

# **2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area**



**Brown County Planning Commission  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
October 2013**



U.S. Department of Transportation  
**Federal Highway Administration**



U.S. Department of Transportation  
**Federal Transit Administration**



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**Cover:** Mason Street interchange: After six months of demolishing and rebuilding, the Mason Street interchange re-opened on July 28, 2012. The \$29 million reconstruction project replaced the 46-year-old bridge over US 41 and included the construction of three multi-lane roundabouts, replacement of the 9th Street bridges, and expansion of one mile of US 41. (Courtesy of WisDOT)

RESOLUTION NO. 2013-10  
RESOLUTION OF THE BOARD OF DIRECTORS OF THE BROWN COUNTY PLANNING COMMISSION  
ENDORING THE 2014-2018 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. 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 21;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origins, sex, or age in employment or business opportunity;
5. 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 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 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 2<sup>nd</sup> day of October 2013.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director

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**CHAPTER I**  
**INTRODUCTION**



## **A. INTRODUCTION**

Federal planning regulations, which govern the planning process in urbanized areas, require the 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 to be eligible for federal aid. At the request of the Federal Highway Administration, the new TIP will include projects for a five year period, 2014-2018.

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).

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 Public Works Department, Wisconsin Department of Transportation (WisDOT), Green Bay Metro (Metro), and other transportation providers. Transportation Alternatives (TA) and all other federally funded transportation related projects were also obtained.

The Transportation Subcommittee of the Brown County Planning Commission (serving as the Technical Committee) reviewed and made a recommendation for approval of the 2014-2018 TIP to the Brown County Planning Commission Board of Directors on September 16, 2013. The Board of Directors (the policy committee) endorsed the TIP on October 2, 2013. Roadway, transit, elderly and persons with disabilities, and transportation alternatives 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 Highway Administration (FHWA) Funds**

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) established five core programs that the FHWA administers, with the majority of funding flowing to states and metropolitan planning organizations. They include:

1. National Highway Performance Program (NHPP). NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. Funding allocations for the NHPP are made to WisDOT on a statewide basis for specific projects.
2. Surface Transportation Program (STP). The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The Surface Transportation Program-Urban (STP-U) portion of the fund makes an annual dollar allocation to the Green Bay Urbanized Area. Project choice under the STP-U program is left to local discretion. Projects receiving STP dollars may be funded at a federal level between 50 and 80 percent. The remaining funds are provided locally. 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.
3. Highway Safety Improvement Program (HSIP). The Highway Safety Improvement Program was established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.
4. Congestion Mitigation and Air Quality Improvement Program (CMAQ). CMAQ provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. CMAQ funds are not available to the Green Bay Urbanized Area because Brown County is an attainment area under the Environmental Protection Agency (EPA) Ambient Air Quality Standards.
5. Transportation Alternatives Program (TAP). TAP provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The new TAP includes Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs. Under MAP-21, the Green Bay Urbanized Area will receive a TAP allocation of approximately \$300,000 *per year* for two years (\$600,000 total).

### C. Federal Transit Administration (FTA) Funds

The Federal Transit Administration (FTA) offers several funding programs relating to public transportation. Programs that may be used in the Green Bay Urbanized Area include:

1. Section 5307 Urbanized Area Formula Grants Program. This grant program provides funding to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. In the Green Bay Urbanized Area, Green Bay Metro, the public transportation operator, is the direct recipient. For calendar year 2013, Green Bay Metro is anticipating approximately \$2.1 million in Section 5307 funds, or 27.6 percent of its total operating budget. Funds received offset the local cost of providing fixed route and paratransit services in the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue.
2. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (combination of the former Section 5310 Elderly and Persons with Disabilities Program and New Freedom Program). This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Beginning with the 2014-2015 funding cycle, Green Bay Metro will be the direct recipient of Section 5310 funds. The Lakeland Chapter of the American Red Cross has been awarded Section 5310 funds in the past, acquiring vehicles for use in its transportation program. Non-profit organizations, such as the Red Cross, can continue to be eligible for the funds. However, they must apply for the funds directly to Green Bay Metro. For the Green Bay Urbanized Area, funding is in the form of a direct allocation and it is anticipated to be \$155,000 per year in 2014 and 2015.
3. Section 5311 Rural Transit Assistance Program (Non-urbanized Formula Grants and portion of former Job Access and Reverse Commute). This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Although the Green Bay Urbanized Area is not eligible for the program, transit systems that receive 5311 funding may provide service to the Green Bay Urbanized Area.
4. Section 5339 Bus and Bus Facilities Program (formerly 5309 Capital Program). Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

**D. PLANNING PROCEDURES AND MAP-21 (The following text has been included in the TIP at the request of Federal Highway Administration)**

MAP-21 provides flexibility in the way in which the Brown County Planning Commission and 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.

**E. TIP CHANGES: MODIFICATION AND AMENDMENT GUIDELINES 21 (The following text has been included in the TIP at the request of FHWA and WisDOT)**

The TIP modification and amendment guidelines outlined below have been established by Brown County Planning Commission in conjunction with FHWA, FTA, and WisDOT 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 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 MPO will publish a formal public notice, conduct a 15-day public review period, and hold a public hearing in front of 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**  
**2014-2018 PROJECTS**

#### **A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS**

The 2014-2018 federal-aid approved roadway projects and non-roadway projects can be seen on Tables II-1 through II-4. The projects are listed by responsible agency for each calendar year.

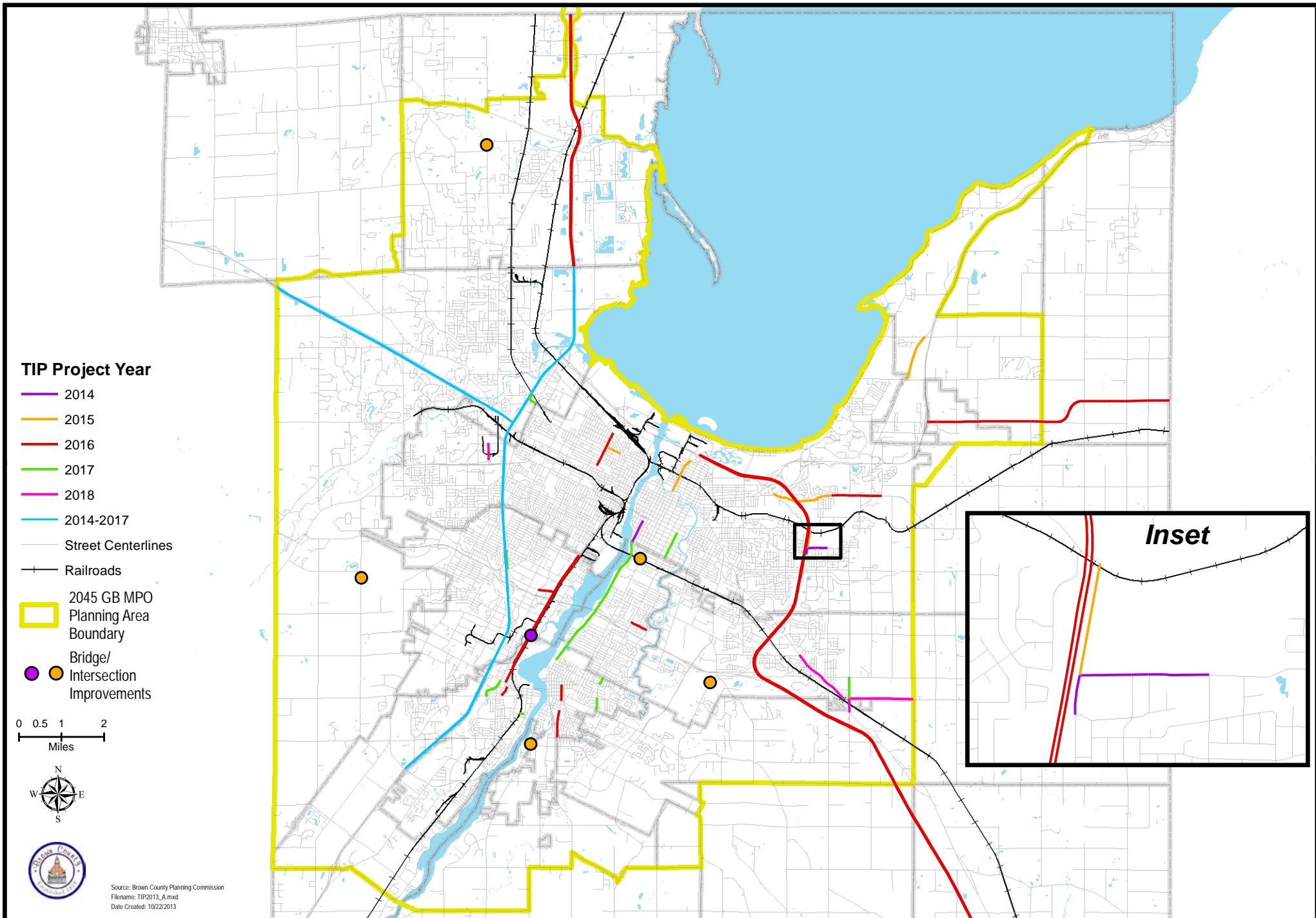
A project location map, Figure A, shows the approved roadway project locations within the Green Bay Metropolitan Area. Figure A also shows the 2010 US Census Urbanized Area Boundary and the 2045 Green Bay Metropolitan Planning Area Boundary. All right-of-way, preliminary engineering, landscaping, deck 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 program under which funding is anticipated is noted under the federal total for each project. The complete project listing, including non-approved or significant locally-funded projects, can be seen in Appendix A.

