.50 to \$1.00.

\*\*\* Green Saturday introduced in August 2011.

c. Capital Requests

In 2013-2017, Metro will request each year two 40' and three 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 2013 through 2016, 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, Metro will request trip scheduling software and equipment for the program.

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

In 2013 and 2014, Metro will request funds for the rehabilitation of the Transportation Center, new bus stop signs, and concrete shelter pads.

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 passenger waiting area.

Beginning in 2015, Metro will request funding for a study that will include environmental, architectural, and design work for a West Side Intermodal Transportation Terminal. If found feasible, Metro will consider land acquisition and construction at a later date.

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**

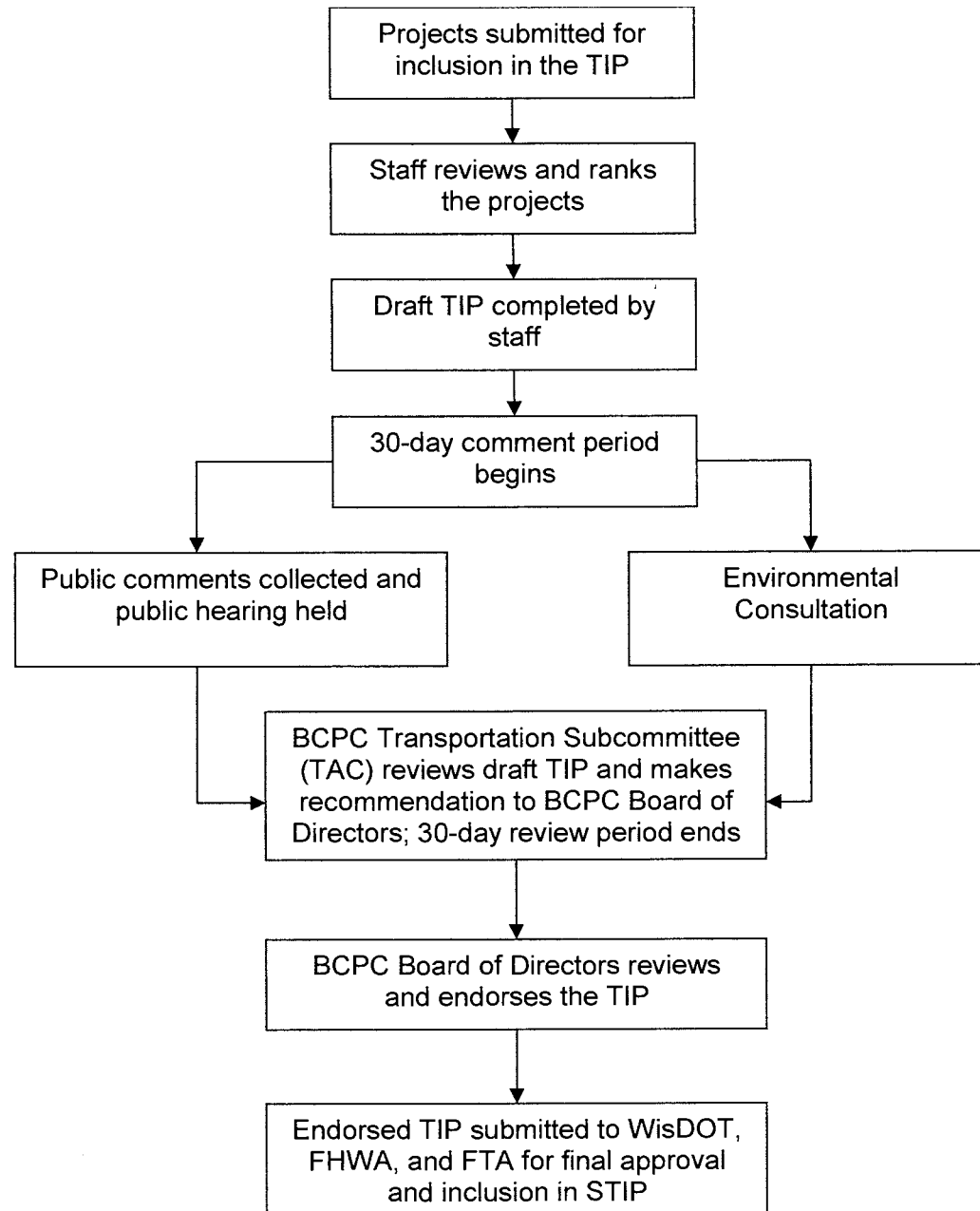
#### **A. OVERALL TRANSPORTATION PLANNING PROCESS**

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 2013-2017 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 2013-2017 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 2013-2017 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 2012:

July 18	30-Day public review and comment period begins (July 18-August 17).
July 18	1 <sup>st</sup> Notice of Request for Comments and Public Hearing on Draft TIP published.
July 25	2 <sup>nd</sup> Notice published.
August 1	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
August 13	Environmental Consultation meeting with Resource Agencies.
August 13	Transportation Subcommittee meeting to make recommendation to the Brown County Planning Commission Board of Directors (MPO Technical Advisory Committee).
August 17	30-day public review and comment period ends.
September 5	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 press releases, places newspaper advertisements, posts “Transit Alerts” in buses and at the Transportation Center, 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. Green Bay Metro is also on Facebook and Twitter. 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 - 2012**

<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 sends out press releases, places newspaper advertisements, posts “Transit Alerts” in buses and at the Transportation Center, 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. Green Bay Metro is also on Facebook and Twitter. 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 specialized transportation services for persons with qualifying disabilities. All 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 that time.

#### **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

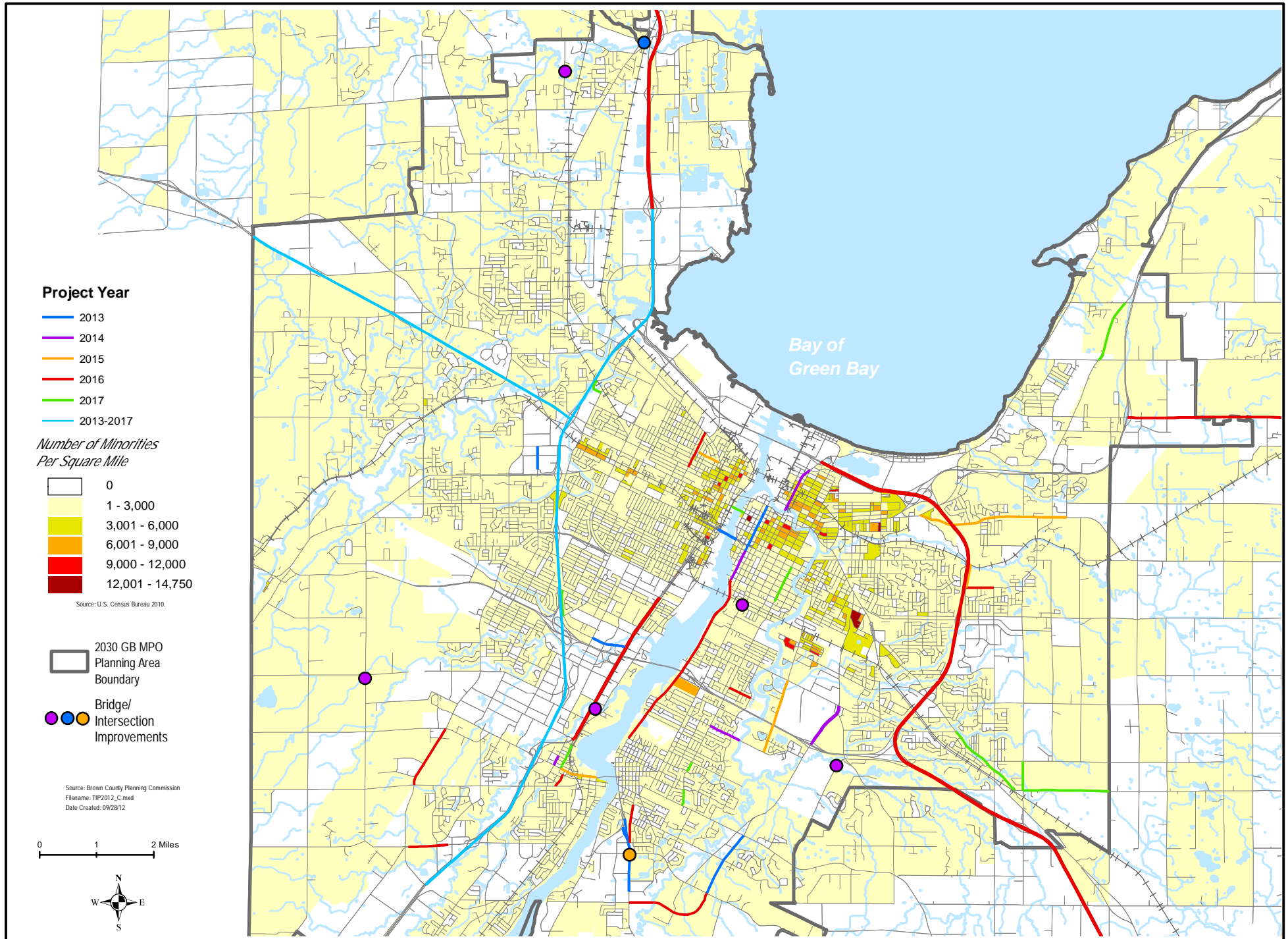
In 1994, *Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* was issued in response to public concerns that everyone deserves equal protection under the law. Each federal agency, including the U.S. Department of Transportation (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**  
**2013-2017 Project Locations and Minority Population**  
**Metropolitan Green Bay**



**Figure D**  
**2013-2017 Project Location and Income**  
**Metropolitan Green Bay**

**Project Year**

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

**Median Income by  
 2000 Census Block Group**

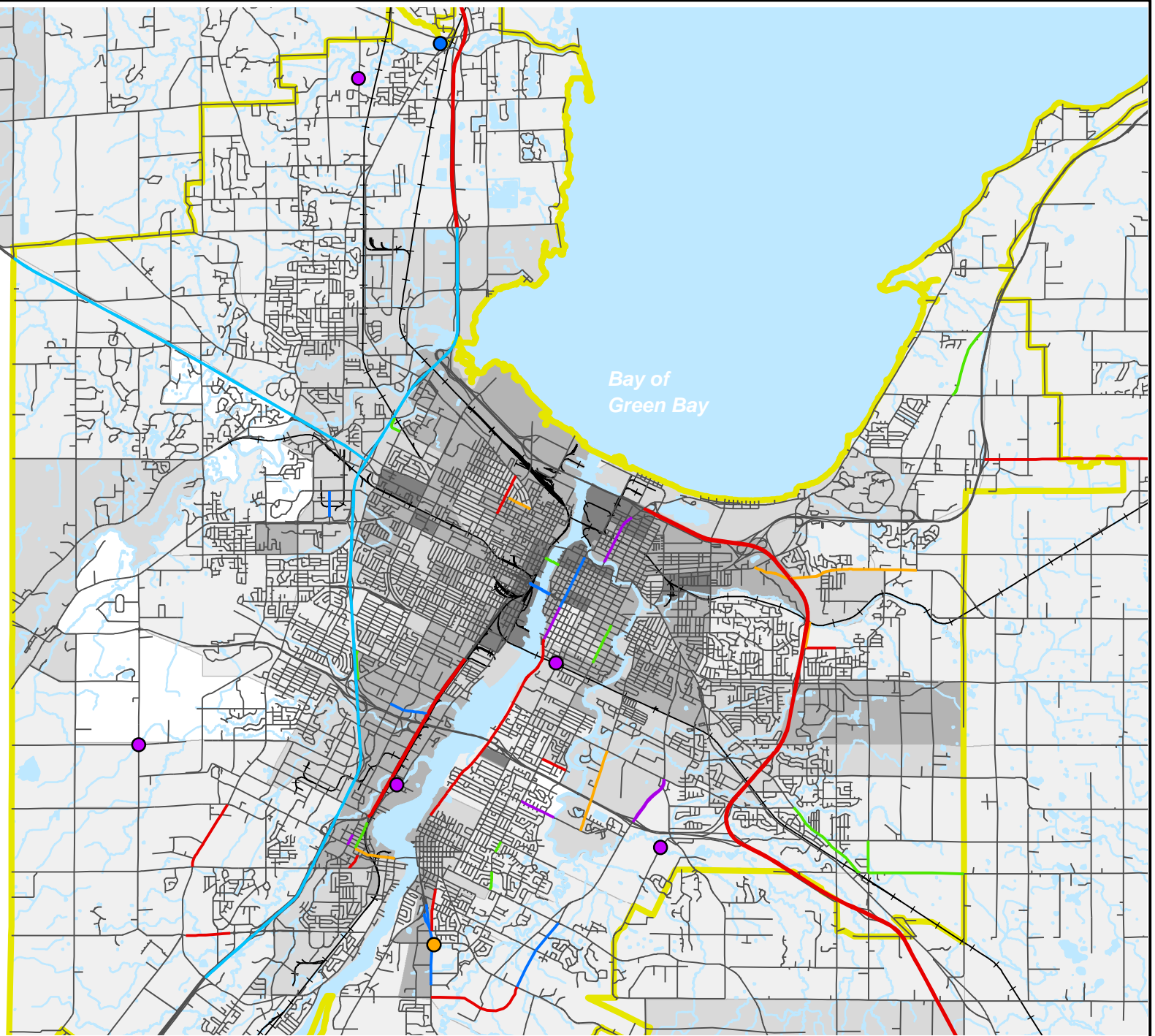
- \$0 - \$23,472
- \$23,473 - \$38,333
- \$38,334 - \$52,651
- \$52,652 - \$76,521
- \$76,522 - \$114,842

\* 2009 Median Household  
 income \$52,651

- 2030 GB MPO  
 Planning Area  
 Boundary
- Bridge/  
 Intersection  
 Improvements

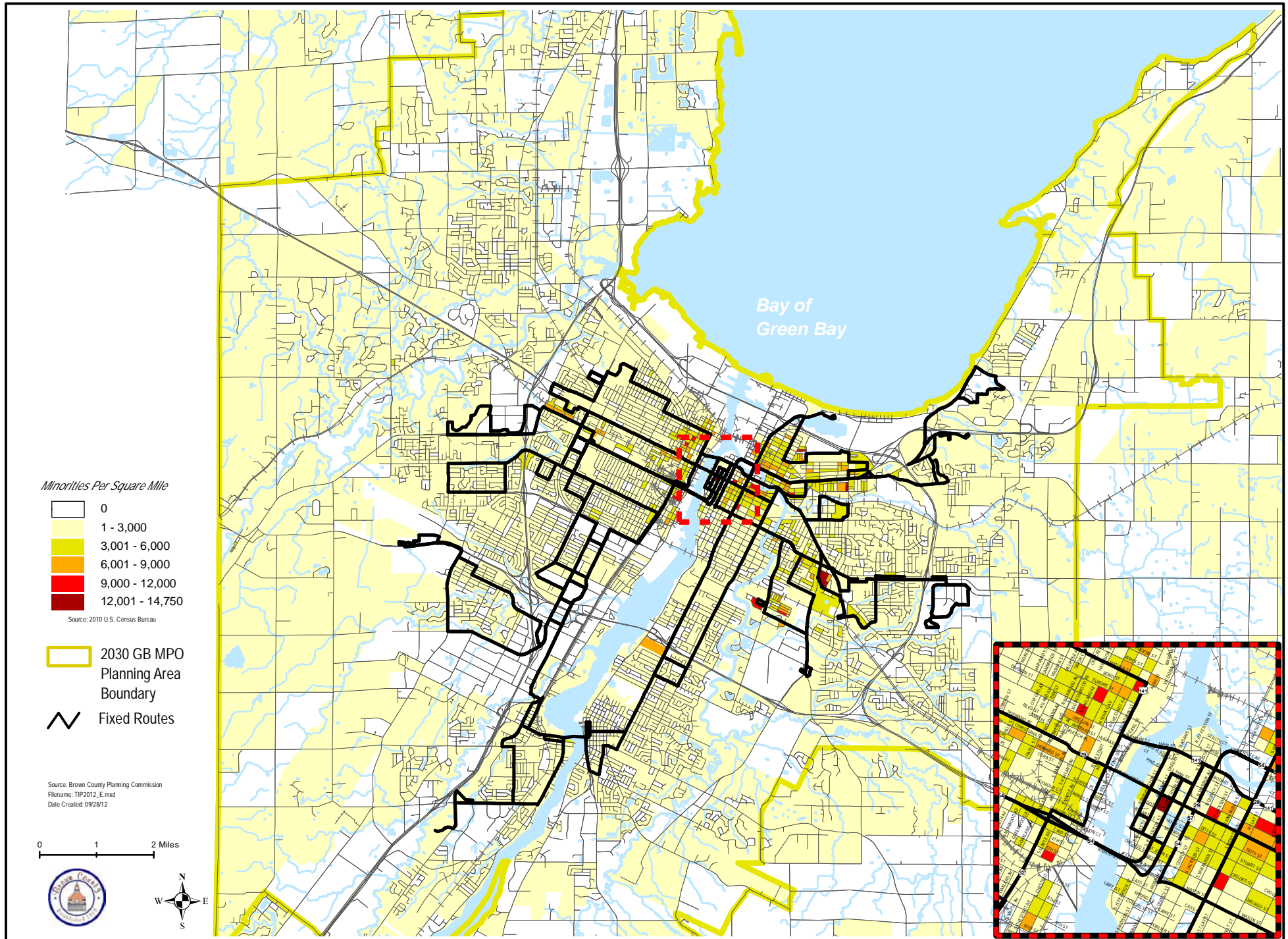
Source: Brown County Planning Commission  
 Filename: TIP2012\_D.mxd  
 Date Created: 09/28/12