Below is the key for funding program abbreviations:

NHPP	National Highway Performance Program (includes the former National Highway System, Bridge Rehabilitation, Bridge Replacement, and Interstate Maintenance Programs)
STP	Surface Transportation Program
STP-U	Surface Transportation Program – Urban
TAP	Transportation Alternatives Program (includes the former Transportation Enhancements and Safe Routes to School Programs)
HSIP	Highway Safety Improvement Program
OCR	Office of the Commission of Railroads
Section 5307	Urbanized Area Formula Grants Program and portion of former Job Access and Reverse Commute
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities (combination of the former Section 5310 Elderly and Persons with Disabilities Program and New Freedom Program)
Section 5311	Rural Transit Assistance Program and portion of former Job Access and Reverse Commute
Section 5339	Bus and Bus Facilities Program (formerly 5309 Capital Program)



Figure A  
2014-2018 Project Locations  
Metropolitan Green Bay



**Table II-1  
TIP Project Listing (including non-federally funding projects for illustrative purposes)  
(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			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	65	65				0				0				0
						0				0				0				0				0
						0	1,564	0	391	1,955				0				0				0
		TOTAL	0	0	0	0	1,564	0	456	2,020	0	0	0	0	0	0	0	0	0	0	0	0
Illustrative only	1.10 miles E						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 5417-03-00, 71	DESIGN RE CONST				0				0	97	0	24	121				0				0
						0				0				0				0				0
						0				0	678	0	169	847				0				0
158-11-002 (2016)	0.34 miles P	TOTAL	0	0	0	0	0	0	0	0	775	0	194	969	0	0	0	0	0	0	0	0
							STP Urban-Approved															
Village of Ashwaubenon	Cormier Road Ashland Av to Oneida St Reconstruct with sidewalk & wide outside lane	DESIGN RE CONST				0				0	0	0	200	200				0				0
						0				0				0				0				0
						0				0	2,023	0	852	2,875				0				0
158-14-008 (2016)	WisDOT ID to be assigned 0.65 miles P	TOTAL	0	0	0	0	0	0	0	0	2,023	0	1,052	3,075	0	0	0	0	0	0	0	0
							STP Urban-Approved - 70.4%															
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				0				1,250	0	313	1,563	
Illustrative only	1.45 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	0	313	1,563
							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	48	48				0
						0				0				0	0	0	40	40				0
						0				0				0	656	0	164	820				0
158-14-003 (2017)	WisDOT ID to be assigned 0.30 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	656	0	252	908	0	0	0	0
							STP Urban-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 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of De Pere  158-14-007 (2015)	Libal Street	DESIGN				0	0	0	11	11				0				0				0
	Ridgeway Dr to Lebrun St	RE				0				0				0				0				0
	Mill & Resurface	CONST				0	70	0	18	88				0				0				0
	sidewalk exists																					
	WisDOT ID to be assigned	TOTAL	0	0	0	0	70	0	28	99	0	0	0	0	0	0	0	0	0	0	0	0
	0.20 miles P						STP Urban-Approved															
City of De Pere  158-14-005 92015)	Erie Street	DESIGN				0	0	0	54	54				0				0				0
	O'Keefe Rd to Virginia Dr	RE				0				0				0				0				0
	Mill & Resurface	CONST				0	375	0	94	468				0				0				0
	sidewalk exists																					
	WisDOT ID to be assigned	TOTAL	0	0	0	0	375	0	147	522	0	0	0	0	0	0	0	0	0	0	0	0
	0.62 miles P						STP Urban-Approved															
City of De Pere  158-11-001 (2016)	Allard Street	DESIGN				0				0	43	0	11	54				0				0
	Grant Street to Reid Street	RE				0				0				0				0				0
	Mill & resurface	CONST				0				0	225	0	56	281				0				0
	4985-00-51, 52	TOTAL	0	0	0	0	0	0	0	0	268	0	67	335	0	0	0	0	0	0	0	0
	0.25 miles P										STP Urban-Approved											
City of De Pere  Illustrative only	Erie Street	DESIGN				0				0	0	0	27	27				0				0
	Merrill St to George St	RE				0				0				0				0				0
	Mill & Resurface	CONST				0				0	0	0	148	148				0				0
	sidewalk exists																					
		TOTAL	0	0	0	0	0	0	0	0	0	0	175	175	0	0	0	0	0	0	0	0
	0.37 miles P										Local											
City of De Pere  Illustrative only	Lande Street	DESIGN				0				0				0	0	0	6	6				0
	RR Tracks to Fourth St	RE				0				0				0				0				0
	Mill & Resurface	CONST				0				0				0	0	0	34	34				0
	sidewalk exists																					
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40	0	0	0	0
	0.09 miles P										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	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of De Pere	Libal Street	DESIGN				0				0				0	0	0	14	14				0
	Chicago St to Charles St	RE				0				0				0				0				0
	Mill & Resurface	CONST				0				0				0	0	0	86	86				0
	sidewalk exists																					
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0
Illustrative only	0.27 miles P														Local							
City of De Pere	Helena Street	DESIGN				0				0				0				0	0	0	7	7
	Seventh St to Sixth St	RE				0				0				0				0				0
	Mill & Resurface	CONST				0				0				0				0	63	0	13	75
	sidewalk exists																					
	WisDOT ID to be assigned	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	0	20	82
158-14-006 (2018)	0.20 miles P																		STP Urban-Approved			
City of De Pere	Ninth Street	DESIGN				0				0				0				0	0	0	33	33
	Grant St to Main Av	RE				0				0				0				0				0
	Mill & Resurface	CONST				0				0				0				0	234	0	58	292
	sidewalk exists																					
	WisDOT ID to be assigned	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	0	92	326
158-14-004 (2018)	0.50 miles P																		STP Urban-Approved			
City of Green Bay	Sitka Street	DESIGN				0				0				0				0				0
	Superior Rd to Ontario Rd	RE				0				0				0				0				0
	Reconstruct to urban section w	CONST	0	0	720	720				0				0				0				0
	sidewalk & bike lane																					
	TOTAL		0	0	720	720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illustrative only	0.47 miles E		Local																			
City of Green Bay	Superior Road	DESIGN				0				0				0				0				0
	Gilbert Dr to Sitka ST	RE				0				0				0				0				0
	Reconstruct to urban section w	CONST	0	0	240	240				0				0				0				0
	sidewalk & bike lane																					
	TOTAL		0	0	240	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illustrative only	0.15 miles E		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	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Humboldt Road University Avenue to Cornelius Dr Concrete pavement repair; sidewalk exists	DESIGN RE CONST				0 0 0				0 0 530				0 0 0				0 0 0				0 0 0
Illustrative only	1.33 miles P	TOTAL	0	0	0	0	0	0	530	530	0	0	0	0	0	0	0	0	0	0	0	0
							Local															
City of Green Bay	Mather Street Vroman Street to Roy Avenue Reconstruction of urban section existing sidewalk & widened outside lane 4987-02-61-63	DESIGN RE CONST				0 0 0	93	0	23	116				0 0 0				0 0 0				0 0 0
158-11-004 (2015)	0.32 miles P	TOTAL	0	0	0	0	745	0	186	931	0	0	0	0	0	0	0	0	0	0	0	0
							STP Urban-Approved															
City of Green Bay	Superior Road Sitka Street to Baird Creek Road Mill & Resurface rural pavement Widened outside lane	DESIGN RE CONST				0 0 0				0 0 250				0 0 0				0 0 0				0 0 0
Illustrative only	0.41 miles P	TOTAL	0	0	0	0	0	0	250	250	0	0	0	0	0	0	0	0	0	0	0	0
							Local															
City of Green Bay	Gray Street Reed St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane 4987-02-58-60	DESIGN RE CONST				0 0 0				0 0 0	247	0	62	309				0 0 0				0 0 0
158-11-005 (2016)	0.86 miles P	TOTAL	0	0	0	0	0	0	0	0	1,828	0	457	2,285	0	0	0	0	0	0	0	0
											STP Urban-Approved											
City of Green Bay	Webster Avenue East River to Radisson Street Reconstruct w existing sidewalk & addition of bike lane WisDOT ID to be assigned	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	0	0	0	0				0 0 0
158-14-001 (2017)	0.87 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	4,910	0	5,728	10,638	0	0	0	0
											STP Urban-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 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018						
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total			
City of Green Bay	Baird Street	DESIGN				0				0				0				0				0			
	East Mason St to South City Limits	RE				0				0				0				0				0			
	Reconstruct of urban section w sidewalk & shared outside lane	CONST				0				0				0	1,096	0	274	1,370				0			
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	1,096	0	274	1,370	0	0	0	0			
Illustrative only	0.72 miles P													STP Urban-Not Approved											
City of Green Bay	Hinkle Street	DESIGN				0				0				0				0				0			
	Larsen Road to West Mason Street Front.	RE				0				0				0				0				0			
	Reconstruction of urban section	CONST				0				0				0				0	0	0	1,047	1,047			
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,047	1,047			
Illustrative only	0.44 miles P																		Local						
Brown County City of Green Bay (50%/50%)	Humboldt Road (CTH N)	DESIGN				0				0	0	0	165	165				0				0			
	Cornelius Drive to Spartan Road	RE				0				0				0				0				0			
	Reconstruct. to 3-lane urban w bike lanes & sidewalk - Bascom to Spartan; sidewalk on north side - Cornelius to Bascom	CONST				0				0	1,245	0	963	2,208				0				0			
	TOTAL		0	0	0	0	0	0	0	0	1,245	0	1,128	2,373	0	0	0	0	0	0	0	0			
158-09-098 (2015)	0.79 miles E 4987-02-56, 57										STP Urban-Approved														
Brown County Village of Ashwaubenon (50%/50%)	Pilgrim Way (CTH YY)	DESIGN				0				0	0	0	150	150				0				0			
	Holmgren Way to Ashland Avenue	RE				0				0				0				0				0			
	Reconstruct to 6-lane urban	CONST				0				0	1,102	0	638	1,740				0				0			
	TOTAL		0	0	0	0	0	0	0	0	1,131	0	759	1,890	0	0	0	0	0	0	0	0			
158-09-097 (2015)	4987-02-54,55 0.31 miles E										STP Urban-Approved														
Brown County Village of Bellevue (50%/50%)	Cottage Road (CTH EA)	DESIGN				0				0	0	0	338	338				0				0			
	Willow Road to STH 29	RE				0				0	0	0	90	90				0				0			
	Reconstruction to urban section w roundabout at Willow Rd & bike lanes & sidewalk, WisDOT ID to be assigned	CONST	0	0	0	0				0	2,156	0	539	2,695				0				0			
	TOTAL		0	0	0	0	0	0	0	0	2,156	0	967	3,123	0	0	0	0	0	0	0	0			
158-14-002 (2016)	0.53 miles E										STP Urban-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			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
	Highway Safety Improvement Program (HSIP)	RE				0				0				0				0				0
158-09-081 (2014)		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-10-006 (2015)																						
158-11-011 (2016)		TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-13-006 (2017)	0.00 miles P	STP																				
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
	Preventative Maintenance projects on the National Highway System	RE				0				0				0				0				0
158-09-082 (2014)		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-10-007 (2015)																						
158-11-012 (2016)		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-13-007 (2017)	0.00 miles P	NHPP																				
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
	STP Preventative Maintenance Connecting Highway System	RE				0				0				0				0				0
158-09-083 (2014)		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-10-008 (2015)																						
158-11-013 (2016)		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-13-008 (2017)	0.00 miles P	STP																				
OCR	Grouped Projects	DESIGN				0				0				0				0				0
	OCR Rail-Highway Crossing Safety	RE				0				0				0				0				0
158-09-084 (2014)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-10-009 (2015)																						
158-11-014 (2016)		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-13-008 (2017)	0.00 miles P	OCR																				
OCR	Ashland Avenue & Railroad Crossing Rail Crossing Improvement	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	118	63	0	181				0				0				0				0
	1009-93-46	TOTAL	118	63	0	181				0	0	0	0	0	0	0	0	0	0	0	0	0
158-09-096 (2014)	0.00 miles P	OCR																				
OCR	CTH M (Lineville Rd) Rail Crossing Improvement 388707D	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0	130	70	0	200				0				0
	1009-93-62	TOTAL	0	0	0	0	0	0	0	0	130	70	0	200	0	0	0	0	0	0	0	0
158-14-013 (2016)	0.00 miles P	OCR																				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			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				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0	26,429	2,937	0	29,366				0				0
		TOTAL	0	0	0	0	0	0	0	0	26,429	2,937	0	29,366	0	0	0	0	0	0	0	0
158-11-041 (2016)	9.36 miles P										NHPP											
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	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	564	357	0	921	949	949	0	1,898				0				0				0
		TOTAL	564	357	0	921	949	949	0	1,898	0	0	0	0	0	0	0	0	0	0	0	0
158-10-012 (2014)	9202-08-73-76, 53, 77-82, 87						NHPP															
158-10-013 (2015)	1.34 miles E																					
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				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	564	357	0	921				0				0				0				0
		TOTAL	564	357	0	921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-10-016 (2014)	1.34 miles E						NHPP															
WisDOT	STH 29 West County Line to CTH EB Resurfacing West Bound Lanes 9202-10-00, 71 8.04 miles P	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST	6,298	1,574	0	7,872				0				0				0				0
		TOTAL	6,298	1,574	0	7,872	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-09-022 (2014)	9202-10-00, 71						NHPP															
WisDOT	STH 29 - Kewaunee Road Main St to East County Line Resurface 4125-08-00, 71	DESIGN				0				0				0				0				0
		RE				0				0				0				0				0
		CONST				0				0				0				0	3,696	924	0	4,620
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,696	924	0	4,620
158-13-009 (2018)	7.83 miles P																		STP			
		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 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 32 at the intersection of CTH X (Heritage Road) Install a Roundabout 4085-43-00, 21, 71	DESIGN RE CONST				0				0				0				0				0
158-11-020 (2013) 158-11-021 (2015)	0.04 miles P	TOTAL	0	0	0	0	1,409	165	0	1,574	1,409	165	0	1,574	0	0	0	0	0	0	0	0
						STP																
WisDOT	STH 32 (8th Street) Main Avenue to Ashland Avenue Reconstruct 4085-42-71	DESIGN RE CONST				0				0				0				0				0
158-13-011 (2016)	0.45 miles P	TOTAL	0	0	0	0	0	0	0	0	1,636	409	0	2,045	1,636	409	0	2,045	0	0	0	0
						STP																
WisDOT	STH 32 (Ashland Avenue) 8th Street to Potts Ave Resurfacing	DESIGN RE CONST				0				0				0				0				0
158-09-087 (2016)	4190-16-71 2.31 miles P	TOTAL	0	0	0	0	0	0	0	0	5,624	1,316	0	6,940	5,624	1,316	0	6,940	0	0	0	0
						STP																
WisDOT	STH 32 (Ashland Avenue) 8th Street to Potts Avenue Replacement of existing structures	DESIGN RE CONST				0				0				0				0				0
158-07-029 (2016)	4190-16-72 2.31 miles P	TOTAL	0	0	0	0	0	0	0	0	1,214	304	0	1,518	1,214	304	0	1,518	0	0	0	0
						NHPP																
WisDOT	STH 32 (Ashland Avenue) De Pere to Green Bay Canadian National RR Crossing	DESIGN RE CONST				0				0				0				0				0
158-09-087 (2016)	4190-16-50, 51 0.09 miles P	TOTAL	0	0	0	0	0	0	0	0	109	20	6	135	109	20	6	135	0	0	0	0
						NHPP																
WisDOT	STH 32/57 Preservation & Access Management Study in anticipation of proposed southern bridge 4085-45-00	STUDY	440	110	0	550				0				0				0				0
158-14-014 (2014)	0.00 miles P	TOTAL	440	110	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						STP																