0 1 2 Miles

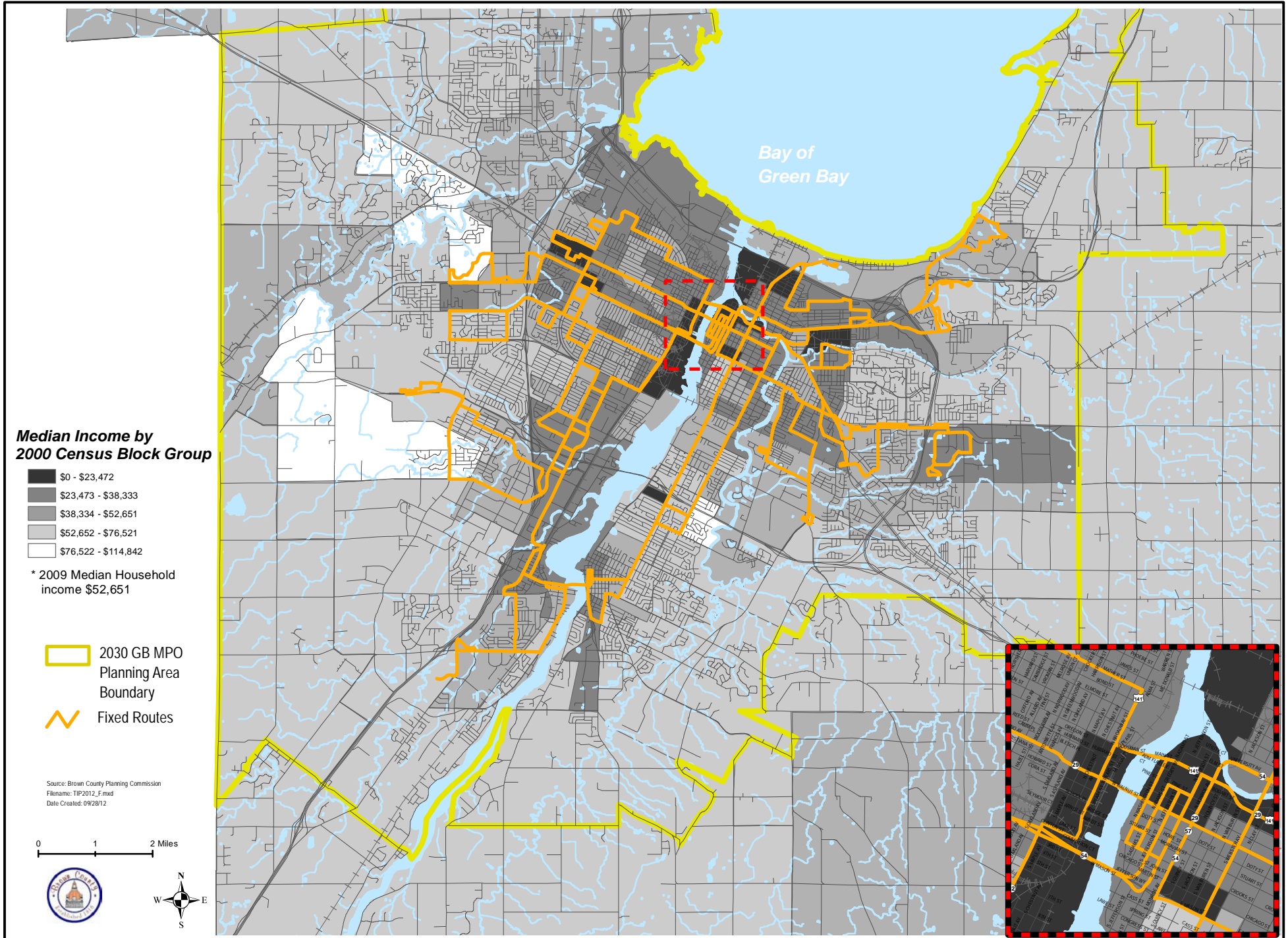




**Figure E**  
**2012 Green Bay Metro System and Minority Population**



# Figure F 2012 Green Bay Metro System and Income





## **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 are included in this TIP by reference and can be viewed on the MPO website at <http://www.co.brown.wi.us/planning/> and clicking on Transportation and Transportation Improvement Program.

Brown County Planning Commission publishes all obligated projects on its website as soon as they are verified by WisDOT, FTA, and FHWA. This typically occurs six-months after the TIP is published.

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

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

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 plan.

The plan can be viewed on the MPO website at <http://www.co.brown.wi.us/planning/> and clicking on Transportation and Green Bay MPO Long-Range Transportation Plan

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

<b>Facility</b>	<b>Segment</b>	<b>Project Type</b>	<b>Project Status</b>
South Bridge & Arterials	Packerland Dr (CTH EB) to STH 172	Identify and preserve corridor, construct limited access arterial	Connecting arterials programmed in the 2013-2017 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 2013-2017 TIP
	CTH J - STH 32	Freeway Conversion	Portions programmed in the 2013-2017 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 standards and upgrade interchanges	In Progress; portions programmed in the 2013-2017 TIP
Eastern Arterial	Eaton Road (CTH JJ) - Willow Road	Construct new arterial	PE & ROW scheduled in the 2013-2017 TIP
	Willow Road - STH 29	Construct new arterial	Programmed in the 2013-2017 TIP
	STH 29 - I-43	Construct new arterial	Not programmed

## **H. SHORT-RANGE TRANSPORTATION PLANS**

### **1. 2012-2016 Transportation Improvement Program**

#### **a. 2012 Roadway Improvement Projects**

The current project status of the previously programmed 2012 roadway improvement projects can be seen on Table IV-3. Level of effort, preliminary engineering, and real estate projects are not included.

#### **b. 2012 Green Bay Metro Operating and Capital Improvement Projects**

Metro received federal operating assistance.

#### **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 2013. The project will link Webster Avenue westward adjacent to STH 172 to STH 57 to the Fox River Trail.

#### **d. 2012 Safe Routes to School (SRTS) Program**

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

#### **e. 2012 Elderly and Persons with Disabilities Transportation Program (Section 5310)**

The 2012 request for one vehicle was approved.

#### **f. 2012 Job Access and Reverse Commute (JARC) Program (Section 5316)**

The request by Forward Service Corporation for a mobility manager and related transportation program was funded in 2012.

**Table IV-3  
Status of 2012 Road Construction Projects  
(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2012			
			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	26	0	4	30 0 0
158-07-042	4987-02-40 0.00 miles P	TOTAL	26	0	4	30
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	1211-21-71 1.04 miles E	TOTAL	2,000	0	6,460	8,460
City of De Pere	Charles Street Webster Avenue to Libal Street Mill and resurface	DESIGN RE CONST	0 0 0	0 0 0	22 122 145	22 0 122
	0.54 miles P	TOTAL	0	0	145	145
City of De Pere	Suburban Drive Scheuring Road to Westwood Drive Mill and resurface	DESIGN RE CONST	0 0 0	0 0 0	19 105 125	19 0 105
	0.46 miles P	TOTAL	0	0	125	125
City of Green Bay	West Mason Street* Military Avenue to Taylor Street Concrete pavement repair existing sidewalk * To be coordinated with US 41 project	DESIGN RE CONST	0 0 0	0 0 0	330 330 330	0 0 330
	0.80 miles E	TOTAL	0	0	330	330
Brown County Village of Bellevue Town of Ledgeview (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	DESIGN RE CONST	0 0 0	0 0 0	7,000 7,000 7,000	0 0 7,000
	1.76 miles E	TOTAL	0	0	7,000	7,000

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2012			
			Federal	State	Local	Total
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 0 0	0 0 0 0	25 10 750 785	25 10 750 785
			Postponed to 2013			
Brown County Town of Ledgeview (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 0 0	0 0 0 0	250 1,750 2,000 4,000	250 1,750 2,000 4,000
			Postponed to 2013			
WisDOT	Grouped Projects Safety	DESIGN RE CONST  TOTAL	16 0 80 96	4 0 20 24	0 0 0 0	20 0 100 120
158-07-001	0.00 miles P	To be completed in 2012				
WisDOT	Grouped Projects Rail/Highway crossing improvements	DESIGN RE CONST  TOTAL	0 0 80 80	0 0 20 20	0 0 0 0	0 0 100 100
158-09-005	0.00 miles P	To be completed in 2012				
WisDOT	Grouped Projects Rail crossing protective devices	DESIGN RE CONST  TOTAL	0 0 144 144	0 0 36 36	0 0 0 0	0 0 180 180
158-09-007	0.00 miles P	To be completed in 2012				
WisDOT	Grouped Projects Enhancements	DESIGN RE CONST  TOTAL	20 0 120 140	0 0 0 0	5 30 35	25 0 150 175
158-09-009	0.00 miles P	To be completed in 2012				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2012			
			Federal	State	Local	Total
WisDOT	Grouped Projects Preventative Maintenance projects on the Interstate Highway System	DESIGN RE CONST  TOTAL	  160  160	  40  40	  0  0	  200  200
158-09-013	0.00 miles P		To be completed in 2012			
WisDOT	Grouped Projects Highway Safety Improvement Program (HSIP)	DESIGN RE CONST  TOTAL	  90  90	  0  0	  10  10	  100  100
158-09-003	0.00 miles P		To be completed in 2012			
WisDOT	Grouped Projects Preventative Maintenance projects on the National Highway System	DESIGN RE CONST  TOTAL	  400  400	  100  100	  0  0	  500  500
158-09-015	0.00 miles P		To be completed in 2012			
WisDOT	Grouped Projects STP Preventative Maintenance Connecting Highway System	DESIGN RE CONST  TOTAL	  400  400	  0  0	  100  100	  500  500
158-09-017	0.00 miles P		To be completed in 2012			
OCR	Grouped Projects OCR Rail-Highway Crossing Safety	DESIGN RE CONST  TOTAL	  144  144	  36  36	  0  0	  180  180
158-09-038	0.00 miles P		To be completed in 2012			
WisDOT	I-43 East Mason St SE & NW Interchanges	DESIGN RE CONST  TOTAL	  1,410  1,410	  157  157	  0  0	  1,567  1,567
158-06-017	1227-07-00-71 0.25 miles P		To be completed in 2012			



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2012			
			Federal	State	Local	Total
WisDOT (WisDOT requested an Amendment & it was moved to 2012)	I-43 Bridge (Tower Drive/Leo Frigo) Inwin Av to Atkinson Dr Bridge Deck Overlay	DESIGN RE CONST				0 0 13,500
158-11-042	1220-15-71 2.00 miles P	TOTAL	12,150	1,350	0	13,500
			To be completed in 2012			
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 7,694
158-05-022	1.34 miles E	TOTAL	1,787	5,907	0	7,694
			Project underway; will continue 2013+			
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 0 5,000
158-10-014	1.34 miles E	TOTAL	4,000	1,000	0	5,000
			Project underway; will continue 2013+			
WisDOT	STH 54 Oneida to Green Bay Duck Creek Bridge & Approaches Bridge Replacement B-728 9210-11-00, 21, 22, 71	DESIGN RE CONST				0 0 7,731
158-06-020	0.06 miles P	TOTAL	5,776	1,321	634	7,731
			To be completed in 2012			
WisDOT	US 41 and CTH B Reconstruction of the southbound entrance ramp	DESIGN RE CONST				0 0 196
158-09-004	1150-56-71 0.14 miles		176	20	0	196
			To be completed in 2012			
WisDOT	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	DESIGN RE CONST				4,300 0 78,797
158-09-028 (2012)	3.25 miles E	TOTAL	59,717	23,380	0	83,097
			US 41 project will continue through 2017			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan-Dec 2012			
			Federal	State	Local	Total
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work	DESIGN RE CONST				0 0 48,830
158-09-024 (2012)	1133-06-00, 21-22, 40-44, 46-52, 61-62, 70-91 10.2 miles E	TOTAL	39,989	8,841	0	48,830
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work	DESIGN RE CONST				0 0 198
158-09-089 (2012)	1133-10-00, 01, 02, 21-22, 40-42, 50, 71-82, 90 3.39 miles E	TOTAL	176	5,892	0	6,068
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work	DESIGN RE CONST				0 0 32,881
158-10-025 (2012)	1133-11, 71-86 3.39 miles E	TOTAL	24,305	8,576	0	32,881
WisDOT & City of Green Bay	US 141 (Velp Av) Norwood to Military Av Reconstruct (let date in Dec 11/reconstruct in 2012)	DESIGN RE CONST				0 0 7,263
158-03-061 (2012)	1450-04-00, 21, 41-44, 71 1.94 miles P	TOTAL	5,735	1,423	105	7,263
WisDOT	USH 141, Velp Avenue (Green Bay) Install Lighting	DESIGN RE CONST				0 0 123
	1450-04-72 0.00 miles P	TOTAL	0	123	0	123
WisDOT Village of Howard (50%/50%)	USH 141, Velp Ave (Howard) Install Lighting	DESIGN RE CONST				0 0 178
	1450-06-72 0.00 miles P	TOTAL	0	89	89	178

## **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. Additional minor changes made in 2012.
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.
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.	<p>Concept plan completed by Brown County Planning Commission staff in 2005. Feedback from partnering communities solicited and received in 2006. Formal environmental, architectural, and design study programmed but not funded.</p> <p>Metro staff designed and overhauled service on the west side to include transfer locations at Green Bay Plaza and Bay Park Square in 2011.</p> <p>Bus bays on Oneida Street to be constructed in 2012 will serve as a transfer site.</p>
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.	<p>A new five-year contract between Green Bay Metro and MV Transportation was executed in 2011.</p> <p>Request for paratransit vehicles included in 2009 ARRA package, but not funded. Metro continues to request funding through Section 5309.</p>

<b>Item</b>	<b>Recommendation</b>	<b>Status</b>
Modified Fixed Route Service for Green Bay Packers Games	Create service appealing to residents and visitors attending activities at and around Lambeau Field in an effort to reduce traffic congestion, reduce vehicle emissions, and promote responsible driving.	Service implemented in 2011. Four Game Day fixed routes offer service before and after all home games. Service open to the general public in partnership with the Green Bay Packers and the MillerCoors drink responsibly and plan ahead program.
Fares	Metro should consider reducing its fares to make transit more appealing to people who do not currently ride the bus.	Student cash fare reduced from \$1.50 to \$1.00 in 2011.  Green Saturday (everyone rides free on Saturdays) introduced in 2011.
U-Pass Program	Investigate expanding the program to include other post-secondary institutions.	Rasmussen College added to the program in 2011. NWTC, St. Norbert College, and other entities are 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 (including non-federally funding projects for illustrative purposes)**  
**(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Town of Scott	Bay Settlement Road Church Road to Van Lanen Road Reconstruct w bike lanes	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	0 1,665 1,665	0 0 0	40 416 456	40 2,081 2,121
	1.10 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP Urban-Not Approved			
Village of Allouez	Greene Avenue Libal Street to East River Drive Reconstruction with bike route & sidewalk to be added on south side only WisDOT ID to be assigned	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	0 305 305	0 0 0	25 76 101	25 382 407				0 0 0
158-11-002 (2016)	0.34 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	STP Urban-Approved				0	0	0	0
Village of Ashwaubenon	Pilgrim Way Cormier Road to Ridge Road Reconstruction of urban section Sidewalk or Multi-use path	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	1,169	0	292	1,462
	0.48 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP Urban-Not Approved			
Village of Bellevue	Manitowoc Road Allouez Avenue to STH 29 (Kewaunee Rd) Reconstruct with bike lanes & sidewalk	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	1,250	0	313	1,563
	1.45 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP Urban-Not Approved			
Village of Howard	Vincent Road Memorial Drive to N Taylor Street Reconstruct to urban section w bike lanes & sidewalk	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	0 0 656	0 0 0	48 40 164	48 40 820
	0.30 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP Urban-Not 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

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of De Pere	Ninth Street Main Ave to Cedar St Mill & Resurface sidewalk exists	DESIGN RE CONST				0	0	0	14	14				0				0				0
						0				0				0				0				0
						0	0	0	77	77				0				0				0
		TOTAL	0	0	0	0	0	0	91	91	0	0	0	0	0	0	0	0	0	0	0	0
	0.19 miles P						Local															
City of De Pere	Allard Street Grant Street to Reid Street Mill & resurface WisDOT ID to be assigned	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
						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
158-11-001 (2016)	0.25 miles P														STP Urban-Approved							
City of De Pere	Erie Street O'Keefe Rd to Virginia Dr Mill & Resurface sidewalk exists w bike lanes	DESIGN RE CONST				0				0				0	0	0	43	43				0
						0				0				0				0				0
						0				0				0	0	0	252	252				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295	295	0	0	0	0
	0.62 miles P														Local							
City of De Pere	Libal Street Ridgeway Dr to Lebrun St Mill & Resurface sidewalk exists w bike lanes	DESIGN RE CONST				0				0				0				0	0	0	11	11
						0				0				0				0				0
						0				0				0				0	0	0	65	65
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	76
	0.20 miles P																		Local			
City of De Pere	Libal Street Chicago St to Charles St Mill & Resurface sidewalk exists w bike lanes	DESIGN RE CONST				0				0				0				0	0	0	14	14
						0				0				0				0				0
						0				0				0				0	0	0	86	86
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
	0.27 miles P																		Local			
		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	0



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			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	1,047	1,047				0				0				0				0
		TOTAL	0	0	1,047	1,047	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 & addition of bike lane  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
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	530	530				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	530	530	0	0	0	0	0	0	0	0
City of Green Bay	Mather Street Vroman Street to Roy Avenue Reconstruction of urban section existing sidewalk & widened outside lane WisDOT ID to be assigned 0.32 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0	492	0	123	615				0				0
		TOTAL	0	0	0	0	0	0	0	0	492	0	123	615	0	0	0	0	0	0	0	0
City of Green Bay	Superior Road Sitka Street to Baird Creek Road Mill & 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	250	250				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	250	250	0	0	0	0	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 WisDOT ID to be assigned 0.86 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	1,650	0	413	2,063				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,650	0	413	2,063	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Sitka Street Superior Rd to Ontario Rd Reconstruct to urban section w sidewalk & bike lane	DESIGN RE CONST				0 0 0				0 0 0				0 0 0		0	0	720	720			0
	0.47 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	Local	0	0	720	720	0	0	0
City of Green Bay	Baird Street East Mason St to South City Limits Reconstruct of urban section w sidewalk & shared outside lane	DESIGN RE CONST				0 0 0				0 0 0				0 0 0					1,096	0	274	1,370
	0.72 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,096	0	274	1,370
																			STP Urban-Not Approved			
Brown County Village of Ashwaubenon (50%/50%)	Pilgrim Way (CTH YY) Holmgren Way to Ashland Avenue Reconstruct to 6-lane urban	DESIGN RE CONST				0 0 0				0 0 0	0	0	150	150								0
	4987-02-54,55	TOTAL	0	0	0	0	0	0	0	0	1,131	0	609	1,740								0
158-09-097 (2015)	0.31 miles E										1,131	0	759	1,890	0	0	0	0	0	0	0	0
											STP Urban-Approved											
Brown County Village of Suamico (50%/50%)	School Lane (CTH B) Intersection at Velp Ave (CTH HS) Construct roundabout w sidewalks & bike lane	DESIGN RE CONST	0 0 0	0 0 0	25 10 750	25 10 750				0 0 0				0 0 0								0
	0.15 miles P	TOTAL	0	0	785	785	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Local																			
Brown County Town of Ledgeview (50%/50%)	South Bridge Arterial (CTH GV) CTH X to CTH G Reconstruct to a 4-lane urban divided w sidewalks, bike lanes & trail on the west side	DESIGN RE CONST	0 0 0	0 0 0	300 525 3,800	300 525 3,800				0 0 0				0 0 0								0
	1.20 miles E	TOTAL	0	0	4,625	4,625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Local																			
						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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			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%/37%/13%)	CTH PP STH 57 to Viking Lane Reconstruct w bike lanes & sidewalk; roundabout at Heritage Road  1.27 miles E	DESIGN RE CONST  TOTAL	0 0 0 0	0 0 0 0	200 75 2,875 3,150	200 75 2,875 3,150				0				0				0				0
Brown County Village of Allouez (50%/50%)	Hoffman Road (CTH XX) Libal Street to East River Bridge Reconstruction & widening of 2-lane urban w sidewalk & bike lane  0.56 miles E	DESIGN RE CONST  TOTAL				0	0	0	90	90				0				0				0
Brown County Village of Bellevue (50%/50%)	CTH GV (Monroe Road) Allouez Avenue (CTH O) to STH 172 Reconstruction of 4-lane urban w sidewalk, bike lanes & trail  0.66 miles E	DESIGN RE CONST  TOTAL				0	0	0	175	175				0				0				0
Brown County Village of Bellevue (50%/50%)	Bellevue Street (CTH XX) Hoffman Road to Allouez Avenue Reconstruction to a 3-lane urban with sidewalk & bike lanes  1.12 miles E	DESIGN RE CONST  TOTAL				0			0	0	0	0	10	10				0				0
Brown County City of Green Bay (50%/50%)	Humboldt Road (CTH N) Cornelius Drive to Spartan Road Reconstruct. to 3-lane urban w bike lanes & sidewalk - Bascom to Spartan; sidewalk on north side - Cornelius to Bascom 0.79 miles E 4987-02-56, 57	DESIGN RE CONST  TOTAL				0				0				0				0				0
158-09-098 (2015)						0				0				0				0				0
		DESIGN RE CONST  TOTAL				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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				
			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 Ledgeview (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 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	200	200				0	
		RE				0				0				0	0	0	0	0				0	
		CONST				0				0				0	2,432	0	608	3,040				0	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2,432	0	808	3,240	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	STP Urban-Not Approved				0	0	0	280	280
		RE				0				0				0				0	0	0	2,000	2,000	
		CONST				0				0				0				0	1,400	0	4,500	5,900	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,400	0	6,780	8,180	
Brown County Village of Bellevue (50%/50%)	Cottage Road (CTH EA) Willow Road to STH 29 Reconstruction to urban section w roundabout at Willow Rd  0.53 miles E	DESIGN				0				0				0				0	0	0	150	150	
		RE				0				0				0				0	0	0	150	150	
		CONST	0	0	0	0				0				0				0	0	0	1,900	1,900	
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200	2,200	
															Local							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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-002 (2013) 158-09-076 (2014) 158-10-001 (2015) 158-11-006 (2016) 158-13-001 (2017)	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 158-09-006 (2013) 158-09-077 (2014) 158-10-002 (2015) 158-10-002 (2015) 158-13-002 (2017)	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 158-09-008 (2013) 158-09-078 (2014) 158-10-003 (2015) 158-11-008 (2016) 158-13-003 (2017)	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 158-09-010 (2013) 158-09-079 (2014) 158-10-004 (2015) 158-11-009 (2016) 158-13-004 (2017)	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 158-09-014 (2013) 158-09-080 (2014) 158-10-005 (2015) 158-11-010 (2016) 158-13-005 (2017)	Grouped Projects Preventative Maintenance projects 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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT 158-09-004 (2013) 158-09-081 (2014) 158-10-006 (2015) 158-11-011 (2016) 158-13-006 (2017)	Grouped Projects Highway Safety Improvement Program (HSIP)  0.00 miles P	DESIGN RE CONST  TOTAL STP				0 0 100 100				0 0 100 100				0 0 100 100				0 0 100 100				0 0 100 100
WisDOT 158-09-016 (2013) 158-09-082 (2014) 158-10-007 (2015) 158-11-012 (2016) 158-13-007 (2017)	Grouped Projects Preventative Maintenance projects on the National Highway System  0.00 miles P	DESIGN RE CONST  TOTAL NH				0 0 500 500				0 0 500 500				0 0 500 500				0 0 500 500				0 0 500 500
WisDOT 158-09-018 (2013) 158-09-083 (2014) 158-10-008 (2015) 158-11-013 (2016) 158-13-008 (2017)	Grouped Projects STP Preventative Maintenance Connecting Highway System  0.00 miles P	DESIGN RE CONST  TOTAL STP				0 0 500 500				0 0 500 500				0 0 500 500				0 0 500 500				0 0 500 500
OCR 158-09-039 (2013) 158-09-084 (2014) 158-10-009 (2015) 158-11-014 (2016) 158-13-008 (2017)	Grouped Projects OCR Rail-Highway Crossing Safety  0.00 miles P	DESIGN RE CONST  TOTAL OCR				0 0 180 180				0 0 180 180				0 0 180 180				0 0 180 180				0 0 180 180
OCR  158-09-096 (2014)	Ashland Avenue & Railroad Crossing Rail Crossing Improvement  1009-93-46 0.00 miles P	DESIGN RE CONST  TOTAL OCR				0 0 0 0				0 118 181 181				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

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-43 Manitowoc to Green Bay STH 96 to Webster Av Bridge Overlay 1227-08-71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-11-041 (2016)	9.36 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	26,429	2,937	0	29,366	26,429	2,937	0	29,366
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	DESIGN RE CONST				0 0 258				0 0 921				0 0 1,898				0 0 0				0 0 0
158-10-011 (2013)	9202-08-73-76, 53, 77-82, 87	TOTAL	149	109	0	258	564	357	0	921	949	949	0	1,898	0	0	0	0	0	0	0	0
158-10-012 (2014)	1.34 miles E	NH	NH				NH				NH											
WisDOT	STH 29 - CTH J to US 41 Freeway conversion, STH 29 relocation, Packerland Drive 9202-07-02, 23, 41-48, 50-58, 74-83, 85-87, 89, 90, 9202-08-50, 53, 72, 77, 83-85, 95	DESIGN RE CONST				0 0 299				0 0 921				0 0 0				0 0 0				0 0 0
158-10-015 (2013)	1.34 miles E	TOTAL	90	209	0	299	564	357	0	921	0	0	0	0	0	0	0	0	0	0	0	0
158-10-016 (2014)		NH	NH				NH															
WisDOT	STH 29 West County Line to CTH EB Resurfacing West Bound Lanes	DESIGN RE CONST				0 0 0				0 0 7,872				0 0 0				0 0 0				0 0 0
158-09-022 (2014)	9202-10-00, 71 8.04 miles P	TOTAL	0	0	0	0	6,298	1,574	0	7,872	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 29 - Kewaunee Road Main St to East County Line Resurface 4125-08-00, 71	DESIGN RE CONST	140	35	0	175				0 0 0				0 0 0				0 0 0				0 0 0
158-10-034 (2013)		TOTAL	140	35	0	175	0	0	0	0	0	0	0	0	0	0	0	0	3,157	789	0	3,946
158-13-009 (2017)	7.83 miles P	STP	STP																STP			
						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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 29 - Shawano to Green Bay STH 29 & CTH VV	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	824	92	0	916				0				0				0				0
158-10-010/split	9200-07-00, 21, 70-71 1.16 miles	TOTAL	824	92	0	916	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 29 - Shawano to Green Bay STH 29 & CTH FF Intersection	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	13,380	2,421	50	15,851				0				0				0				0
158-10-010/split	9200-04-00, 21, 70, 71 0.12 miles	TOTAL	13,380	2,421	50	15,851	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 29 STH 29 & CTH U Intersection Intersection Modifications	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	673	75	0	748				0				0				0				0
158-10-029 (2013)	9200-05-71 0.23 miles P	TOTAL	673	75	0	748	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Green Bay	STH 29 (Walnut Street) Walnut Street Bridge Rehabilitation	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	727	182	0	909				0				0				0				0
158-13-010 (2013)	4180-07-71 0.04 miles P	TOTAL	727	182	0	909	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT (no federal funds)	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				0				0				0
		CONST				0				0				0				0				0
	0.63 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	125	0	0	0	125	0	0	0	0
WisDOT	STH 32 at the intersection of CTH X (Heritage Road) Install a Roundabout 4085-43-00, 21, 71	DESIGN	200	50	0	250				0				0				0				0
		RE	0	160	0	160				0				0				0				0
		CONST				0				0	1,518	380	0	1,898				0				0
158-11-020 (2013)	4085-43-00, 21, 71	TOTAL	200	210	0	410	0	0	0	0	1,518	380	0	1,898	0	0	0	0	0	0	0	0
158-11-021 (2015)	0.04 miles P	STP																				