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			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 1133-03-02-06, 9-18, 21-22, 40-42, 70-90 3.25 miles E	DESIGN RE CONST TOTAL	0 0 0 0	100 100 200	0 0 0	100 100 200	0 743 743	0 1,833 1,833	0 0 0	0 2,576 2,576	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
158-10-019 (2015)		State					NHPP															
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work 1133-06-00, 21-24, 40-44, 46-52, 61-62, 70-91 10.2 miles E	DESIGN RE CONST TOTAL				0 0 1,816 1,816				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
158-10-021 (2014)		NHPP																				
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge 1133-09-00, 21-22, 40-41, 71-84, 90, 91 3.03 miles E	DESIGN RE CONST TOTAL				0 0 2,726 2,726				0 0 0 0				0 0 288 288				0 0 0 0				0 0 0 0
158-10-023 (2014)		NHPP																				
158-13-016 (2016)		State																				
WisDOT	US 41 De Pere to Suamico Morris Ave - Memorial Drive Reconstruction 1133-04-71 to 89	DESIGN RE CONST TOTAL				0 0 0 0				0 158 158				0 40 40				0 0 0				0 0 0
158-13-018 (2015)		NHPP																				
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work 1133-10-00, 01, 02, 21-22, 40-45, 50, 71-85, 90 3.39 miles E	DESIGN RE CONST TOTAL				0 0 0 0				0 56,628 56,628				0 14,659 14,659				0 0 0				0 0 0
158-10-024 (2015)		NHPP																				
						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 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			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				0				0				0
158-10-027 (2015)	1133-11, 71-87	TOTAL	0	0	0	0	1,119	396	0	1,515	260	65	0	325	0	0	0	0	0	0	0	0
158-10-028 (2016)	3.39 miles E						NHPP				NHPP											
WisDOT	US 41 Green Bay to Oconto Lineville to Norfield Rd Resurface	DESIGN RE CONST				0				0				0				0				0
158-11-025 (2016)	1130-32-00, 71 4.98 miles P	TOTAL	0	0	0	0	0	0	0	0	10,723	2,703	0	13,426	0	0	0	0	0	0	0	0
WisDOT	US 41 Green Bay to Oconto CTH B Interchange Operational Improvements	DESIGN RE CONST				0				0				0				0				0
158-13-019 (2016)	1150-54-71 0.1 miles P	TOTAL	0	0	0	0	0	0	0	0	1,196	299	0	1,495	0	0	0	0	0	0	0	0
WisDOT	US 41 Interstate Conversion Plan I-94 to I-43 (project may be listed in multiple TIPs & is ongoing)	STUDY RE CONST				0				0				0				0				0
158-04-054	1113-00-00 0.00 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	US 41 Interstate Conversion I-94 to I-43					0				0				0				0				0
Not subject to FC in Green Bay TIP	Sign production and installation (project may be listed in multiple TIPs )	CONST	1,989	497	0	2,486				0				0				0				0
158-13-021	1133-03-76 0.00 miles P	TOTAL	1,989	497	0	2,486	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 not likely to occur during this TIP program	DESIGN RE CONST	280	70	0	350				0				0				0				0
158-13-020 (2014)	1450-15-00, 71 1.24 miles P	TOTAL	280	70	0	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		STP																				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018			
			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 RE CONST				0 0 0				0 0 378				0 0 0				0 0 0				0 0 0
158-11-029 (2015)	4516-06-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	378	0	94	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 1,083				0 0 0				0 0 0				0 0 0
158-11-031 (2015)	4607-09-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	1,083	0	266	1,349	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 0 272				0 0 0				0 0 0				0 0 0
158-11-033 (2015)	9265-07-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	272	0	68	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 0 442				0 0 0				0 0 0				0 0 0
158-11-035 (2015)	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
WisDOT	CTH EE Dutchman's Creek Bridge & Approaches west of CTH GE Reconstruction; P-05-0051	DESIGN RE CONST				0 0 0				0 0 36				0 0 0				0 0 0				0 0 0
158-14-009 (2015) 158-14-010 (2016)	9277-00-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	36	7	0	43	187	37	0	224	0	0	0	0	0	0	0
WisDOT	CTH M Suamico River Bridge & Approaches south of CTH B Reconstruction	DESIGN RE CONST				0 0 0				0 0 52				0 0 0				0 0 331				0 0 0
158-14-011 (2015) 158-14-012 (2017)	9287-03-00, 71 0.00 miles P	TOTAL	0	0	0	0	BR	52	10	0	63	0	0	0	0	331	66	0	397	0	0	0

## **B. SURFACE TRANSPORTATION PROGRAM–URBAN (STP-U) ELIGIBLE PROJECTS**

### Program Overview

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) calls for prioritization of STP-U-eligible projects in urbanized areas to be carried out by the MPO in cooperation with the state. The Brown County Planning Commission, as the MPO for the Green Bay urbanized area, has developed project prioritization procedures for STP-U funds. The Brown County Planning Commission adopted the prioritization procedure in March 1994. The findings of the prioritization procedure can be seen in Appendix A.

The prioritization process developed and adopted by the Brown County Planning Commission 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 (Trans 75).

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.

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.

### Surface Transportation Program – Urban 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.

In 2011, WisDOT staff provided to MPO staff an estimate of \$2,565,547 in STP-U Funds for 2014-2016 (2014 overlap year) for projects within the Green Bay Urbanized Area. The BCPC Board of Directors recommended the 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

In 2013, WisDOT asked the sponsoring jurisdiction of the above projects to complete its 2013-2018 STP-Urban Program Application form with a due date of June 14<sup>th</sup>. All projects were submitted.

WisDOT staff anticipates that the next set of STP-Urban candidate project(s) to be requested in 2015.

**C. SECTION 5307 URBANIZED AREA FORMULA GRANTS PROGRAM AND SECTION 5339 BUS AND BUS FACILITIES PROGRAM**

Green Bay Metro operating and capital projects are programmed for a four year period of 2014-2017 and can be seen in Table II-2. Capital projects are listed in order of priority for each year. Capital projects are listed for illustrative purposes only.

Fixed Route Bus System

Green Bay Metro currently provides fixed route transit service in the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue. A total of 14 full service and 10 limited service fixed routes are in operation. Metro operates Monday through Friday from 5:15 a.m. to 9:45 p.m. and on Saturday from 7:15 a.m. to 6:45 p.m. Service is not provided on Sundays or on major holidays, with the exception of Packers game day service.

Paratransit Program

The Americans with Disabilities Act (ADA) became law on July 26, 1990. The law is intended to provide equal access rights for people with disabilities in the areas of employment, public services, public transportation, private accommodations, and telecommunications. The law requires recipients of FTA funds, such as Metro, to prepare a program for providing transportation services to people with qualifying disabilities using both lift-equipped/ramp fixed route bus service and complementary paratransit service. Metro offers both services and is in compliance with the ADA. Service provisions are as follows:

- The service is provided under contract with a single private-for-profit entity as a demand responsive system.
- The hours of operation are equivalent to those of Metro's fixed route service.
- The service area is defined by 3/4 of a mile from the fixed route service.
- The service is operating with a real time response schedule (guarantees ride within a specified time constraint).
- There are no restrictions or prioritization of trips.
- Metro may impose a maximum fare twice the current adult cash fare per trip.
- Metro may impose a higher "agency fare" as defined by the ADA as defined in 49 CFR Part 37.131 (c) (4).

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

A summary of past, current, and projected operating expenses and funding sources for the Green Bay Metro System can be seen in the following chapter.



**Table II-2  
Green Bay Metro Project Listing  
(1,000s)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	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
Green Bay Metro	<u>Operating Assistance*</u>	OPER	1,595	2,187	2,042	5,824	1,595	2,275	2,103	5,973	1,595	2,297	2,124	6,016	1,595	2,366	2,145	6,106
		TOTAL	1,595	2,187	2,042	5,824	1,595	2,275	2,103	5,973	1,595	2,297	2,124	6,016	1,595	2,366	2,145	6,106
158-13-101 (2014)	* Does not include farebox or other revenue.		Section 5307				Section 5307				Section 5307				Section 5307			
Green Bay Metro	<u>Capitalized Maintenance*</u> Under MAP-21, capitalized maintenance can supplement operating assistance if the transit system is in a TMA and operates less than 100 buses during the peak.	CAPITAL	553	0	138	691	553	0	138	691	553	0	138	691	553	0	138	691
		TOTAL	553	0	138	691	553	0	138	691	553	0	138	691	553	0	138	691
158-14-101 (2014)			Section 5307				Section 5307				Section 5307				Section 5307			
Green Bay Metro	<u>Section 5339/Direct</u> <u>Section 5339/5307</u>	CAPITAL	233	0	0	233												
		CAPITAL	56	0	14	70												
		TOTAL	289	0	14	303	0	0	0	0	0	0	0	0	0	0	0	0
158-14-102 (2014)			Section 5339															
Green Bay Metro	<u>Replacement Buses</u> 40' Low-Emissions Two each year 11.12.01	EQUIP	680	0	120	800	680	0	120	800	680	0	120	800	680	0	120	800
		TOTAL	680	0	120	800	680	0	120	800	680	0	120	800	680	0	120	800
Illustrative only																		
Green Bay Metro	<u>Replacement Buses</u> 40' Low-Emissions Three 11.12.01	EQUIP					960	0	240	1,200								
		TOTAL	0	0	0	0	960	0	240	1,200								
158-14-103 (2015)							STP-U approved transfer to FTA											

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	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
Green Bay Metro	<u>Replacement Buses</u> 35' CNG or other possible Three each year 11.12.02	EQUIP	998	0	176	1,174	1,028	0	181	1,209	1,034	0	212	1,245	1,090	0	223	1,313
Illustrative only		TOTAL	998	0	176	1,174	1,028	0	181	1,209	1,034	0	212	1,245	1,090	0	223	1,313
Green Bay Metro	<u>Facilities &amp; Equipment</u> Back-up Generator, Scissor Lift Overhead Door 11.44.06	EQUIP	160	0	40	200	20	0	5	25	20	0	5	25	20	0	5	25
Illustrative only		TOTAL	160	0	40	200	20	0	5	25	20	0	5	25	20	0	5	25
Green Bay Metro	<u>Paratransit Vehicles</u> Six each year 11.42.43	EQUIP	638	0	112	750	638	0	112	750	638	0	112	750	638	0	112	750
Illustrative only		TOTAL	638	0	112	750	638	0	112	750	638	0	112	750	638	0	112	750
Green Bay Metro	<u>Bus Route Signs</u> Replace Route Signs 11.34.09	EQUIP	24	0	6	30	24	0	6	30								
Illustrative only		TOTAL	24	0	6	30	24	0	6	30	0	0	0	0	0	0	0	0
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
Illustrative only		TOTAL	48	0	12	60	48	0	12	60	48	0	12	60	48	0	12	60