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 32 (8th Street) Main Avenue to Ashland Avenue Reconstruct 4085-42-71	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	4,944	403	0	5,347
158-13-011 (2017)	0.45 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,944	403	0	5,347
WisDOT	STH 32 (Ashland Avenue) 8th Street to Potts Ave Resurfacing	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	5,624	1,316	0	6,940				0
158-09-087 (2016)	4190-16-71 2.31 miles		0	0	0	0	0	0	0	0	0	0	0	0	5,624	1,316	0	6,940				0
WisDOT	STH 32 (Ashland Avenue) 8th Street to Potts Avenue Replacement of existing structures	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	1,214	304	0	1,518				0
158-07-029 (2016)	4190-16-72 2.31 miles		0	0	0	0	0	0	0	0	0	0	0	0	1,214	304	0	1,518				0
WisDOT	STH 32 (Ashland Avenue) De Pere to Green Bay Canadian National RR Crossing	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	81	15	5	101				0
158-13-012 (2013)	4190-16-50, 51		226	57	0	283	0	0	0	0	0	0	0	0	81	15	5	101				0
158-09-087 (2016)	0.09 miles		BH												BH							
WisDOT	STH 54 - Green Bay to Luxemburg STH 54/57 Interchange - ECL Construction	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	2,443	2,017	0	4,460				0
158-11-023 (2016)	9210-13-71 6.06 miles P		0	0	0	0	0	0	0	0	0	0	0	0	2,443	2,017	0	4,460				0
WisDOT	STH 54 (Mason Street) Mason St Bridge/Tilleman Bridge Rehabilitation	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0
158-13-013 (2013)	9210-14-71 0.17 miles P		2,586	647	0	3,233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			BH																			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
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				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	3,128	782	0	3,910				0				0				0				0
		TOTAL	3,128	782	0	3,910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-11-037 (2012)		STP																				
WisDOT Green Bay	STH 57 (Monroe Av) South City Limits - Cass Street Resurface 1481-08-00 0.58 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0	75	250	0	325				0				0				0
		TOTAL	0	0	0	0	75	250	0	325	0	0	0	0	0	0	0	0	0	0	0	0
158-13-014 (2014)		STP																				
WisDOT	STH 57 (Riverside Dr) North Allouez limits to South Allouez limits Resurface to occur in 2017 4085-38-00, 21, 71	DESIGN				0				0				0				0				0
		RE	0	250	0	250				0				0				0				0
		CONST				0				0				0	8,013	1,929	0	9,942				0
		TOTAL	0	250	0	250	0	0	0	0	0	0	0	0	8,013	1,929	0	9,942	0	0	0	0
158-09-801 (2016)	2.89 miles P	State																				
WisDOT	STH 57 (Broadway) Randall Av to North De Pere limits Reconstruction 4085-39-00, 71	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0	1,144	286	0	1,430				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,144	286	0	1,430	0	0	0	0
158-09-802 (2016)	0.46 miles P	STP																				
WisDOT	STH 172 Webster Ave Interchange Design and Right-of-Way 1210-06-00, 21 0.43 miles P	DESIGN	1,600	400	0	2,000				0				0				0				0
		RE				0	0	263	0	263				0				0				0
		CONST				0				0				0				0				0
		TOTAL	1,600	400	0	2,000	0	263	0	263	0	0	0	0	0	0	0	0	0	0	0	0
158-09-033 (2013)	0.43 miles P	STP																				
WisDOT	STH 172 (US 41 to I-43) Fox River Bridge Paint Steel Girders 1210-05-30 0.00 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	48	12	0	60				0				0				0				0
		TOTAL	48	12	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-09-034 (2013)	0.00 miles P	BH																				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	US 41 Morris Av to Memorial Dr Expansion with interchange work Includes Noise Barriers	DESIGN RE CONST	0	300	0	300	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0
158-09-029 (2013)	1133-03-02-06, 9-18, 21-22, 40-42, 70-90	TOTAL	12,382	27,307	0	39,689	0	100	0	100	743	1,833	0	2,576	0	0	0	0	0	0	0	0
158-10-019 (2015)	3.25 miles E	NH	12,382	27,607	0	39,989	0	200	0	200	743	1,833	0	2,576	0	0	0	0	0	0	0	0
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work	DESIGN RE CONST	0	0	0	0	545	1,271	0	1,816	0	0	0	0	0	0	0	0	0	0	0	0
158-10-020 (2013)	1133-06-00, 21-24, 40-44, 46-52, 61-62, 70-91	TOTAL	364	848	0	1,212	545	1,271	0	1,816	0	0	0	0	0	0	0	0	0	0	0	0
158-10-021 (2014)	10.2 miles E	NH	364	848	0	1,212	545	1,271	0	1,816	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST	0	0	0	0	743	1,983	0	2,726	0	250	0	250	0	82	0	288	0	0	0	0
158-10-022 (2013)	1133-09-00, 21-22, 40-41, 71-84, 90, 91	TOTAL	27,383	57,652	0	85,035	743	1,983	0	2,726	0	250	0	250	206	82	0	288	0	0	0	0
158-10-023 (2014)	3.03 miles E	NH	27,383	57,652	0	85,035	743	1,983	0	2,726	0	250	0	250	206	82	0	288	0	0	0	0
158-13-016 (2016)	US 41 De Pere to Suamico Morris Ave - Memorial Drive Reconstruction	DESIGN RE CONST	0	0	0	0	0	0	0	0	158	40	0	198	0	0	0	0	0	0	0	0
158-13-017 (2013)	1133-04-71 to 89	TOTAL	92	211	198	501	0	0	0	0	158	40	0	198	0	0	0	0	0	0	0	0
158-13-018 (2015)	E	NH	92	211	198	501	0	0	0	0	158	40	0	198	0	0	0	0	0	0	0	0
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work	DESIGN RE CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-09-031 (2013)	1133-10-00, 01, 02, 21-22, 40-45, 50, 71-85, 90	TOTAL	6,767	26,666	0	33,433	0	0	0	0	56,628	14,659	12	71,299	0	0	0	0	0	0	0	0
158-10-024 (2015)	3.39 miles E	NH	6,767	26,666	0	33,433	0	0	0	0	56,628	14,659	12	71,299	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

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			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 Expansion with interchange work	DESIGN RE CONST				0 0 35,450				0 0 0				0 0 1,119				0 0 260				0 0 0
158-10-026 (2013)																						
158-10-027 (2015)	1133-11, 71-87	TOTAL	35,450	46,447	0	81,897	0	0	0	0	1,119	396	0	1,515	260	65	0	325	0	0	0	0
158-10-028 (2016)	3.39 miles E		NH								NH				NH							
WisDOT	US 41 Green Bay to Oconto Lineville to Norfield Rd Resurface	DESIGN RE CONST	240	60	0	300				0 0 0				0 0 0				0 0 11,000				0 0 0
158-11-025 (2016)	1130-32-00, 71 4.98 miles P	TOTAL	240	60	0	300	0	0	0	0	0	0	0	0	NH	11,000	2,703	0	13,703	0	0	0
WisDOT	US 41 Green Bay to Oconto CTH B Interchange Operational Improvements	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 1,196				0 0 0
158-13-019 (2016)	1150-54-71 0.1 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	NH	1,196	299	0	1,495	0	0	0
WisDOT	US 41 Interstate Conversion Plan I-94 to I-43 (project may be listed in multiple TIPS)	STUDY RE CONST	160	40	0	200				0 0 0				0 0 0				0 0 0				0 0 0
158-04-054	1113-00-00 0.00 miles P	TOTAL	160	40	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	US 141 (Main Street) Baird Street - Fox River Reconstruction scheduled for 2019	DESIGN RE CONST				0 0 0	280	70	0	350				0 0 0				0 0 0				0 0 0
158-13-020 (2014)	1450-15-00 1.24 miles P	TOTAL	0	0	0	0	280	70	0	350	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 2013				Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	Bower Creek Rd Bower Creek Bridge Design in 2012 and construction in 2014	DESIGN RE CONST				0 0 0				0 0 472				0 0 0				0 0 0				0 0 0
158-11-029 (2014)	4516-06-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	378	94	0	472	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County	WI Central Ltd RR Bridge (CTH X) Bridge Replacement Design in 2012 and construction in 2014	DESIGN RE CONST				0 0 0				0 0 1,449				0 0 0				0 0 0				0 0 0
158-11-031 (2014)	4607-09-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	1,159	290	0	1,449	0	0	0	0	0	0	0	0	0	0	0
WisDOT	CTH GE, Village of Hobart Dutchman's Creek Bridge Reconstruction	DESIGN RE CONST				0 0 0				0 0 340				0 0 0				0 0 0				0 0 0
158-11-033 (2014)	9265-07-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	272	68	0	340	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County	St Pat's Drive Suamico River Bridge Reconstruction	DESIGN RE CONST				0 0 0				0 0 552				0 0 0				0 0 0				0 0 0
158-11-035 (2014)	9267-03-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	442	0	110	552	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	0	0	0	0	0	0	0	0	0

## **APPENDIX B**

### **Prioritization Process Results**

**Table B-1**  
**2013-2017 Transportation Improvement Program Projects**  
**Project Listing**

Route	Location	Project	Year	Jurisdiction	Construction Cost Only (Excludes Design & RE)	Federal Funds Requested
1. Baird Street	East Mason St to South City Limits	Reconstruct; sidewalk exist	2017	Green Bay	\$1,370,000	\$1,096,000
2. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2017	Scott	\$2,081,250	\$1,665,000
3. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Reconstruct w bike & sidewalk	2015	BC/Bell	\$3,000,000	\$0
4. Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	2017	BC/Bell	\$1,900,000	\$0
5. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	Reconstruct w sidewalk, bike & trail	2014	BC/Bell	\$2,400,000	\$0
6. CTH PP	STH 57 to Viking La	Reconstruct w bike & sidewalk	2013	BC/DP/Led	\$2,600,000	\$0
7. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists, bike lanes	2016	De Pere	\$252,100	\$0
8. Hinkle Street	Larsen Rd to West Mason Front. Rc	Reconstruct	2013	Green Bay	\$1,047,000	\$0
9. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	2014	BC/Allouez	\$1,340,000	\$0
10. Humboldt Road	University Av to Cornelius Dr	Concrete repair; sidewalk exists	2015	Green Bay	\$530,000	\$0
11. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists, bike lanes	2017	De Pere	\$65,100	\$0
12. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists, bike lanes	2017	De Pere	\$86,300	\$0
13. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2017	Bellevue	\$1,562,500	\$1,250,000
14. Ninth Street	Main Av to Cedar St	Mill & resurface; sidewalk exists	2014	De Pere	\$91,630	\$0
15. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	2016	BC/Ash/Hob	\$3,040,000	\$2,432,000
16. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use trail	2017	Ashwaubenon	\$1,461,625	\$1,169,300
17. Scheuring Road (CTH F)	CTH EB to PDQ Dr	Reconstruct w trail	2015	BC/Lawrence	\$2,265,000	\$0
18. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	2016	Green Bay	\$720,000	\$0
19. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility w bridge	2013	BC/Led	\$4,625,000	\$0
20. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	2017	BC/Led	\$5,900,000	\$0
21. Superior Road	Sitka St to Baird Creek Rd	Mill & resurface; widen lane	2015	Green Bay	\$250,000	\$0
22. Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	2017	Howard	\$820,000	\$656,000
23. Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	2014	Green Bay	\$5,020,000	\$0
Previously approved projects do not appear in the prioritization tables.					\$42,427,505	\$8,268,300

**Table B-2**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #1 Consistency with other Transportation Plans**

Route	Location	Project	Transit	Airport	Rail	Port	Brown County	Brown County	Capital	Local	Score
			Development	Master			Bicycle and	Comprehensive	Improvement		
			Plan	Plan	Plan	Plan	Pedestrian	Plan	Program	Plans	
1. Baird Street	East Mason St to South City Limits	Reconstruct; sidewalk exist	N/A	N/A	N/A	N/A	C	C	Y	C	0.0
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. Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
5. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	Reconstruct sidewalk, bike, & trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
6. CTH PP	STH 57 to Viking La	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
7. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists, bike lanes	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
8. Hinkle Street	Larsen Rd to West Mason Front. F	Reconstruct	N/A	N/A	N/A	N/A	N/A	N/A	Y	N/A	1.0
9. 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
10. Humboldt Road	University Av to Cornelius Dr	Concrete repair; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
11. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists, bike lanes	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
12. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists, bike lanes	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
13. 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
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)	CTH EE to CTH G	Reconstruct w bike & trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
16. 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
17. Scheuring Road (CTH F)	CTH EB to PDQ Dr	Reconstruct w trail	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
18. 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
19. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility w bridge	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
20. 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
21. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	N/A	N/A	N/A	N/A	C	C	Y	C	0.0
22. Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
23. Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0

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**  
**2013-2017 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. Baird Street	East Mason St to South City Limits	s/o Cass St	8,000	36	1,000	0.49	2.0
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	4,200	46	1,255	0.21	1.0
4. Cottage Rd (CTH EA)	Willow Rd to STH 29	s/o Willow Rd	880	64	1,640	0.03	1.0
5. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	n/o STH 172	20,600	64	1,640	0.77	3.0
6. CTH PP	STH 57 to Rockland Rd	s/o O'Keefe Rd	9,000	50	1,340	0.41	2.0
7. Erie Street	O'Keefe Rd to Virginia Dr	n/o O'Keefe Rd	1,400	36	1,000	0.09	1.0
8. Hinkle Street	Larsen Rd to West Mason Front. Rd	n/o West Mason Front. Rd	4,400	44	1,200	0.23	1.0
9. Hoffman Road (CTH XX)	Libal St to East River Bridge	e/o Libal St	7,100	36	1,000	0.44	2.0
10. Humboldt Road	University Av to Cornelius Dr	e/o University Av	7,900	44	1,200	0.40	2.0
11. Libal St	Ridgeway Dr to Lebrun St	s/o Lebrun St	4,300	43	1,175	0.22	1.0
12. Libal St	Chicago St to Charles St	n/o Chicago St	4,400	43	1,175	0.23	1.0
13. Manitowoc Road	Allouez Av (CTH O) to STH 29	n/o STH 29	1,800	41	1,125	0.10	1.0
14. Ninth Street	Main Av to Cedar St	n/o Main Av	6,200	44	1,200	0.32	1.0
15. Packerland Dr (CTH EB)	CTH EE to CTH G	n/o CTH EE	4,000	60	1,500	0.16	1.0
16. Pilgrim Way	Cormier Rd to Ridge Rd	s/o Cormier Rd	2,600	37	1,025	0.16	1.0
17. Scheuring Road (CTH F)	CTH EB to PDQ Dr	w/o US 41	8,000	42	1,150	0.43	2.0
18. Sitka Street	Superior Rd to Ontario Rd	DPW count	1,500	44	1,200	0.08	1.0
19. South Bridge Art (CTH GV)	CTH X to CTH G	n/o Ledgeview Rd	7,200	64	1,640	0.27	1.0
20. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New*	N/A	64	N/A	N/A	2.5
21. Superior Road	Sitka St to Baird Creek Rd	n/o Finger Rd	990	24	660	0.09	1.0
22. Vincent Road	Memorial Dr to N Taylor St	e/o N Taylor St	1,400	41	1,125	0.08	1.0
23. Webster Avenue	East River to Radisson St	s/o Radisson St	10,900	50	1,340	0.50	2.0

\* New construction and will receive 2.5 points.

**Table B-4**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #3 Roadway Surface Condition**

	Route	Location	PASER Rating	Score
1.	Baird Street	East Mason St to South City Limits	3	4.0
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.	Cottage Road (CTH EA)	Willow Rd to STH 29	3	4.0
5.	CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	3	4.0
6.	CTH PP	STH 57 to Rockland Rd	4	3.5
7.	Erie Street	O'Keefe Rd to Virginia Dr	4	3.5
8.	Hinkle Street	Larsen Road to West Mason Front. Rd	3	4.0
9.	Hoffman Road (CTH XX)	Libal St to East River Bridge	3	4.0
10.	Humboldt Road	University Av to Cornelius Dr	3	4.0
11.	Libal Street	Ridgeway Dr to Lebrun St	4	3.5
12.	Libal Street	Chicago St to Charles St	4	3.5
13.	Manitowoc Road	Allouez Av (CTH O) to STH 29	4	3.5
14.	Ninth Street	Main Av to Cedar St	4	3.5
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	3	4.0
16.	Pilgrim Way	Cormier Rd to Ridge Rd	9	1.0
17.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	3	4.0
18.	Sitka Street	Superior Rd to Ontario Rd	3	4.0
19.	South Bridge Art (CTH GV)	CTH X to CTH G	3	4.0
20.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New*	2.5
21.	Superior Road	Sitka St to Baird Creek Rd	3	4.0
22.	Vincent Road	Memorial Dr to N Taylor St	4	3.5
23.	Webster Avenue	East River to Radisson Street	3	4.0

\* New construction and will receive 2.5 points.

**Table B-5**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #4 Utility Work Scheduling**

	Route	Location	Private Utility Work	Public Utility Work	Score
1.	Baird Street	East Mason St to South City Limits	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.	Cottage Road (CTH EA)	Willow Rd to STH 29	No	Yes	1.0
5.	CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	No	Yes	1.0
6.	CTH PP	STH 57 to Rockland Rd	No	Yes	1.0
7.	Erie Street	O'Keefe Rd to Virginia Dr	No	Yes	1.0
8.	Hinkle Street	Larsen Rd to West Mason Front. Rd	No	Yes	1.0
9.	Hoffman Road (CTH XX)	Libal St to East River Bridge	No	Yes	1.0
10.	Humboldt Road	University Av to Cornelius Dr	No	Yes	1.0
11.	Libal Street	Ridgeway Dr to Lebrun St	No	Yes	1.0
12.	Libal Street	Chicago St to Charles St	No	Yes	1.0
13.	Manitowoc Road	Allouez Av (CTH O) to STH 29	No	Yes	1.0
14.	Ninth Street	Main Av to Cedar St	No	Yes	1.0
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	No	Yes	1.0
16.	Pilgrim Way	Cormier Rd to Ridge Rd	No	Yes	1.0
17.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	No	Yes	1.0
18.	Sitka Street	Superior Rd to Ontario Rd	No	Yes	1.0
19.	South Bridge Art (CTH GV)	CTH X to CTH G	No	Yes	1.0
20.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	No	Yes	1.0
21.	Superior Road	Sitka St to Baird Creek Rd	No	Yes	1.0
22.	Vincent Road	Memorial Dr to N Taylor St	No	Yes	1.0
23.	Webster Avenue	East River to Radisson St	No	Yes	1.0

**Table B-6**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #5 Number of Years in the TIP**

	Route	Location	2011 TIP	2010 TIP	2009 TIP	2008 TIP	2007 TIP	2006 TIP	Number of Years	Score
1.	Baird Street	East Mason St to South City Limits	N	N	N	N	N	N	0	0.0
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Y	Y	Y	Y	Y	Y	6	5.0
3.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Y	Y	Y	Y	Y	N	5	5.0
4.	Cottage Road (CTH EA)	Willow Rd to STH 29	N	N	N	N	N	N	0	0.0
5.	CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	Y	Y	Y	Y	N	N	4	4.0
6.	CTH PP	STH 57 to Rockland Rd	Y	Y	Y	Y	Y	Y	6	5.0
7.	Erie Street	O'Keefe Rd to Virginia Dr	N	N	N	N	N	N	0	0.0
8.	Hinkle Street	Larsen Rd to West Mason Front. Rd	Y	Y	N	N	N	N	2	2.0
9.	Hoffman Road (CTH XX)	Libal St to East River Bridge	Y	Y	Y	N	N	N	3	3.0
10.	Humboldt Road	University Av to Cornelius Dr	Y	Y	N	N	N	N	2	2.0
11.	Libal Street	Ridgeway Dr to Lebrun St	N	N	N	N	N	N	0	0.0
12.	Libal Street	Chicago St to Charles St	N	N	N	N	N	N	0	0.0
13.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Y	Y	N	N	N	N	2	2.0
14.	Ninth Street	Main Av to Cedar St	Y	N	N	N	N	N	1	1.0
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	Y	N	N	N	N	N	1	1.0
16.	Pilgrim Way	Cormier Rd to Ridge Rd	Y	N	N	N	N	N	1	1.0
17.	Scheuring Road (CTH F)	CTH EB to PDQ Dr	Y	Y	Y	Y	N	N	4	4.0
18.	Sitka Street	Superior Rd to Ontario Rd	Y	N	N	N	N	N	1	1.0
19.	South Bridge Art (CTH GV)	CTH X to CTH G	Y	Y	Y	Y	Y	Y	6	5.0
20.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	Y	Y	Y	N	N	N	3	3.0
21.	Superior Road	Sitka St to Baird Creek Rd	Y	Y	Y	Y	N	Y	5	5.0
22.	Vincent Road	Memorial Dr to N Taylor St	N	N	N	N	N	N	0	0.0
23.	Webster Avenue	East River to Radisson St	Y	Y	Y	Y	Y	Y	6	5.0

Note: The current 2013-2017 TIP is not included in the score. The 2011 TIP represents the TIP that was published in 2011 covering the years 2012-2016. 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**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #6 Consideration of Multi-Modal Transportation**

		Improvement	Pedestrian	Bicycle	Transit	Multi-Modal Consideration
Route	Location					Score
1. Baird Street	East Mason St to South City Limits	Reconstruct; 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. Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	Y	Y	Y	5.0
5. CTH GV (Monroe Rd)	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	5.0
7. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists, bike lanes	Y	Y	Y	5.0
8. Hinkle Street	Larsen Rd to West Mason Front.	Reconstruct	N	N	Y	1.0
9. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	Y	N	Y	3.0
10. Humboldt Road	University Av to Cornelius Dr	Concrete repair; sidewalk exists	Y	N	Y	3.0
11. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists, bike lanes	Y	Y	Y	5.0
12. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists, bike lanes	Y	Y	Y	5.0
13. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
14. Ninth Street	Main Av to Cedar St	Mill and resurface; sidewalk exists	Y	N	Y	3.0
15. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	Y	Y	Y	5.0
16. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use trail	Y	Y	Y	5.0
17. Scheuring Road (CTH F)	CTH EB to PDQ Dr	Reconstruct w trail	Y	Y	Y	5.0
18. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
19. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility	Y	Y	Y	5.0
20. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	Y	Y	Y	5.0
21. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	N	N	Y	1.0
22. Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
23. Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	Y	Y	Y	5.0

**Table B-8**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #7 Safety and Security**

	Route	Location	Score
1.	Baird Street	East Mason St to South City Limits	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.	Cottage Road (CTH EA)	Willow Rd to STH 29	0.0
5.	CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	0.0
6.	CTH PP	STH 57 to Rockland Rd	0.0
7.	Erie Street	O'Keefe Rd to Virginia Dr	0.0
8.	Hinkle Street	Larsen Rd to West Mason Front. Rd	0.0
9.	Hoffman Road (CTH XX)	Libal St to East River Bridge	0.0
10.	Humboldt Road	University Av to Cornelius Dr	0.0
11.	Libal Street	Chicago St to Charles St	0.0
12.	Libal Street	Ridgeway Dr to Lebrun St	0.0
13.	Manitowoc Road	Allouez Av (CTH O) to STH 29	0.0
14.	Ninth Street	Main Av to Cedar St	0.0
15.	Packerland Dr (CTH EB)	CTH EE to CTH G	0.0
16.	Pilgrim Way	Cormier Rd to Ridge Rd	0.0
17.	Scheuring Road (CTH F)	CTH EB to PDQ Drive	0.0
18.	Sitka Street	Superior Rd to Ontario Rd	0.0
19.	South Bridge Art (CTH GV)	CTH X to CTH G	0.0
20.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	0.0
21.	Superior Road	Sitka St to Baird Creek Rd	0.0
22.	Vincent Road	Memorial Dr to N Taylor St	0.0
23.	Webster Avenue	East River to Radisson St	0.0

**Table B-9**  
**2013-2017 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. Baird Street	East Mason St to South City Limits	0.0	2.0	4.0	1.0	0.0	3.0	0.0	10.0
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	5.0	5.0	0.0	20.0
4. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
5. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	4.0	3.0	4.0	1.0	4.0	5.0	0.0	21.0
6. CTH PP	STH 57 to Viking La	4.0	2.0	3.5	1.0	5.0	5.0	0.0	20.5
7. Erie Street	O'Keefe Rd to Virginia Dr	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
8. Hinkle Street	Larsen Rd to West Mason Front. Rd	1.0	1.0	4.0	1.0	2.0	1.0	0.0	10.0
9. Hoffman Road (CTH XX)	Libal St to East River Bridge	4.0	2.0	4.0	1.0	3.0	3.0	0.0	17.0
10. Humboldt Road	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	2.0	3.0	0.0	16.0
11. Libal Street	Ridgeway Dr to Lebrun St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
12. Libal Street	Chicago St to Charles St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
13. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	2.0	5.0	0.0	16.5
14. Ninth Street	Main Av to Cedar St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	13.5
15. Packerland Dr (CTH EB)	CTH EE to CTH G	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
16. Pilgrim Way	Cormier Rd to Ridge Rd	4.0	1.0	1.0	1.0	1.0	5.0	0.0	13.0
17. Scheuring Road (CTH F)	CTH EB to PDQ Dr	4.0	2.0	4.0	1.0	4.0	5.0	0.0	20.0
18. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
19. 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
20. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	4.0	2.5	2.5	1.0	3.0	5.0	0.0	18.0
21. Superior Road	Sitka St to Baird Creek Rd	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
22. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
23. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0

**Table B-9 (continued)**  
**2013-2017 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. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	4.0	3.0	4.0	1.0	4.0	5.0	0.0	21.0
1. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
3. CTH PP	STH 57 to Viking La	4.0	2.0	3.5	1.0	5.0	5.0	0.0	20.5
4. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	4.0	1.0	4.0	1.0	5.0	5.0	0.0	20.0
4. 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
4. Scheuring Road (CTH F)	CTH EB to PDQ Dr	4.0	2.0	4.0	1.0	4.0	5.0	0.0	20.0
7. 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
7. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	4.0	2.5	2.5	1.0	3.0	5.0	0.0	18.0
9. Hoffman Road (CTH XX)	Libal St to East River Bridge	4.0	2.0	4.0	1.0	3.0	3.0	0.0	17.0
10. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	2.0	5.0	0.0	16.5
11. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
11. Packerland Dr (CTH EB)	CTH EE to CTH G	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
11. Humboldt Road	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	2.0	3.0	0.0	16.0
14. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
15. Erie Street	O'Keefe Rd to Virginia Dr	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
15. Libal Street	Ridgeway Dr to Lebrun St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
15. Libal Street	Chicago St to Charles St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
15. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
19. Ninth Street	Main Av to Cedar St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	13.5
20. Pilgrim Way	Cormier Rd to Ridge Rd	4.0	1.0	1.0	1.0	1.0	5.0	0.0	13.0
21. Superior Road	Sitka St to Baird Creek Rd	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
22. Hinkle Street	Larsen Rd to West Mason Front. Rd	1.0	1.0	4.0	1.0	2.0	1.0	0.0	10.0
22. Baird Street	East Mason St to South City Limits	0.0	2.0	4.0	1.0	0.0	3.0	0.0	10.0



**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
11.	Packerland Dr (CTH EB)	CTH EE to CTH G	BC/Ash/Hob	16.0	\$3,040,000	\$2,432,000	0.75	4.0
20.	Pilgrim Way	Cormier Rd to Ridge Rd	Ashwaubenon	13.0	\$1,461,625	\$1,169,300	0.75	4.0

**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
9.	Hoffman Road (CTH XX)	Libal St to East River Bridge	BC/Allouez	17.0	\$1,340,000	\$0	0.00	0.0

**Village of Howard (Funding Balance -\$4,547)**

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.	Vincent Road	Memorial Dr to N Taylor St	Howard	14.5	\$820,000	\$656,000	0.00	0.0

**Village of Bellevue (Funding Balance -\$744,395)**

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.	CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	BC/Bell	21.0	\$2,400,000	\$0	0.00	0.0
4.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	BC/Bell	20.0	\$3,000,000	\$0	0.00	0.0
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Bellevue	16.5	\$1,562,500	\$1,250,000	0.00	0.0
14.	Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bell	15.0	\$1,900,000	\$0	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.								

**Table B-10**  
**2013-2017 Transportation Improvement Program Projects**  
**Criterion #8 Availability of Funding**

**Brown County (Funding Balance \$1,221,358)**

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.	CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	BC/Bell	21.0	\$2,400,000	\$0	0.00	0.0
3.	CTH PP	STH 57 to Viking La	BC/DP/Led	20.5	\$2,600,000	\$0	0.00	0.0
4.	Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	BC/Bell	20.0	\$3,000,000	\$0	0.00	0.0
4.	Scheuring Road (CTH F)	CTH EB to PDQ Dr	BC/Lawrence	20.0	\$2,265,000	\$0	0.00	0.0
4.	South Bridge Art (CTH GV)	CTH X to CTH G	BC/Led	20.0	\$4,625,000	\$0	0.00	0.0
7.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	BC/Led	18.0	\$5,900,000	\$0	0.00	0.0
9.	Hoffman Road (CTH XX)	Libal St to East River Bridge	BC/Allouez	17.0	\$1,340,000	\$0	0.00	0.0
11.	Packerland Dr (CTH EB)	CTH EE to CTH G	BC/Ash/Hob	16.0	\$3,040,000	\$2,432,000	0.75	4.0
14.	Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bell	15.0	\$1,900,000	\$0	0.00	0.0

**City of Green Bay (Funding Balance \$1,581,549)**

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 St	Green Bay	21.0	\$5,020,000	\$0	0.00	0.0
11.	Humboldt Road	University Av to Cornelius Dr	Green Bay	16.0	\$530,000	\$0	0.00	0.0
11.	Sitka Street	Superior Rd to Ontario Rd	Green Bay	16.0	\$720,000	\$0	0.00	0.0
21.	Superior Road	Sitka St to Baird Creek Rd	Green Bay	12.0	\$250,000	\$0	0.00	0.0
22.	Baird Street	East Mason St to South City Limits	Green Bay	10.0	\$1,370,000	\$1,096,000	1.00	5.0
22.	Hinkle Street	Larsen Rd to West Mason Front. Rc	Green Bay	10.0	\$1,047,000	\$0	0.00	0.0

**City of De Pere (Funding Balance \$391,107)**

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
3.	CTH PP	STH 57 to Viking La	BC/DP/Led	20.5	\$2,600,000	\$0	0.00	0.0
15.	Erie Street	O'Keefe Rd to Virginia Dr	De Pere	14.5	\$252,100	\$0	0.00	0.0
15.	Libal Street	Ridgeway Dr to Lebrun St	De Pere	14.5	\$65,100	\$0	0.00	0.0
15.	Libal Street	Chicago St to Charles St	De Pere	14.5	\$86,300	\$0	0.00	0.0
19.	Ninth Street	Main Av to Cedar St	De Pere	13.5	\$91,630	\$0	0.00	0.0

**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
3.	CTH PP	STH 57 to Viking La	BC/DP/Led	20.5	\$2,600,000	\$0	0.00	0.0
4.	South Bridge Art (CTH GV)	CTH X to CTH G	BC/Led	20.0	\$4,625,000	\$0	0.00	0.0
7.	South Bridge Art (CTH SB)	CTH PP to CTH X/GV	BC/Led	18.0	\$5,900,000	\$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
7.	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
11.	Packerland Dr (CTH EB)	CTH EE to CTH G	BC/Ash/Hob	16.0	\$3,040,000	\$2,432,000	0.75	4.0

**Table B-11**  
**2013-2017 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. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	4.0	3.0	4.0	1.0	4.0	5.0	0.0	0.0	21.0
1. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	0.0	21.0
3. CTH PP	STH 57 to Viking La	4.0	2.0	3.5	1.0	5.0	5.0	0.0	0.0	20.5
4. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	4.0	1.0	4.0	1.0	5.0	5.0	0.0	0.0	20.0
4. Humboldt Road	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	2.0	3.0	0.0	4.0	20.0
4. Scheuring Road (CTH F)	CTH EB to PDQ Dr	4.0	2.0	4.0	1.0	4.0	5.0	0.0	0.0	20.0
4. 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
8. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	4.0	18.5
9. 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
9. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	4.0	2.5	2.5	1.0	3.0	5.0	0.0	0.0	18.0
11. Hoffman Road (CTH XX)	Libal St to East River Bridge	4.0	2.0	4.0	1.0	3.0	3.0	0.0	0.0	17.0
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	2.0	5.0	0.0	0.0	16.5
13. Packerland Dr (CTH EB)	CTH EE to CTH G	4.0	1.0	4.0	1.0	1.0	5.0	0.0	0.0	16.0
13. 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
15. Baird Street	East Mason St to South City Limits	0.0	2.0	4.0	1.0	0.0	3.0	0.0	5.0	15.0
15. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	0.0	5.0	0.0	0.0	15.0
17. Erie Street	O'Keefe Rd to Virginia Dr	4.0	1.0	3.5	1.0	0.0	5.0	0.0	0.0	14.5
17. Libal Street	Ridgeway Dr to Lebrun St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	0.0	14.5
17. Libal Street	Chicago St to Charles St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	0.0	14.5
20. Ninth Street	Main Av to Cedar St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	0.0	13.5
21. Pilgrim Way	Cormier Rd to Ridge Rd	4.0	1.0	1.0	1.0	1.0	5.0	0.0	0.0	13.0
22. 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
23. Hinkle Street	Larsen Rd to West Mason Front. Rd	1.0	1.0	4.0	1.0	2.0	1.0	0.0	0.0	10.0

**Table B-12**  
**2013-2017 Transportation Improvement Program Projects**  
**Final Green Bay Urbanized Area Project Priorities**