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	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
Green Bay Metro	<u>Paratransit Program Software</u> Trip Scheduling Software & Equip 11.62.03	EQUIP	60	0	15	75												
Illustrative only		TOTAL	60	0	15	75	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Capitalized Maintenance Assistance</u> Replacement/spare parts 11.12.40	CAPITAL	54	0	14	68	57	0	14	71	59	0	15	74	61	0	15	76
Illustrative only		TOTAL	54	0	14	68	57	0	14	71	59	0	15	74	61	0	15	76
Green Bay Metro	<u>ADA Capital Assistance</u> 11.7C.00	CAPITAL	258	0	45	303	267	0	47	314	273	0	48	321	281	0	50	331
Illustrative only		TOTAL	258	0	45	303	267	0	47	314	273	0	48	321	281	0	50	331
Green Bay Metro	<u>Building Upgrades</u> Rehabilitation of administrative & maintenance facility 11.44.03	EQUIP	40	0	10	50	40	0	10	50								
Illustrative only		TOTAL	40	0	10	50	40	0	10	50	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Security Enhancements</u> Lights, video, & fencing 11.34.07	EQUIP	40	0	10	50	40	0	10	50								
Illustrative only		TOTAL	40	0	10	50	40	0	10	50	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	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
Green Bay Metro	<u>Trapeze Ops Programming</u> Run cutting module 11.54.04	EQUIP	160	0	40	200												
Illustrative only		TOTAL	160	0	40	200	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Transitway Resurface</u> 11.34.01	CONSTR	60	0	15	75												
Illustrative only		TOTAL	60	0	15	75	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Computers &amp; Printer</u> Upgrade & printer system for Paratransit IDs 11.42.20	EQUIP	16	0	4	20					16	0	4	20	16	0	4	20
Illustrative only		TOTAL	16	0	4	20	0	0	0	0	16	0	4	20	16	0	4	20
Green Bay Metro	<u>Passenger Shelter Pads</u> Construction of concrete shelter pads 11.33.10	CONST	8	0	2	10	8	0	2	10	8	0	2	10	8	0	2	10
Illustrative only		TOTAL	8	0	2	10	8	0	2	10	8	0	2	10	8	0	2	10
Green Bay Metro	<u>Software Upgrade</u> AVL & GPS 11.54.04	EQUIP	20	0	5	25					40	0	10	50				
Illustrative only		TOTAL	20	0	5	25	0	0	0	0	40	0	10	50	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	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
Green Bay Metro	<u>Support/Service Vehicle</u> Truck for towing and snow removal 11.42.11	EQUIP	40	0	10	50												
Illustrative only		TOTAL	40	0	10	50	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Transportation Center</u> Rehabilitation & Renovation of Transportation Center & lobby 11.34.02	EQUIP					80	0	20	100								
Illustrative only		TOTAL	0	0	0	0	80	0	20	100	0	0	0	0	0	0	0	0
Green Bay Metro	<u>West Side Intermodal</u> <u>Transportation Terminal</u> Engineering study & construction 11.31.01	STUDY CONST					160	0	40	200	800	0	200	1,000				
Illustrative only		TOTAL	0	0	0	0	160	0	40	200	800	0	200	1,000	0	0	0	0
Green Bay Metro	<u>Paratransit Facility</u> Engineering & design 11.41.02	STUDY									85	0	15	100				
Illustrative only		TOTAL	0	0	0	0	0	0	0	0	85	0	15	100	0	0	0	0
Green Bay Metro	<u>Route Guide Books</u> Design and Production 11.34.20	CAPITAL	48	0	12	60	26	0	6	32	26	0	6	32				
Illustrative only		TOTAL	48	0	12	60	26	0	6	32	26	0	6	32	0	0	0	0

**D. SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM**

The Enhanced Mobility of Seniors and Individuals with Disabilities program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan and be funded under a competitive project.

In early 2013, WisDOT decided that it would not administer the new 5310 program in areas in Wisconsin that exceed 200,000 people. That meant that a local administration process had to be developed by the Brown County Planning Commission and local public transit operator (Green Bay Metro) for the funds associated with the program to be distributed in the Green Bay Urbanized Area. In 2013, the Brown County Planning Commission and Green Bay Metro identified Metro as the designated recipient for the program. A Recipient Coordination and Management Plan was also developed by the Brown County Planning Commission staff, and the plan was approved by the Brown County Planning Commission and Green Bay Metro in 2013. This plan can be found on the Brown County Planning Commission website at <http://www.co.brown.wi.us/>.

The Lakeland Chapter of the American Red Cross has been a frequent recipient of Section 5310 funds in the past. Funds have been used to purchase accessible vehicles for use in its elderly and persons with disabilities transportation program. Red Cross has also loaned vehicles to local human service agencies such as NEW Curative and the Brown County Human Services Department to transport clients.

Under the new 5310 program, the Green Bay Urbanized area will receive an allocation determined by WisDOT. It is estimated that Green Bay Urbanized Area will receive a total of \$310,000 in 2014 and 2015. In the past, applicants competed with each other on a statewide basis and there was no local guarantee. The new distribution method will ensure funding for projects within the Green Bay Urbanized Area. Ten percent (10%) of the allocation can be used to administer the program.

Approved Section 5310 projects can be seen on Table II-3. Please note that the two Red Cross vehicles shown as approved for 2014 were done so under the previous transportation law, SAFETEA-LU, and will not be applied to the \$310,000 allocation for 2014-2015.

**Table II-3**  
**Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities Program**  
**(\$1,000)**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014				Jan - Dec 2015			
			Federal	State	Local	Total	Federal	State	Local	Total
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	54	0	11	65				0
		CAPITAL	38	0	8	46				0
										0
		TOTAL	92	0	19	111	0	0	0	0
158-13-502 (2014)	WisDOT Cycle 38		Section 5310 - Approved (under SAFETEA-LU)							
Green Bay Metro	Fiscal Agent Administrative Fee	ADMIN	15	0	0	15	15	0	0	15
158-14-501 (2014)		TOTAL	15	0	0	15	15	0	0	15
158-14-502 (2015)			Section 5310				Section 5310			
	Grouped Projects	PROG	140	0	35	175	140	0	35	175
	Projects to be determined through a competitive application process									
158-14-503 (2014)	(55% minimum requirement for capital expenditures)	TOTAL	140	0	35	175	140	0	35	175
158-14-504 (2015)			Section 5310				Section 5310			
Door-Tran Inc.	Mobility Manager Position & Transportation Program									0
	Mobility Manager Postion (1.5 positions)		83	0	21	104				
	Program Operations:		22	0	25	47				
158-14-505 (2014)		TOTAL	105	0	46	151	0	0	0	0
			Section 5310							
Forward Service Corporation	Mobility Manager Position & Transportation Program									0
	Mobility Manager Postion		30	0	11	41				
	Program Operations:		69	29	40	138				
158-14-506 (2014)		TOTAL	99	29	51	179	0	0	0	0
			Section 5316 (carryover funds)							

## **E. TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

The local Transportation Alternatives Program (TAP) can fund transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The TAP program provides for the implementation of a variety of projects, with examples ranging from the construction of bike and pedestrian facilities to safe routes to school educational programming.

Eligible TAP activities include:

- Bicycle/pedestrian facilities
- Landscaping and scenic beautification
- Construction of turnouts, overlooks and viewing areas
- Rehabilitation of historic transportation facilities and buildings
- Preservation of abandoned railroad corridors
- Control and removal of outdoor advertising
- Archaeological planning and research
- Mitigation of highway runoff and provisions for wildlife crossings
- Programs previously funded under Safe Routes to School (SRTS) Program. SRTS provides funds to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purpose of the program is to:
  - enable and encourage children, including those with disabilities, to walk and bicycle to school;
  - 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
  - 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 TAP funded projects are listed on Table II-4.

Somewhat similar to the Section 5310 program, WisDOT decided that it would not administer the TAP program in areas in Wisconsin that exceed 200,000 people. That meant that a local administration process had to be developed by the MPO for program funds to be distributed in the Green Bay Urbanized Area. In addition, the BCPC will be responsible for soliciting and approving projects.

WisDOT has informed Brown County Planning Commission staff that the next TAP funding cycle will begin with project solicitation in October of 2013 with final project approvals occurring in 2014. This process will be completed after the November 1, 2013, submittal deadline of the TIP. Therefore, staff will be required to incorporate the approved TAP project(s) to the TIP via a major amendment in 2014.



**Table II-4  
Transportation Alternatives Program (TAP)  
(\$1,000)**

\* NOTE: WisDOT is scheduled to begin a TAP project application cycle in late 2013/early 2014. When the TAP project(s) are approved by the Brown County Planning Commission Board of Directors and approved by WisDOT, MPO staff will incorporate the project specifics into the TIP.

Primary Jurisdiction Project Sponsor	Project Description	Type	Jan - Dec 2014				Jan - Dec 2015				Jan - Dec 2016			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	Fox River Trail Connection		213	0	53	266				0				0
	Construct a multi-modal path from Webster Avenue					0				0				0
	to the Fox River Trail along the north side of STH 172					0				0				0
158-10-202	1210-07-71	TAP	213	0	53	266	0	0	0	0	0	0	0	0
Green Bay	Grouped Projects*	TBD				0	TBD			0				0
Urbanized Area	Transportation Alternatives Program (TAP)					0				0				0
Direct Allocation						0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0
		TAP					TAP							
						0				0				0
										0				0
										0				0
			0	0	0	0	0	0	0	0	0	0	0	0

## F. INTERCITY BUS SERVICE - 2013

### Green Bay – Madison Service

Lamers Bus provides service between Green Bay and Milwaukee. Stops include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. Federal Section 5311 Rural Transit Assistance Program (RTAP) and state funds are used to offset the cost of operating the service.