Route	Location	Project	Year	Jurisdiction	Project Cost	Federal Funds Allowable	2013-2014/2015 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	2015	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%		
Gray Street	Reed St to Velp Av	Reconstruct w sidewalk & shared lane	2016	Green Bay	\$2,062,500	\$1,650,000			\$1,650,000	80.000%
Greene Avenue	Libal Street to East River Drive	Reconstruct w bike & sidewalk	2016	Allouez	\$381,850	\$305,480			\$305,480	80.000%
Allard Street	Grant St to Reid St	Mill and resurface; sidewalk exists	2015	De Pere	\$116,000	\$92,800			\$92,800	80.000%
Mather Street	Vroman Street to Roy Avenue	Reconstruct w sidewalk	2015	Green Bay	\$615,000	\$492,000			\$492,000	80.000%
1. CTH GV (Monroe Rd)	Allouez Av (CTH O) to STH 172	Reconstruct w sidewalk, bike & trail	2014	BC/Bell	\$2,400,000	\$0				
1. Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	2014	Green Bay	\$5,020,000	\$0				
3. CTH PP	STH 57 to Viking La	Reconstruct w bike & sidewalk	2013	BC/DP/Led	\$2,600,000	\$0				
4. Bellevue St (CTH XX)	Hoffman Rd to Allouez Av	Reconstruct w bike & sidewalk	2015	BC/Bell	\$3,000,000	\$0				
4. Humboldt Road	University Av to Cornelius Dr	Concrete repair; sidewalk exists	2015	Green Bay	\$530,000	\$0				
4. Scheuring Road (CTH F)	CTH EB to PDQ Dr	Reconstruct w trail	2015	BC/Lawrence	\$2,265,000	\$0				
4. South Bridge Art (CTH GV)	CTH X to CTH G	Reconstruct w bike/ped facility w bridge	2013	BC/Led	\$4,625,000	\$0				
8. Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	2017	Howard	\$820,000	\$656,000				
9. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2017	Scott	\$2,081,250	\$1,665,000				
9. South Bridge Art (CTH SB)	CTH PP to CTH X/GV	New construction w bike & trail	2017	BC/Led	\$5,900,000	\$0				
11. Hoffman Road (CTH XX)	Libal St to East River Bridge	Reconstruct w sidewalk	2014	BC/Allouez	\$1,340,000	\$0				
12. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2017	Bellevue	\$1,562,500	\$1,250,000				
13. Packerland Dr (CTH EB)	CTH EE to CTH G	Reconstruct w bike & trail	2016	BC/Ash/Hob	\$3,040,000	\$2,432,000				
13. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	2016	Green Bay	\$720,000	\$0				
15. Baird Street	East Mason St to South City Limits	Reconstruct; sidewalk exist	2017	Green Bay	\$1,370,000	\$1,096,000				
15. Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	2017	BC/Bell	\$1,900,000	\$0				
17. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists, bike lanes	2016	De Pere	\$252,100	\$0				
17. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists, bike lanes	2017	De Pere	\$65,100	\$0				
17. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists, bike lanes	2017	De Pere	\$86,300	\$0				
20. Ninth Street	Main Av to Cedar St	Mill & resurface; sidewalk exists	2014	De Pere	\$91,630	\$0				
21. Pilgrim Way	Cormier Rd to Ridge Rd	Reconstruct w sidewalk or multi-use trail	2017	Ashwaubenon	\$1,461,625	\$1,169,300				
22. Superior Road	Sitka St to Baird Creek Rd	Mill & resurface; widen lane	2015	Green Bay	\$250,000	\$0				
23. Hinkle Street	Larsen Rd to West Mason Front. Rd	Reconstruct	2013	Green Bay	\$1,047,000	\$0				
					\$42,427,505	\$8,268,300	\$2,565,547		\$2,540,280	

\* The projects noted above have been submitted to the Wisconsin Department of Transportation for contract development and programming and are contingent on the allocation of STP-Urban funds.

## **APPENDIX C**

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

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

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

## **APPENDIX D**

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





# GREEN BAY PRESS-GAZETTE

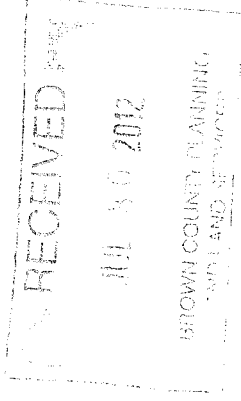
GREENBAYPRESSGAZETTE.COM

Delivering Customers. Driving Results.

A GANNETT COMPANY

STATE OF WISCONSIN  
BROWN COUNTY

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



Natalie Bridenhagen

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: 6620693

Published Date: July 18, 2012

Published Date: July 25, 2012

Total Ad Cost: \$63.37

115

(Signed) Natalie Bridenhagen (Date) 7/25/12  
Legal Clerk

Signed and sworn before me

Natalie M. Bridenhagen  
Notary Public, Brown County, Wisconsin

My commission expires 10/6/2013

NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE 2013-2017 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 2013-2017 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 1, 2012  
Green Bay Metro 901 University Ave Green Bay, WI 54302  
The public review period for the TIP is scheduled for July 18, 2012 to August 17, 2012.  
Unless otherwise noticed, this serves as the final program of projects. Written comments should be mailed to Lisa Conrad, Brown County Planning Commission, PO Box 23600, Green Bay, WI 54305-3600 by August 17, 2012.  
Published by: Darlene Marcelle, County Clerk, July 18, 25, 2012  
WNAXLP

BC PLANNING DEPT-LEGALS  
Re: Request for comments

GANNETT WI MEDIA  
435 EAST WALNUT ST.  
PO BOX 23430  
GREEN BAY, WI 54305-3430

GANNETT

Wisconsin Media

Delivering Customers. Driving Results.

PHONE 920-431-8298  
FAX 877-943-0443  
EMAIL [legals@greenbaypressgazette.com](mailto:legals@greenbaypressgazette.com)

**APPENDIX E**  
**Public Hearing Transcript**

**TRANSCRIPT OF THE PUBLIC HEARING ON THE  
2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE GREEN BAY URBANIZED AREA AND ON THE  
2012 GREEN BAY METRO PROGRAM OF PROJECTS  
Wednesday, August 1, 2012  
Green Bay Metro  
Commission Room  
901 University Avenue  
Green Bay, Wisconsin  
6:30 p.m.**

**PRESENT:** Brown County Planning Commission Board of Directors, Lisa J. Conard, Pat Finder-Stone, Sandy Popp, Cole Runge, Peter Schleinz, Aaron Schuette, Dan Teaters, and media.

At 6:35 p.m., L. Conard opened the public hearing for the *2013-2017 Transportation Improvement Program (TIP)* and the *2013 Green Bay Metro Program of Projects*.

L. Conard stated that the TIP contains a five-year program of highway, transit, elderly and disabled, and enhancement transportation improvement projects eligible for federal funds and the Green Bay Metro 2013 Program of Projects includes projects for which federal transit funds under Section 5303, 5304, 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 6:37 p.m.

## **APPENDIX F**

### **Public Review Comments**

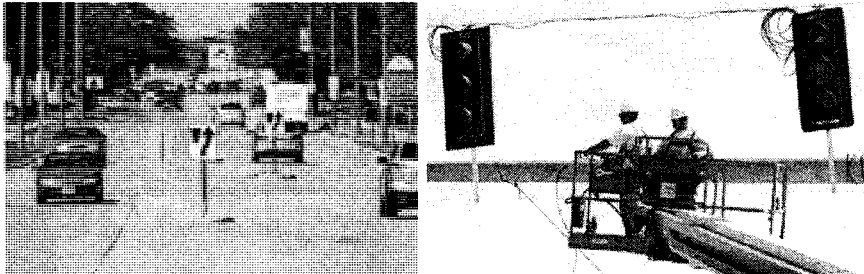
## Green Bay Press Gazette

(front-page article on August 3, 2012)

### Green Bay plots road map for future transportation needs

6:15 AM, Aug 3, 2012 | Doug Schneider

Green Bay Press-Gazette



Joey Puls and Samuel Williams with Bodart Electric Service install traffic signals Tuesday at the East Mason Street interchange with I-43. / Jim Matthews/Press-Gazette

The 2013-17 Transportation Improvement Program for the Green Bay Urbanized Area is available at [www.public.applications.co.brown.wi.us/Plan/PlanningFolder/Transpotation/2013%20TIP.pdf](http://www.public.applications.co.brown.wi.us/Plan/PlanningFolder/Transpotation/2013%20TIP.pdf)

#### To comment

Public comments on the plan may be submitted in writing through Aug. 17 to

Lisa J. Conard

305 E. Walnut St., Room 320

P.O. Box 23600

Green Bay, Wi.54305-3600

The blueprint for the Green Bay area's transportation needs in the coming years includes plans for improvements to major roads as well as upgrades to the region's public transportation fleet.

The 2013-17 Transportation Improvement Program for the Green Bay Urbanized Area attempts to address needs that have shifted over time and continue to evolve. The plan maps how millions of dollars in federal, state and local highway money could be spent in the coming years, as officials push for upgrades to Wisconsin's highway system and work to address growing local use of public transportation.

"Demand for our services is way up," said Tom Wittig, transit director for Green Bay Metro. "And we need to be replacing (buses) that have reached the end of their useful lives."

Under the Transportation Improvement Program, Wittig said, Green Bay Metro plans to buy two buses each year that are 40 feet long — existing vehicles are 35 feet — to add seating capacity while replacing some buses that have been in service since 1995. The program also calls for the purchase of about six smaller vehicles annually for para-transit, which serves senior citizens and disabled riders.

Longer buses seat five or six additional passengers, Wittig said, a needed increase on busier routes. Overall, Wittig said ridership is up about 8 percent.

Road work scheduled for 2013 includes rebuilding part of Monroe Avenue in Green Bay, and continuing projects to upgrade U.S. 41 and Wisconsin 29 in western Brown County.

Work also is scheduled on lesser roads such as Pilgrim Way in Ashwaubenon — scheduled to be rebuilt from Holmgren Way to Ashland Avenue in 2013. Sections of Greene Avenue in Allouez and Allard Street in De Pere are slated for work in 2015 or later.

### **Highway upgrades**

The 120-page transportation proposal is in draft form while planners accept public comment. While no spoke at a hearing on the document this week, people still can provide written comments through Aug. 17.

Some of the projects planned for major roads, according to the draft proposal:

- Monroe Avenue in Green Bay is to be rebuilt from Cass Street to Main Street in 2013, and resurfaced from Cass to the city limits in 2014.
- U.S. 41 and Wisconsin 29 in western Brown County will continue to be upgraded during multiple years. U.S. 41 is being improved to meet Interstate highway standards; 29 is being converted into a limited-access highway.
- The Don E. Tilleman Bridge carrying Mason Street across the Fox River in Green Bay will undergo rehabilitation work in 2013.
- Sections of Wisconsin 32 in De Pere, Ashwaubenon and Green Bay is scheduled for reconstruction, resurfacing and other work. Different projects are scheduled for various years from 2013 into 2017. A roundabout at 32 and Brown County X is to be designed next year and installed in 2015.
- About nine miles of Interstate 43 near Webster Avenue in Green Bay will receive significant work in 2016.
- Six miles of Wisconsin 54 near Wisconsin 57 are to undergo construction in 2016.

### **Ongoing needs**

Brown County must update and adopt a transit plan each year, so many of the projects in the current plan have been previously announced. About \$140 million is being spent this year on projects in the current plan, said Lisa Conard, a county planner.

"There are no new, significant changes this year," Conard said.

However, planners said some minor changes were made to schedules, typically so the project can be done at a time when funding will be available, or to coincide with other Wisconsin Department of Transportation projects. One example: an 0.8-mile section of Humboldt Road from Cornelius Drive to Spartan Road in eastern Brown County is now set for work in 2015. Work was to have been doing in 2013 or 2014.

The program also offers indications of work being considered more than five years in the future.

- Improvements are being discussed for the Webster Avenue interchange to Wisconsin 172 in Allouez. Money is available in 2013 for design work and later for other costs, but construction funds are not included in the five-year plan.
- Main Street in Green Bay would be improved from the Fox River to Baird Street, but construction work would not begin until 2019.

## **APPENDIX G**

### **Environmental Resource Agency Consultation**

**Environmental Resource Agency Meeting Minutes**

**MINUTES**

**Environmental Consultation  
for the**

**Draft 2013-2017 Transportation Improvement Program (TIP)  
for the Green Bay Urbanized Area**

**by the Brown County Planning Commission**

**Monday, August 13, 2012**

**Green Bay Metro Transportation Center**

**901 University Avenue**

**Green Bay, Wisconsin**

**9:00 a.m.**

**Attendees:** None

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

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

L. Conard closed the meeting at 9:15 a.m. as no one was in attendance.

**ORDER OF BUSINESS:**

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the draft *2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.



## **APPENDIX H**

### **Title VI Summary Between January 1, 2012 and June 30, 2012**

## **Title VI Accomplishments between January 1, 2012, and June 30, 2012**

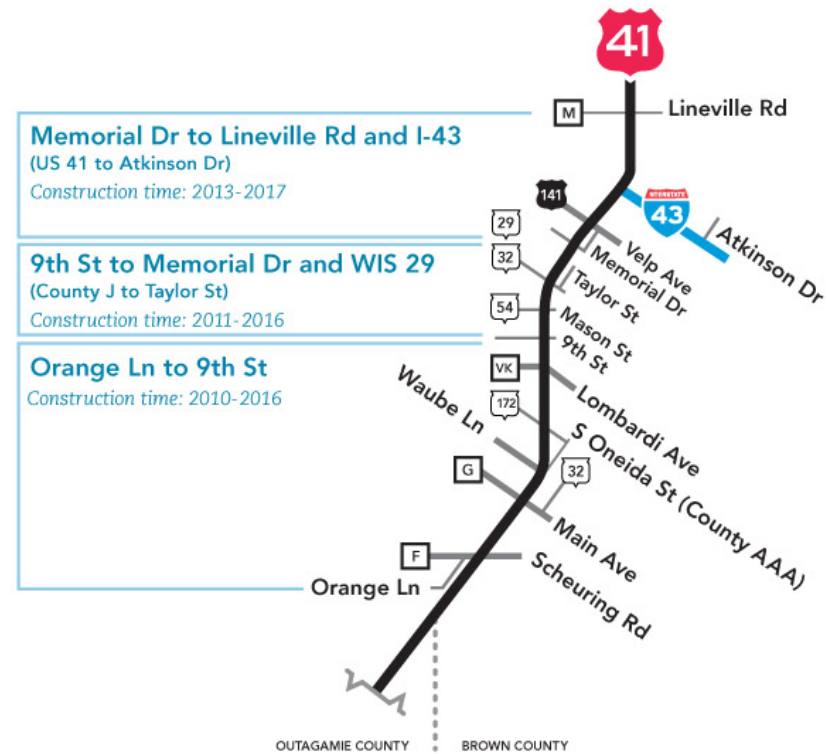
- Staff identified and mapped the locations of minority and low-income populations in the Green Bay Metropolitan Area. This information was used to estimate the possible impacts of transportation projects identified in the 2013-2017 Transportation Improvement Program and to assess the level of service provided to these populations by Green Bay Metro.
- Staff developed the agendas for the January, March, 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.

## **APPENDIX I**

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

# Brown County

Construction Timeline 2010-2017



MAP NOT TO SCALE

CONSTRUCTION SCHEDULE SUBJECT TO CHANGE

## **APPENDIX J**

### **Transition in Programming from SAFETEA-LU to MAP-21 Funding Programs (Courtesy of FHWA)**

### Transition in Programming from SAFETEA-LU to MAP-21 Funding Programs

Federal-aid highway and transit funding programs changed effective October 1, 2012 as a result of the 2012 transportation reauthorization act *Moving Ahead for Progress in the 21st Century Act* (MAP-21). The TIP reflects project programming based on the previous SAFETEA-LU funding programs. SAFETEA-LU program eligibility was retained within the condensed structure of the MAP-21 funding programs. The following table indicates how SAFETEA-LU funding programmed in the TIP relates to MAP-21 revenue programs while the transition in programming is underway.