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

Jefferson Lines provides service between Milwaukee and Minneapolis. Stops include Sheboygan, Manitowoc, Green Bay, Wausau, and Eau Claire. Routing occurs on I-43 and STH 29. Federal Section 5311 Rural Transit Assistance Program (RTAP) and state funds will be used to offset the cost of operating the services

### Green Bay to Milwaukee Service

Greyhound provides service between Green Bay and Milwaukee along the US 41 corridor with scheduled stops along the way.

### Upper Peninsula of Michigan to Milwaukee (via Green Bay) Service

Indian Trails provides service between Michigan's Upper Peninsula and Milwaukee via Green Bay. Routing occurs on US 41 and I-43. Currently, the Michigan DOT uses federal and state funding to offset the cost of this service.

## 2013 Wisconsin Intercity Bus Routes



## **G. 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** (portions of text courtesy of the Environmental Protection Agency)

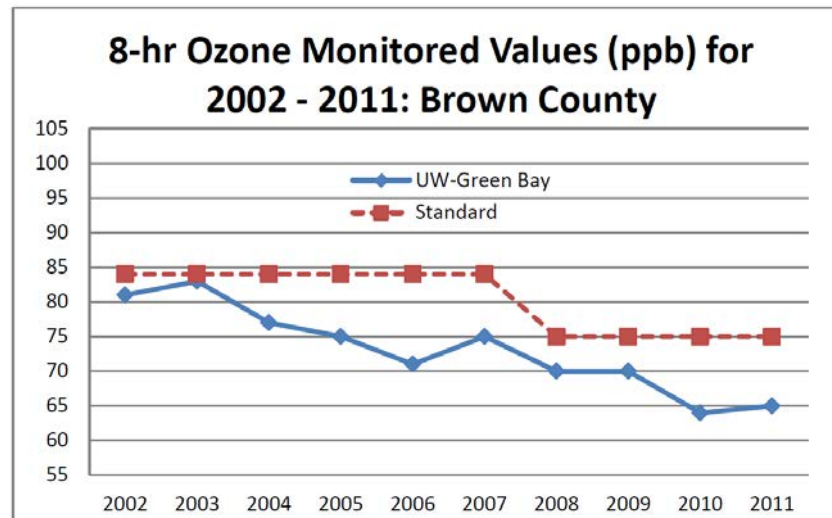
Brown County is an attainment area under the Environmental Protection Agency (EPA) Ambient Air Quality Standards.

The Clean Air Act requires EPA to set National Ambient Air Quality Standards for six common air pollutants. These commonly found air pollutants are found all over the United States. They are particle pollution/particulate matter, ground level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. These pollutants can harm your health and the environment, and cause property damage.

Of the six pollutants, ground-level ozone and particulate matter are the most widespread health threats.

Ground Level Ozone. What is it and where does it come from? Ground level ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, hydrocarbons and nitrogen oxides, react in the presence of sunlight. Ozone concentrations typically reach higher levels on hot sunny days in urban environments and can be transported long distances by wind.

What is the National Air Quality Standard for Ground Level Ozone? The current standard is 75 parts per billion (ppb). The graph on the next page shows ground level ozone measurements in Brown County.

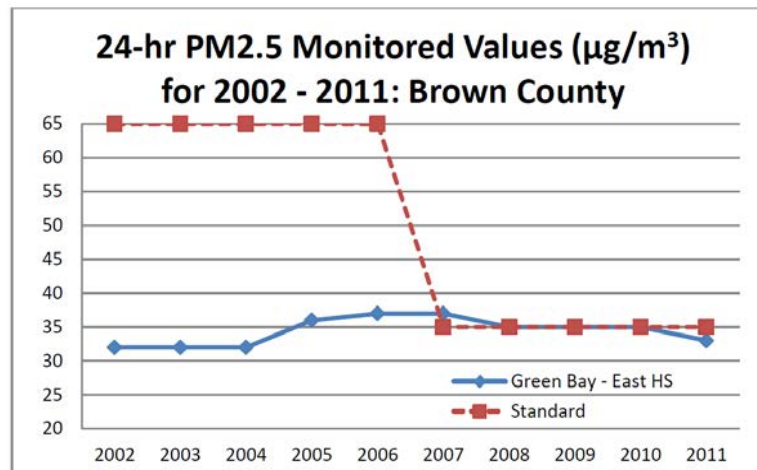


Particulate Matter (PM). What is PM? PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the 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.

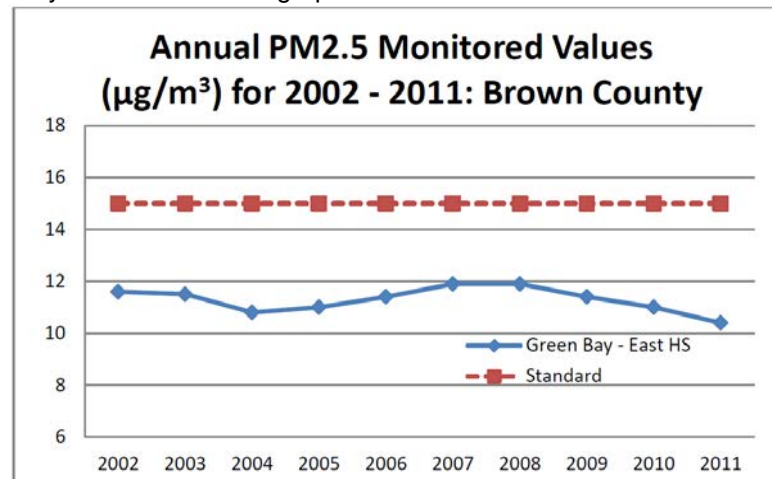
Particles less than 10 micrometers in diameter ( $PM_{10}$ ) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ( $PM_{2.5}$ ) are referred to as "fine" particles and are believed to pose the greatest health 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 current 24-hour fine particle standard is  $35 \mu\text{g}/\text{m}^3$  (35.0 micrograms per cubic meter) and the current annual fine particle standard is  $12 \mu\text{g}/\text{m}^3$ .



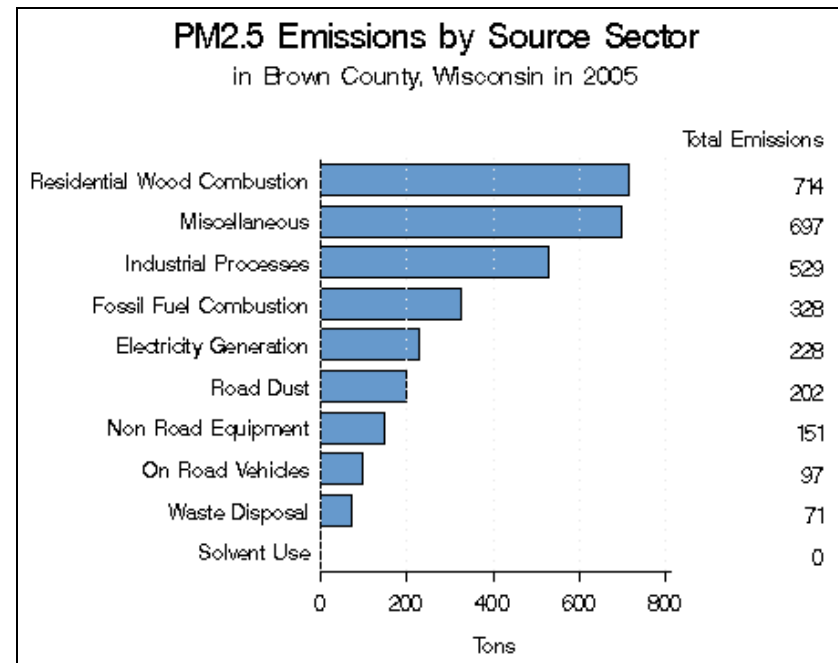
Please note below that the annual standard was changed to  $12 \mu\text{g}/\text{m}^3$  in 2013. The graph shows the standard at  $15 \mu\text{g}/\text{m}^3$ , which was the standard for the years shown in the graph.



Note: The standard changed from  $15$  to  $12 \mu\text{g}/\text{m}^3$  on March 18<sup>th</sup>, 2013.

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.

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



Courtesy of EPA.

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.

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

**Financial Plan**

MAP-21 legislation requires a financial plan to be included in all transportation improvement programs. FHWA defines a financial plan as a document that reflects revenues and costs of a transportation program and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete all the elements in the plan or program.

**Fiscal Constraint Demonstration**

A four year summary of federal funds from both the Federal Highway Administration and Federal Transit Administration can be seen in Table III-1. Table III-1 reflects the 2014–2017 projects found in Table II-1 through II-4.

This financial plan demonstrates fiscal constraint for the first four years of the TIP. The table does not include projects for 2018 as fiscal constraint is a four-year requirement.



**TABLE III-1**  
**Summary of Federal Funding Programmed and Funds Available**  
**Fiscal Constraint Worksheet - Four Year Requirement\***

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2014	2015	2016	2017	Total	2014	2015	2016	2017	Total
FHWA	STP Urban	\$0	\$3,479,758	\$8,314,172	\$5,566,000	<b>\$17,359,930</b>	\$0	\$3,479,758	\$8,314,172	\$5,566,000	<b>\$17,359,930</b>
	STP	1,649,000	2,263,000	21,853,000	854,000	<b>\$26,619,000</b>	1,649,000	2,263,000	21,853,000	854,000	<b>\$26,619,000</b>
	HSIP	96,000	96,000	96,000	96,000	<b>\$384,000</b>	96,000	96,000	96,000	96,000	<b>\$384,000</b>
	NHPP	9,976,000	61,470,956	40,774,624	890,509	<b>\$113,112,089</b>	9,976,000	61,470,956	40,774,624	890,509	<b>\$113,112,089</b>
	OCR	262,000	144,000	274,000	144,000	<b>\$824,000</b>	262,000	144,000	274,000	144,000	<b>\$824,000</b>
	TAP	519,000	306,000	0	0	<b>\$825,000</b>	519,000	306,000	0	0	<b>\$825,000</b>
	<b>Total</b>	<b>\$12,502,000</b>	<b>\$67,759,714</b>	<b>\$71,311,796</b>	<b>\$7,550,509</b>	<b>\$159,124,019</b>	<b>\$12,502,000</b>	<b>\$67,759,714</b>	<b>\$71,311,796</b>	<b>\$7,550,509</b>	<b>\$159,124,019</b>
FTA	Section 5307	2,148,000	2,148,000	2,128,000	2,148,000	<b>\$8,572,000</b>	2,148,000	2,148,000	2,128,000	2,148,000	<b>\$8,572,000</b>
	Section 5309	0	0	0	0	<b>\$0</b>	0	0	0	0	<b>\$0</b>
	Section 5310	351,531	155,000	0	0	<b>\$506,531</b>	351,531	155,000	0	0	<b>\$506,531</b>
	Section 5316 (carryover funds)	98,742	0	0	0	<b>\$98,742</b>	98,742	0	0	0	<b>\$98,742</b>
	Section 5339	279,000	0	0	0	<b>\$279,000</b>	279,000	0	0	0	<b>\$279,000</b>
	<b>Total</b>	<b>\$2,877,273</b>	<b>\$2,303,000</b>	<b>\$2,128,000</b>	<b>\$2,148,000</b>	<b>\$9,456,273</b>	<b>\$2,877,273</b>	<b>\$2,303,000</b>	<b>\$2,128,000</b>	<b>\$2,148,000</b>	<b>\$9,456,273</b>

\* Several projects were approved under SAFETEA-LU and will be implemented under MAP-21.

## **FTA Financial Capacity Assessment**

FTA conducts assessments of the financial capacity of the applicants for future federal operating and capital assistance grant in accordance with the requirements of FTA's Financial Capacity Policy (FTA Circular 7008.1). There are two aspects of financial capacity: (1) the general financial condition of the public transit grantee and its nonfederal funding entities; and (2) the financial capability of the grantee and its nonfederal funding entities. The latter is understood to include an assessment of the grantee's ability to fund current capital projects as well as ongoing operating needs.

FTA will make the determinations of financial capacity in reviewing transportation improvement programs and during triennial reviews. A summary of Green Bay Metro's operating and capital program can be seen in the following tables:

a. Operating Expense and Funding Sources

See Tables III-2 for details regarding operating expense and funding source.

b. System Performance Measures

See Table III-3 performance measures.

c. Fare Structure

See Table III-4 for a comparison of past and current fare structures.

**Table III-2  
Green Bay Metro  
Operating Expense and Funding Sources**

	Actual		Estimated	Projected		
	2011	2012	2013	2014	2015	2016
<b>Operating Expense:</b>	<b>\$7,535,166</b>	<b>\$7,176,850</b>	<b>\$7,837,593</b>	<b>\$7,847,400</b>	<b>\$8,005,132</b>	<b>\$8,076,771</b>
	0.01%	-4.76%	9.21%	0.13%	2.01%	0.89%
<b>Funding Sources:</b>						
<u>Public Operating Assistance:</u>						
Federal Section 5307/Capitalized Maintenance	\$2,549,416	\$2,386,783	\$2,233,715	\$2,148,235	\$2,148,235	\$2,148,235
Federal Section 5310 Enhanced Mobility				0	0	0
State of Wisconsin Section 85.20	2,138,654	1,942,971	2,233,715	2,187,453	2,274,951	2,274,951
City of Green Bay	1,081,380	1,081,380	1,327,071	1,514,044	1,544,325	1,575,211
City of De Pere	127,582	127,582	149,219	165,310	168,616	171,989
Village of Allouez	79,432	79,432	91,550	97,236	99,181	101,164
Village of Ashwaubenon	79,788	79,788	102,059	223,596	228,068	232,629
Village of Bellevue	31,618	31,618	35,242	41,376	42,204	43,048
Oneida Tribe of Indians	120,255	120,255	148,999	0	0	0
<u>Public Operating Assistance Subtotal:</u>	\$6,208,125	\$5,849,809	\$6,321,570	\$6,377,250	\$6,505,579	\$6,547,227
<u>Revenue:</u>						
Farebox Revenue - Fixed Route Bus	\$958,221	\$958,221	\$1,051,143	\$980,000	\$999,600	\$1,019,592
Farebox Revenue - Paratransit Program	246,411	246,411	378,000	390,000	\$397,800	\$405,756
Advertising (sale of ads on buses)	102,641	102,641	70,000	80,000	\$81,600	\$83,232
Investment Income	9,328	9,328	8,600	11,000	\$11,220	\$11,444
Other Revenues (sale of used oil & parts, etc.)	10,440	10,440	8,280	9,150	\$9,333	\$9,520
<u>Revenue Subtotal:</u>	\$1,327,041	\$1,327,041	\$1,516,023	\$1,470,150	\$1,499,553	\$1,529,544
<b>Funding Sources Total:</b>	<b>\$7,535,166</b>	<b>\$7,176,850</b>	<b>\$7,837,593</b>	<b>\$7,847,400</b>	<b>\$8,005,132</b>	<b>\$8,076,771</b>

**Table III-3  
Green Bay Metro  
System Performance Measures**

Item	Actual		Estimated	Projected		
	2011	2012	2013	2014	2015	2016
Revenue Passengers (1,000s)	1,542	1,524	1,525	1,540	1,556	1,556
Revenue Miles (1,000s)	1,126	1,082	1,099	1,099	1,099	1,099
Operating Expense (1,000s)	\$7,822	\$7,177	\$7,838	\$7,995	\$8,155	\$8,318
Farebox Revenue (1,000s)	\$1,182	\$1,194	\$1,409	\$1,370	\$1,397	\$1,425
Expense/Mile	\$6.95	\$6.63	\$7.13	\$7.27	\$7.42	\$7.57
Expense/Passenger	\$5.07	\$4.71	\$5.14	\$5.19	\$5.24	\$5.35
Passenger/Mile	1.37	1.41	1.39	1.40	1.42	1.42
Revenue/Passenger	\$0.77	\$0.78	\$0.92	\$0.89	\$0.90	\$0.92
Bus Fleet	39	39	35	35	35	35
Employees	62.0	56.0	64.0	64.0	64.0	64.0

<b>Table III-4 Green Bay Metro Fares</b>					
<b>Fare Category</b>	<b>1998</b>	<b>2003</b>	<b>2005</b>	<b>2009</b>	<b>2013</b>
<b>Adult</b>					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50
Day Pass					\$3.00
Week Pass					\$12.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00
<b>Student (K-12)</b>					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00
Day Pass					\$2.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$20.00
<b>Reduced (Age 65 or older or qualifying Disability w/ ID Card)</b>					
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75
Day Pass					\$1.50
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00
<b>Disabled Veterans w/ Service Connected ID</b>					Free
<b>Green Saturday/Packers Game Day Service</b>					Free

#### d. Capital Requests

It is uncertain Metro will receive any of the scarce federal capital funds to purchase vehicles or any other equipment in 2014. Capital award announcements are typically made by FTA/WisDOT in the year granted. Therefore, any capital projects receiving federal funding will need to be processed via major amendment and placed into this TIP.

The 2014-2017 capital improvement program developed by Green Bay Metro staff is illustrative only and includes the following:

In 2014 through 2017, Metro will request a total of eight 40' buses and twelve 35' buses to replace the two 1995 40' Gillig-Phantom and the 30' 2003 and 2004 New Flyer buses. Metro will also request funding for various shop equipment, a planner, capitalized maintenance assistance, ADA capital assistance, shelter pads, and route guides.

In 2014 through 2017, Metro will also request funds to purchase a total of 24 paratransit vehicles. The vehicles will likely be leased to the private-for-profit paratransit operator for a \$1.00 per year. In turn, the price per trip charged to Metro would likely be greatly reduced. Essentially, Metro would be leveraging/maximizing the 80-85% in federal capital assistance (used to purchase the vehicles) against the 55-58% they receive in federal and state operating assistance (used to pay the per trip cost). This could lead to substantial local savings. Metro staff anticipates requesting three vehicles per year until approximately 24 vehicles are obtained.