#### Federal-aid Highway Programs

<b>MAP-21</b>	<b>SAFETEA-LU</b>
<b>National Highway Performance Program (NHPP)</b>	NHS, IM, & Bridge (on NHS)
<b>Surface Transportation Program (STP)</b>	STP & Bridge (non-NHS)
<b>Congestion Mitigation &amp; Air Quality Improvement Program (CMAQ)</b>	CMAQ
<b>Highway Safety Improvement Program (HSIP)</b>	HSIP (incl. High Risk Rural Roads)
<b>Railway-Highway Grade Crossing</b>	Railway Highway Grade Crossing
<b>Transportation Alternatives</b>	Transportation Enhancements, Safe Routes to School, Recreational Trails

#### Federal-aid Transit Programs

<b>MAP-21</b>	<b>SAFETEA-LU</b>
<b>Urbanized Area Formula Grants (5307)</b>	Urbanized Area Formula Grants (5307) Job Access & Reverse Commute Program (5316) (Part)
<b>Enhanced Mobility of Seniors and Individuals with Disabilities (5310)</b>	Elderly & Persons with Disabilities Program (5310) New Freedom Program (5317)
<b>Rural Area Formula Grants (5311)</b>	Nonurbanized Area Formula Program (5311) Job Access & Reverse Commute Program (5316) (Part)
<b>State of Good Repair Program (5337) (Formula)</b>	Fixed Guideway Modernization (5309) (Discretionary)
<b>Bus and Bus Facilities Formula Program (5339)</b>	Bus and Bus-Related Projects (5309) (Discretionary)
<b>Fixed Guideway Capital Investment Grants (5309)</b>	New Starts & Small Starts Programs (5309) (Discretionary)

**MAJOR AMENDMENT #1  
TO THE  
2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
GREEN BAY URBANIZED AREA**



**Brown County Planning Commission/MPO  
March 2013**

**RESOLUTION NO. 2013-01**  
**RESOLUTION OF THE BOARD OF DIRECTORS OF THE**  
**BROWN COUNTY PLANNING COMMISSION**  
**ENDORISING MAJOR AMENDMENT #1 TO THE 2013-2017 TRANSPORTATION**  
**IMPROVEMENT PROGRAM FOR THE GREEN BAY URBANIZED AREA**

**WHEREAS**, the U.S. Department of Transportation requires the development and annual endorsement of a Transportation Improvement Program (TIP) for all Metropolitan Planning Organizations (MPOs) in the United States; and

**WHEREAS**, in accordance with 23 CFR 450.334(a) the Green Bay MPO 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. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) (P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT-funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
6. 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;
7. 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;
8. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
9. 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 Board of Directors 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 MAP-21 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 6<sup>th</sup> day of March 2013.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director



**Major Amendment #1 to the  
2013-2017 Transportation Improvement Program  
for the Green Bay Urbanized Area  
by the Brown County Planning Commission**

Project Sponsor	Project Description	September 2013 – September 2014			
		Federal	State	Local	Total
WisDOT	<u>STH 54 (Mason Street)</u> Mason Street Bridge/Tilleman Bridge Feasibility Study  The Wisconsin Department of Transportation (WisDOT) plans to hire a consultant to conduct a study to determine the useful life of the facility and to calculate reconstruction costs if necessary. The project termini are approximately Ashland Avenue and Monroe Avenue.  State ID: 9210-15-00				
158-13-020	0.97 miles      P	\$440,000	\$110,000	0	\$550,000

\* The project is fiscally constrained and, if approved, will be added to the TIP fiscal constraint demonstration document.

## Appendix A

### Copy of Postcard Sent to Interested Parties

All interested persons are advised of a public comment opportunity regarding the *Draft Major Amendment #1 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The amendment is as follows:

The Wisconsin Department of Transportation (WisDOT) has programmed the following project for 2013 and 2014:

**STH 54 (Mason Street)  
Mason Street Bridge/Tillman Bridge Feasibility Study**

WisDOT plans to hire a consultant to conduct a study to determine the useful life of the facility and to calculate reconstruction costs if necessary. The project termini are approximately Ashland Avenue and Monroe Avenue.

The public comment opportunity will take place before the Brown County Planning Commission Board of Directors on:

Wednesday, March 6, 2013  
Green Bay Transportation Center – Commission Room  
901 University Avenue  
Green Bay, WI 54302  
6:30 p.m.

Comments may be mailed to Lisa J. Conard, Brown County Planning Commission, PO Box 23600, Green Bay, Wisconsin 54305-3600 or at [conard\\_lj@co.brown.wi.us](mailto:conard_lj@co.brown.wi.us). Comments will be accepted through March 6, 2013.

## Appendix B

### Brown County Planning Commission Board of Directors (MPO Policy Board) Meeting Minutes excerpts – Item #5 and Item #6 March 6, 2013

**MINUTES**  
**BROWN COUNTY PLANNING COMMISSION**  
**BOARD OF DIRECTORS**  
**Wednesday, March 6, 2013**  
**Green Bay Metro Transportation Center**  
**901 University Avenue, Commission Room**  
**Green Bay, WI 54302**  
**6:30 p.m.**

**ROLL CALL:**

Paul Blindauer	X	Michael Malcheski	Exc
James Botz	Exc	Ken Pabich	Exc
William Clancy	X	Gary Pahl	X
Norbert Dantine, Jr.	X	Scott Puyleart	X
Ron DeGrand	X	Dan Robinson	X
Bernie Erickson	X	Ray Tauscher	Exc
Steve Gander	X	Mark Tumpach	X
Adam Gauthier	X	Steve VandenAvond	X
Steve Grenier	X	Jerry Vandersteen	X
Phil Hilgenberg	X	Tim VandeWettering	X
Dotty Juengst	Exc	Dave Wiese	X
Jack Lewis	X	Reed Woodward	X

**OTHERS PRESENT:** Lisa J. Conard, Chuck Lamine, Bob Mottl, Cole Runge, Peter Schlein, Aaron Schuette, and John Trester.

N. Dantine called the meeting to order at 6:30 p.m.

5. **Public Hearing:** Notice of public hearing regarding Major Amendment #1 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

N. Dantine turned the public hearing over to L. Conard.

L. Conard opened the public hearing for Major Amendment #1 to the *2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* and the *Green Bay Metro 2013 Program of Projects*.

L. Conard stated that the Wisconsin Department of Transportation requested an amendment to the current TIP. The project proposed to be added to the TIP requires a major amendment. A 15-day public review and comment period and a public hearing are required. L. Conard provided project detail as follows:

Major Amendment #1 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area by the Brown County Planning Commission					
Project Sponsor	Project Description	September 2013 – September 2014			
		Federal	State	Local	Total
WisDOT	<p><u>STH 54 (Mason Street)</u> Mason Street Bridge/Tillemann Bridge Feasibility Study</p> <p>The Wisconsin Department of Transportation (WisDOT) plans to hire a consultant to conduct a study to determine the useful life of the facility and to calculate reconstruction costs if necessary. The project termini are approximately Ashland Avenue and Monroe Avenue.</p> <p>State ID: 9210-15-00 0.97 miles P</p>				
158-13-020		\$440,000	\$110,000	0	\$550,000

\* The project is fiscally constrained and, if approved, will be added to the TIP fiscal constraint demonstration document.

L. Conard stated that one person has registered to speak at the public hearing.

John Trester, 2030 Jourdain Lane, Allouez. Mr. Trester stated that he rides his bicycle across the Mason Street Bridge every day. The bicycle and pedestrian accommodations are limited and do not function well. The sidewalk is not properly cleared of snow and ice and the storm grates are in poor condition and there is notable deterioration of the concrete. In addition, the vehicular traffic flows like it is a "60-mph" facility, even though it is posted at 35 mph.

This bridge is the only pedestrian/bicycle crossing between the Walnut Street Bridge in Green Bay and the Claude Allouez Bridge in De Pere.

Mr. Trester encouraged WisDOT to extend the project termini to Webster Avenue and Oneida Street. Mr. Trester noted that the new Claude Allouez Bridge is a good example of how to properly accommodate pedestrians and bicyclists.

L. Conard stated that comments received during the public participation process would be forwarded to WisDOT.

L. Conard asked three times if anyone wished to speak. Hearing no additional requests to speak, the public hearing was closed. L. Conard informed the commission that the requirements for public participation have been fulfilled.

6. Discussion and action regarding Major Amendment #1 to the 2013-2017 TIP for the Green Bay Urbanized Area.

B. Erickson asked how old the bridge is.

L. Conard stated it was built in 1973 and has been rehabilitated a number of times. The study will determine if the bridge and approaches should be rehabilitated or rebuilt.

R. Woodward asked if the facility was recommended for reconstruction, would bicycle and pedestrian accommodations be incorporated.

L. Conard stated yes. With the use of federal and/or state dollars, the project would need to be consistent with the Complete Streets law.

G. Pahl asked if the bridge would be widened.

L. Conard stated that this would be determined as part of the study.

B. Erickson stated that he does not think it is possible to accommodate bicycles and pedestrian with the number of on and off ramps that currently exist on the facility.

L. Conard stated that the current pedestrian and bicycle facilities are limited to a single sidewalk on the north side of the bridge from Jefferson Street to Broadway.

Currently, bicyclists are required to ride on the sidewalk, which is not ideal. It is preferred (based on Federal Highway Administration bicycle and pedestrian guidelines) to have a segregated bicycle lane on the road.

A. Gauthier asked about cost.

L. Conard stated that if a new facility is recommended, WisDOT planning staff has indicated that they would request funding under the High Cost Bridge Program. Preliminary estimates are in the \$50-\$80 million dollar range.

D. Robinson asked if WisDOT would be willing to look beyond the scope of Ashland and Monroe.

L. Conard stated that under a rebuild, the WisDOT process for public involvement would be extensive and considerations would be given to the surrounding area. The city, county, business groups, neighborhood associations, school district, etc. would be brought into the planning and design process.

S. Grenier stated that WisDOT's jurisdiction ends at the Monroe ramps as the STH 54 designation goes north onto Monroe Avenue.

Paul Blindauer asked about the condition of the lift span.

S. Grenier stated that the feasibility study will address this. In addition, the lift is inspected by WisDOT on a biannual basis.

L. Conard stated that in addition to the study and as a separate TIP project, WisDOT plans to upgrade the electrical system, replace the lift span gates, and add cameras to the facility in 2013.

S. Grenier stated that the replacement of light poles will occur this summer as well.

G. Pahl asked if the bridge had problems opening and closing.

S. Grenier stated no. The Nitschke Bridge (Main Street) was recently repaired to correct this problem.

L. Conard stated that the Transportation Subcommittee (Technical Advisory Committee) of the Brown County Planning Commission Board of Directors has reviewed the amendment and has made a recommendation for approval.

A motion was made by G. Pahl, seconded by A. Gauthier, to approve the major amendment to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried.

## Appendix C

### Legal Notice Affidavit from Green Bay Press-Gazette



**GREEN BAY PRESS-GAZETTE**

GREENBAYPRESSGAZETTE.COM

Delivering Customers. Driving Results.

A GANNETT COMPANY

STATE OF WISCONSIN  
BROWN COUNTY

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



Natalie Bridenhagen

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: 6746734

Published Date: February 20, 2013

Published Date: February 27, 2013

Total Ad Cost: \$60.66

(Signed)

*Natalie Bridenhagen*  
Legal Clerk

(Date)

2/27/13

Signed and sworn before me

*Thomas M. Zaleski*

Notary Public, Brown County, Wisconsin

My commission expires 10/16/2013

BC PLANNING DEPT-LEGA

Re: Notice of Rep

NOTICE OF REQUEST FOR COMMENTS AND NOTICE OF PUBLIC HEARING ON THE DRAFT MAJOR AMENDMENT #1 TO THE 2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREEN BAY, WISCONSIN AREA

All interested persons are invited to comment and are advised of a public hearing on the Draft Major Amendment #1 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay, Wisconsin Area. Copies of the amendment will be available at Brown County Planning Commission, Room 320, Northern Building, 305 E. Walnut St., Green Bay, WI 54301. The public hearing will take place on Wednesday, March 6, 2013, Green Bay Metro Transportation Center, 811 University Ave., Green Bay, Wisconsin 54301 p.m.

The public review period for the amendment is scheduled for February 28, 2013, through March 6, 2013. Unless otherwise noted, the completed final program of projects, with an annex to be made by Lisa J. Corns and Brown County Planning Commission, PO Box 22000, Green Bay, WI 54306-0001, by March 1, 2013.

Published by: Sandy Jank, County Clerk  
Publication Date: February 27, 2013 10:00 AM

GANNETT WI MEDIA  
435 EAST WALNUT ST.  
PO BOX 23430  
GREEN BAY, WI 54305-3430

**GANNETT**  
Wisconsin Media  
Delivering Customers. Driving Results.

PHONE: (920) 866-7000  
FAX: (920) 866-7001  
EMAIL: [legals@greenbaypressgazette.com](mailto:legals@greenbaypressgazette.com)

**MAJOR AMENDMENT #2  
TO THE  
2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
GREEN BAY URBANIZED AREA**



**Brown County Planning Commission/MPO  
May 2013**

RESOLUTION NO. 2013-03

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
APPROVING MAJOR AMENDMENT #2 TO THE 2013-2017 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 (BCPC) 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. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. 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;
7. 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;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities; and

**WHEREAS**, the BCPC is the designated MPO for the Green Bay Urbanized Area with responsibility for carrying out an urban transportation planning program; and

**WHEREAS**, the BCPC Board of Directors is the Green Bay MPO's policy board.

**THEREFORE, BE IT RESOLVED**, that the BCPC Board of Directors approves Major Amendment #2 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area.

**NOW, BE IT FURTHER RESOLVED** that the MPO planning process is compliant with the requirements of MAP-21 and that the BCPC certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.

Dated at Green Bay, Wisconsin, this 1<sup>st</sup> day of May 2013.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director

**Major Amendment #2 to the  
2013-2017 Transportation Improvement Program  
for the Green Bay Urbanized Area  
by the Brown County Planning Commission**

The amendment includes the addition of one project:

Project Sponsor	Project Description	2013			
		Federal	State	Local	Total
Door-Tran Inc.	<b>Mobility Manager Position and Transportation Program</b> The position will assist individuals with disabilities living in Door County identify and access transportation services. The program provides reduced transportation fares to qualifying Door County residents. The project is being added to the Green Bay TIP as service regularly is provided between Door County and the Green Bay Urbanized Area	\$21,637	\$0	\$24,795	\$46,432
158-13-504	Funding Source: Section 5317 under SAFETEA-LU/will be implemented under MAP-21	\$21,637	\$0	\$24,795	\$46,432

The above project has been included in Table II-5 (project listing) of the original *2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The above project has also been included in Table II-7 (fiscal constraint demonstration) of the 2013-2017 TIP. The project is being funded with Section 5317 New Freedom funds (under SAFETEA-LU) but will be implemented under MAP-21. The program will be eligible under MAP-21 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities in future years. A full copy of the TIP and subsequent amendments and/or administrative modifications can be found on the Brown County Planning Commission website at <http://www.co.brown.wi.us/>. Click on Departments, Planning, Transportation, and Transportation Improvement Program (TIP) for the Green Bay Urbanized Area or contact MPO staff at 920 448-6480.



## Appendix A

### Copy of Postcard Sent to Interested Parties

All interested persons are advised of a public comment period and public hearing regarding the *Draft Major Amendment #2 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The Wisconsin Department of Transportation (WisDOT) has programmed the following project for 2013 and the amendment is as follows:

#### **Door Tran, Inc. Mobility Manager Position and Transportation Program**

The position will assist individuals with disabilities living in Door County identify and access transportation services. The program provides reduced transportation fares to qualifying Door County residents. The project is being added to the Green Bay TIP as service regularly is provided between Door County and the Green Bay Urbanized Area.

The proposed federal funding level is \$21,637.00

The public comment opportunity will take place before the Brown County Planning Commission Board of Directors on:

Wednesday, May 1, 2013  
Green Bay Transportation Center – Commission Room  
901 University Avenue  
Green Bay, WI 54302  
6:30 p.m.

Comments may be mailed to Lisa J. Conard, Brown County Planning Commission, PO Box 23600, Green Bay, Wisconsin 54305-3600 or at [conard\\_lj@co.brown.wi.us](mailto:conard_lj@co.brown.wi.us). Comments will be accepted through May 1, 2013.

## **Appendix B**

**Brown County Planning Commission Board of Directors (MPO Policy Board)  
Meeting Minutes excerpts  
May 1, 2013**

**MINUTES**  
**BROWN COUNTY PLANNING COMMISSION**  
**BOARD OF DIRECTORS**  
**Wednesday, May 1, 2013**  
**Green Bay Metro Transportation Center**  
**901 University Avenue, Commission Room**  
**Green Bay, WI 54302**  
**6:30 p.m.**

**ROLL CALL:**

Paul Blindauer	Exc	Michael Malcheski	X
James Botz	Exc	Ken Pabich	X
William Clancy	Exc	Scott Puyleart	X
Norbert Dantine, Jr.	X	Dan Robinson	X
Ron DeGrand	X	Ray Tauscher	X
Bernie Erickson	X	Mark Tumpach	X
Steve Gander	X	Steve VandenAvond	Abs
Adam Gauthier	X	Tim VandeWettering	X
Steve Grenier	X	Jason Ward	Exc
Phil Hilgenberg	X	Dave Wiese	X
Dotty Juengst	X	Reed Woodward	X
John Klasen	X	Vacant (Denmark, Wrightstown & Pulaski)	

**OTHERS PRESENT:** Lisa J. Conard, Chuck Lamine, Cole Runge, and Aaron Schuette.

- Approval of the minutes of the April 3, 2013, regular meeting of the Brown County Planning Commission Board of Directors.  
A motion was made by K. Pabich, seconded by J. Klasen, to approve the minutes of the April 3, 2013, regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.
- Public Hearing:** Notice of public hearing regarding Major Amendment #2 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.  
N. Dantine turned the public hearing over to L. Conard.  
L. Conard opened the public hearing for Major Amendment #2 to the *2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*.  
L. Conard stated that the Wisconsin Department of Transportation requested an amendment to the current TIP. The project proposed to be added to the TIP requires a major amendment. Therefore, a 15-day public review and comment period and a public hearing are required. L. Conard provided project detail as follows:

Project Sponsor	Project Description	2013			
		Federal	State	Local	Total
Door-Tran Inc.	<b>Mobility Manager Position and Transportation Program</b> The position will assist individuals with disabilities living in Door County identify and access transportation services. The program provides reduced transportation fares to qualifying Door County residents. The project is being added to the Green Bay TIP as service regularly is provided between Door County and the Green Bay Urbanized Area.				
158-13-504		\$21,637	\$0	\$24,795	\$46,432

\* The project is fiscally constrained and will be added to the TIP fiscal constraint demonstration document.

- L. Conard asked three times if anyone wished to speak. Hearing none the public hearing was closed. L. Conard informed the commission that the requirements for public participation have been fulfilled.
- Discussion and action regarding Major Amendment #2 to the 2013-2017 TIP for the Green Bay Urbanized Area.  
L. Conard stated that staff is recommending approval of the amendment.  
K. Pabich asked about the source of the local funds and what would happen if they were not available.

L. Conard stated that the local funds consist of passenger fares and donations. If the local share fell short, the program would likely be scaled back. For example, Door-Tran partners with private-for-profit taxi companies to operate a half-fare program for qualifying Door County residents. The user pays half the fare and the program covers the other half. If there was a shortfall in local share, the number of half-fare vouchers available to residents would likely be reduced. The other services also fall under the program could also be scaled back.

K. Pabich asked if Brown County is responsible for any portion of the local share.

L. Conard stated no.

D. Juengst asked why we are being asked to amend the TIP.

L. Conard stated that the project involves federal transportation dollars and was not included in the 2013-2017 TIP approved in September of 2012. On April 11, 2013, WisDOT requested that Brown County staff amend the Green Bay Urbanized Area TIP to include the project. Door County does not have a Metropolitan Planning Organization (MPO), which is a transportation planning agency for urbanized areas of 50,000+ people. Since some of the trips will enter the Green Bay Urbanized Area, WisDOT felt that our TIP would be the most appropriate for the project. In addition, WisDOT has flexibility in assigning "rural" and "urban" federal dollars to the program, which, depending on certain circumstances, triggers an amendment to an urban area TIP.

TIP amendments are common. In fact, WisDOT processes Statewide Transportation Improvement Program (STIP) amendments every month, and each amendment contains at least 40 projects.

A. Gauthier asked about the types of amendments.

L. Conard stated that the amendment before the commission today was processed as a major amendment because the \$21,637 in federal funds assigned to the project has not appeared in any TIP. If a project was already in a TIP and was moved from the current year to an "out year" and other criteria were met, a minor amendment may be in order. Administrative modifications can also occur. Each one has a corresponding public involvement process.

A motion was made by B. Erickson, seconded by R. DeGrand, to approve Major Amendment #2 to the 2013-2017 TIP for the Green Bay Urbanized Area. Motion carried.

## Appendix C

### Legal Notice Affidavit from the Green Bay Press-Gazette



**GREEN BAY PRESS-GAZETTE**  
GREENBAYPRESSGAZETTE.COM  
Delivering Customers. Driving Results.  
A GANNETT COMPANY

STATE OF WISCONSIN  
BROWN COUNTY

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

Natalie Bridenhagen

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: 6778164

Published Date: April 17, 2013

Published Date: April 24, 2013

Total Ad Cost: \$71.14

(Signed)

Legal Clerk

(Date)

4/24/13

Signed and sworn before me

Notary Public, Brown County, Wisconsin

My commission expires 10/6/2013

NOTICE OF REQUEST FOR COMMENTS AND NOTICE OF PUBLIC HEARING ON THE DRAFT MAJOR AMENDMENT #2 TO THE 2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREEN BAY ORGANIZED AREA. All interested persons are invited to comment and are advised of a public hearing on the Draft Major Amendment #2 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Organized Area. Copies of the amendment will be available at: Brown County Planning Commission Room 320, Northern Building, 305 E. Walnut St., Green Bay, WI 54301. The public hearing will take place on Wednesday, May 1, 2013, Green Bay Major Transportation Center 901 University Ave., Green Bay, Wisconsin 5:30 p.m. The public review period for the amendment is scheduled for April 17, 2013, through May 1, 2013. Unless otherwise noted, the completion of the final program of projects within comments should be mailed to Lisa J. Conant, Brown County Planning Commission, PO Box 23450, Green Bay, WI 54305-0050 by May 1, 2013. Published by Sandy Jans County Clerk April 17, 2013 WNAJ-7

BC PLANNING DEPT-LEGALS  
Re: request for comments



**MAJOR AMENDMENT #3  
TO THE  
2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
GREEN BAY URBANIZED AREA**



**Brown County Planning Commission/MPO  
September 4, 2013**

**RESOLUTION NO. 2013-07**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
APPROVING MAJOR AMENDMENT #3 TO THE 2013-2017 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 (BCPC) 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. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. 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;
7. 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;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities; and

**WHEREAS**, the BCPC is the designated MPO for the Green Bay Urbanized Area with responsibility for carrying out an urban transportation planning program; and

**WHEREAS**, the BCPC Board of Directors is the Green Bay MPO's policy board.

**THEREFORE, BE IT RESOLVED**, that the BCPC Board of Directors approves Major Amendment #3 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area.

**NOW, BE IT FURTHER RESOLVED** that the MPO planning process is compliant with the requirements of MAP-21 and that the BCPC certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.

Dated at Green Bay, Wisconsin, this 4<sup>th</sup> day of September 2013.

BROWN COUNTY PLANNING COMMISSION

  
\_\_\_\_\_  
Norbert Dantine, Jr., President

ATTEST:

  
\_\_\_\_\_  
Chuck Lamine, AICP, Planning Director

**Major Amendment #3 to the  
2013-2017 Transportation Improvement Program  
for the Green Bay Urbanized Area  
by the Brown County Planning Commission**

The amendment includes the addition of one project:

Project Sponsor	Project Description	2014			
		Federal	State	Local	Total
WisDOT	<u>Interstate 41 Conversion</u>  Update existing signing along US 41 to IH 41 from the Wisconsin/Illinois border to IH 43 in Green Bay.  The cost estimate reflects the total cost of the project which extends beyond the Green Bay Metropolitan Planning Area. Fiscal constraint for the overall project is accounted for in the STIP.				
158-13-021	1133-03-76	\$1,988,800	\$497,200	\$0	\$2,486,000

The above project has been included in Table II-1 (project listing) of the *2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* at the request of WisDOT. The cost estimate reflects the total cost of the project which extends beyond the metropolitan planning area. Fiscal constraint for the overall project is accounted for in the *Statewide Transportation Improvement Program (STIP)*. Therefore, the project cost will not be included in Table II-7 (fiscal constraint demonstration) of the Green Bay Urbanized Area TIP.

A full copy of the TIP and subsequent amendments and/or administrative modifications can be found on the Brown County Planning Commission website at <http://www.co.brown.wi.us/>. Click on Departments, Planning, Transportation, and Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.





## US 41 Interstate Conversion Project *(project description courtesy of WisDOT)*

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005, designated the US 41 Corridor as a future Interstate route.

### Project location

The study corridor is located almost entirely within the state of Wisconsin. The proposed interstate will begin at the I-94/US 41 interchange located approximately one mile south of the Wisconsin/Illinois border. The route continues north concurrently with I-94 to the Mitchell interchange and then northwesterly concurrent with I-894 to the Zoo interchange. From the Zoo interchange, the route will extend north along US 45 and US 41 through Fond du Lac, the Fox Valley, and Green Bay and end at the I-43 interchange.

### Project benefits

Designating the highway as an Interstate is expected to:

- Bring economic growth from Milwaukee to Green Bay
- Increase the safety of the road for people and vehicles
- Create a corridor identity
- Bring broader benefits to the state of Wisconsin



## Appendix A

### Copy of Postcard Sent to Interested Parties

All interested persons are advised of a public comment period and public hearing regarding the *Draft Major Amendment #3 to the 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The Wisconsin Department of Transportation (WisDOT) has programmed the following project for 2014 and the amendment is as follows:

#### **Interstate 41 Conversion**

Update existing signing along US 41 to IH 41 from the Wisconsin/Illinois border to IH 43 in Green Bay. The total cost of the project is \$2,486,000. The Federal share is \$1,988,800 and the State of Wisconsin share is \$497,200.

The public hearing will take place before the Brown County Planning Commission Board of Directors on:

Wednesday, September 4, 2013  
Green Bay Transportation Center – Commission Room  
901 University Avenue  
Green Bay, WI 54302  
6:30 p.m.

Comments may be mailed to Lisa J. Conard, Brown County Planning Commission, PO Box 23600, Green Bay, Wisconsin 54305-3600 or at [conard\\_lj@co.brown.wi.us](mailto:conard_lj@co.brown.wi.us). Comments will be accepted through September 4, 2013.

## Appendix B

### Brown County Planning Commission Board of Directors (MPO Policy Board) Meeting Minutes excerpts Includes Public Hearing and Amendment #3 Approval September 4, 2013

#### MINUTES BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS Wednesday, September 4, 2013 Green Bay Metro Transportation Center 901 University Avenue, Commission Room Green Bay, WI 54302 6:30 p.m.

#### ROLL CALL:

Paul Blindauer	<u>Exc</u>	John Klasen	<u>X</u>
James Botz	<u>Exc</u>	Michael Malcheski	<u>X</u>
Paul Brewer	<u>X</u>	Ken Pabich	<u>X</u>
William Clancy	<u>Exc</u>	Scott Puyleart	<u>Exc</u>
Norbert Dantine, Jr.	<u>X</u>	Dan Robinson	<u>Exc</u>
Ron DeGrand	<u>X</u>	Ray Tauscher	<u>X</u>
Bernie Erickson	<u>X</u>	Mark Tumpach	<u>Abs</u>
Steve Gander	<u>X</u>	Steve VandenAvond	<u>X</u>
Adam Gauthier	<u>X</u>	Tim VandeWettering	<u>X</u>
Steve Grenier	<u>X</u>	Jason Ward	<u>X</u>
Phil Hilgenberg	<u>Exc</u>	Dave Wiese	<u>X</u>
Dotty Juengst	<u>Exc</u>	Reed Woodward	<u>X</u>

**OTHERS PRESENT:** Chuck Lamine, Lisa Conard, Cole Runge, Jeff DuMez, and Jim Resick.

- 4. Public Hearing:** Public hearing on *Major Amendment #3 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area.*

N. Dantine turned the public hearing over to L. Conard.

#### *Major Amendment #3 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area by the Brown County Planning Commission*

The amendment includes the addition of one project:

Project Sponsor	Project Description	2014			
		Federal	State	Local	Total
WisDOT	<u>Interstate 41 Conversion</u>  Update existing signing along US 41 to IH 41 from the Wisconsin/Illinois border to IH 43 in Green Bay.  The cost estimate reflects the total cost of the project which extends beyond the Green Bay Metropolitan Planning Area. Fiscal constraint for the overall project is accounted for in the STIP.				
158-13-021	1133-03-76	\$1,988,800	\$497,200	\$0	\$2,486,000

The above project has been included in Table II-1 (project listing) of the original 2013-2017 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. The above project has also been included in Table II-7 (fiscal constraint demonstration) of the 2013-2017 TIP. A full copy of the TIP and subsequent amendments and/or administrative modifications can be found on the Brown County Planning Commission website at <http://www.co.brown.wi.us/>. Click on Departments, Planning, Transportation, and Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard asked three times if anyone wished to speak. Hearing none, the public hearing was closed. L. Conard informed the commission that the requirement for a public hearing has been fulfilled.

5. Discussion and action on *Major Amendment #3 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area*.

A discussion ensued regarding signs and installation of signs along the entire corridor from Green Bay to just south of the WI border where US41 and 94 meet.

A motion was made by K. Pabich, seconded by S. VandenAvond, to approve the Major Amendment #3 to the 2013-2017 Transportation Improvement Program for the Green Bay Urbanized Area. Motion carried unanimously.

## Appendix C

### Legal Notice Affidavit from the Green Bay Press-Gazette



**GREEN BAY PRESS-GAZETTE**

GREENBAYPRESSGAZETTE.COM

Delivering Customers. Driving Results.

A GANNETT COMPANY

STATE OF WISCONSIN  
BROWN COUNTY

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

Natalie Bridenhagen

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: 6851715

Published Date: August 21, 2013

Published Date: August 28, 2013

Total Ad Cost: \$71.14

(Signed)

Legal Clerk

(Date)

Signed and sworn before me

Notary Public, Brown County, Wisconsin

My commission expires

BC PLANNING DEPT-LEGALS  
Re: Draft Amendment

RECEIVED

SEP 3 2013

BROWN COUNTY PLANNING  
DEPT-LEGALS

GANNETT WI MEDIA  
435 EAST WALNUT ST.  
PO BOX 23430  
GREEN BAY, WI 54305-3430

**GANNETT**  
Wisconsin Media  
Delivering Customers. Driving Results.

PHONE 920-431-8298  
FAX 877-943-0443  
EMAIL: [legals@greenbaypressgazette.com](mailto:legals@greenbaypressgazette.com)

NOTICE OF  
REQUEST FOR  
COMMENTS AND  
NOTICE OF  
PUBLIC HEARING  
ON THE DRAFT  
MAJOR AMENDMENT  
TO THE  
2013-2017  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM FOR THE  
GREEN BAY  
URBANIZED AREA  
All interested persons  
are invited to comment  
and are advised of a  
public hearing on the  
Draft Major Amendment  
to the 2013-2017  
Transportation Im-  
provement Program  
(TIP) for the Green Bay  
Urbanized Area.  
Copies of the draft  
amendment will be available at:  
Brown County  
Planning Commission  
Room 320  
Walnut Building  
305 E. Walnut St.  
Green Bay, WI 54301  
The public hearing will  
take place on:  
Wednesday, September  
4, 2013  
Green Bay Metro  
Transportation Center  
301 University Ave.  
Green Bay, Wisconsin  
6:30pm  
Details otherwise not  
found. For complete the  
final program of projects.  
The public review period  
for the amendment is  
scheduled for August 21,  
2013, through Septem-  
ber 4, 2013.  
Written comments should  
be mailed to Line A, City-  
and, Brown County Plan-  
ning Commission, 400  
E. 23rd St., Green Bay,  
WI 54302-3600 by Sep-  
tember 3, 2013.  
Published by  
Sandy June  
County Clerk  
Aug. 21, 2013  
"BNAULP"