In 2014, Metro will request funds for paratransit program software, resurfacing of the Transitway, and a staff support vehicle.

In 2014 and 2015, Metro will request funds for new bus stop signs, rehabilitation of the Transportation Center, security upgrades, and a run cutting module of Trapeze.

In 2014 and 2016, Metro will request funds for staff computers, printers, and software upgrades.

In 2015, Metro will request funds to upgrade the passenger waiting area.

Beginning in 2015 and continuing in 2016, 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.

## Financial Estimates with Inflation Factors

MAP-21 requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. A summary of TIP projects with the inflation factor used by the project applicant and their justification for such factor is below.

<b>Jurisdiction</b>	<b>Funding Source</b>	<b>Project</b>	<b>Project Year(s)</b>	<b>Inflation Factor</b>	<b>Justification</b>
<b>Federal/State</b>	various	various	2014+	2.5%	WisDOT Bureau of Planning & Economic Development
<b>Brown County</b>	STP-Urban	Humboldt Road (CTH N)	2015	10%	One time 10% added onto 2009 estimate.
	STP-Urban	Pilgrim Way (CTH YY)	2015	10%	One time 10% added onto 2009 estimate.
<b>C. Green Bay</b>	STP-Urban	Mather Street	2015	10%	One time 10% added onto 2011 estimate.
	STP-Urban	Gray Street	2016	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	Greene 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	2014+	negligible	Projected service levels and past experience.
	Section 5339	capital items	2014+	negligible	No inflation rate was used.
<b>Red Cross</b>	Section 5310	vehicle acquisition	2014+	0%	No inflation rate was used.

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



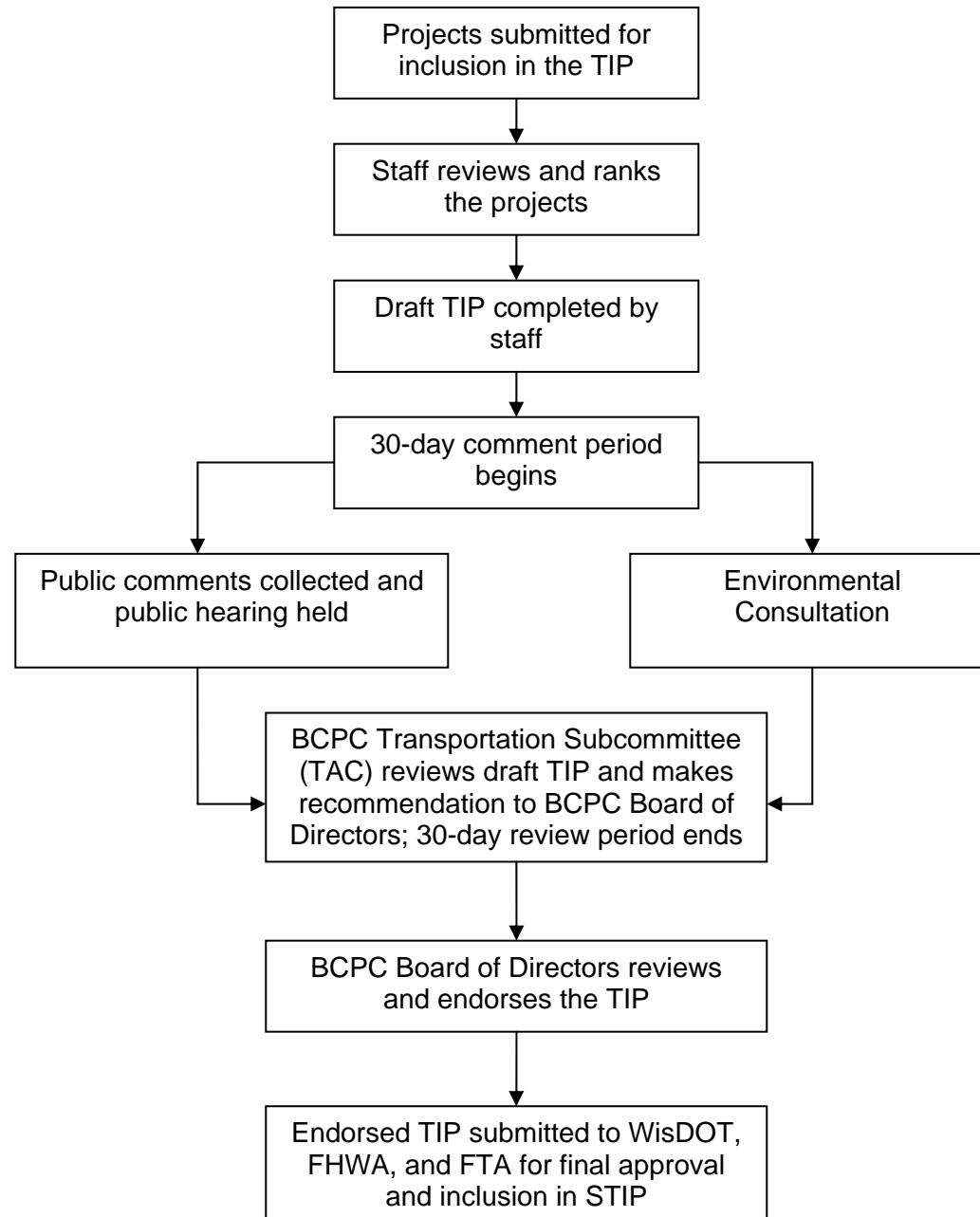
#### **A. OVERALL TRANSPORTATION PLANNING PROCESS**

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 *2014-2018 Transportation Improvement Program*.

WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy program and planning requirements.

The Brown County Planning Commission publishes a *Notice of Request for Comments and Public Hearing of the draft 2014-2018 Transportation Improvement Program*. See Appendix C 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 2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area* is then held. See Appendix B 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 C for the transcript of the public hearing and Appendix D for a list of all comments received during the 30 day public review period.

## **TIP DEVELOPMENT AND APPROVAL SCHEDULE**

The following is a schedule of events for 2013:

August 21	30-Day public review and comment period begins (August 21-September 20).
August 21	1 <sup>st</sup> Notice of Request for Comments and Public Hearing on Draft TIP published.
August 28	2 <sup>nd</sup> Notice published.
September 4	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
September 16	Environmental Consultation meeting with Resource Agencies.
September 16	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 20	30-day public review and comment period ends.
October 2	Brown County Planning Commission Board of Directors meeting – consideration of comments from the public review and hearing, environmental consultation, and Subcommittee recommendation.
October 31	TIP document and fiscal constraint demonstration submitted to WisDOT, FTA, and FHWA.

## **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**  
**Includes Taxis and Accessible Vehicle Services**  
**Updated May 2013**

<b>Agency</b>	<b>Agency</b>	<b>Agency</b>
1st Choice Shuttle Service 2995 Holmgren Way Green Bay, WI 54304	Bay Bus Shuttle, LLC 846 Lime Kiln Rd Green Bay, WI 54302	Limo Shuttle and Taxi 2600 S Ashland Ave Green Bay WI 54304
A-1 Medi Mobile 2819 University Avenue Green Bay, WI 54311	DW Shuttle 106 Oakton Ln Green Bay, WI 54311	MV Transportation 1011 Parkview Green Bay, WI 54304
Able Taxi and Tours, LLC 1950 Cofrin Dr #9165 Green Bay, WI 54302	Elite Shuttle 2010 Memorial Dr Green Bay, WI 54303	Packerland Shuttle/Taxi 432 N Broadway De Pere, WI 54115
Ace Yellow/Checker Yellow/ Green Bay Yellow Cab/Yellow Cab of Brown County 1212 S. Maple Avenue Green Bay, WI 54304	First Student 1840 Lime Kiln Road Green Bay, WI 54311	Renegade Taxi and Shuttle 306 Greenwood Av Green Bay WI 54303
American Shuttle 800 Cedar St Green Bay, WI 54301	Kobussen Buses W914 County Road CE Kaukauna, WI 54130	Tundra Valley Taxi LLC 1124 State Street Green Bay WI 54304
Astro Shuttle 2642 Packerland Dr Green Bay, WI 54313	Lamers Bus Lines, Inc. 2937 Monroe Road De Pere, WI 54115	

### **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, Green Bay Metro operates an ADA-compliant paratransit program in partnership with a private-for-profit transportation company, MV Transportation. MV was awarded the contract following a competitive bid process.

## D. TITLE VI

At the request of FHWA, the BCPC staff prepared a comprehensive summary of Civil Rights-related activities. The Title VI summary below reflects activities between January 1, 2013 and June 30, 2013:

- 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 2014-2018 Transportation Improvement Program and to assess the level of service provided to these populations by Green Bay Metro.
- Staff began the process for completion of the *2013 Brown County Coordinated Public Transit – Human Services Transportation Plan*.
- Staff developed the agenda for the June meeting of the Brown County Transportation Coordinating Committee (TCC). Staff also chaired the meeting and presented information to the committee.
- Staff participated in meetings of the Northeast Wisconsin Regional Access to Transportation Committee.

### 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.

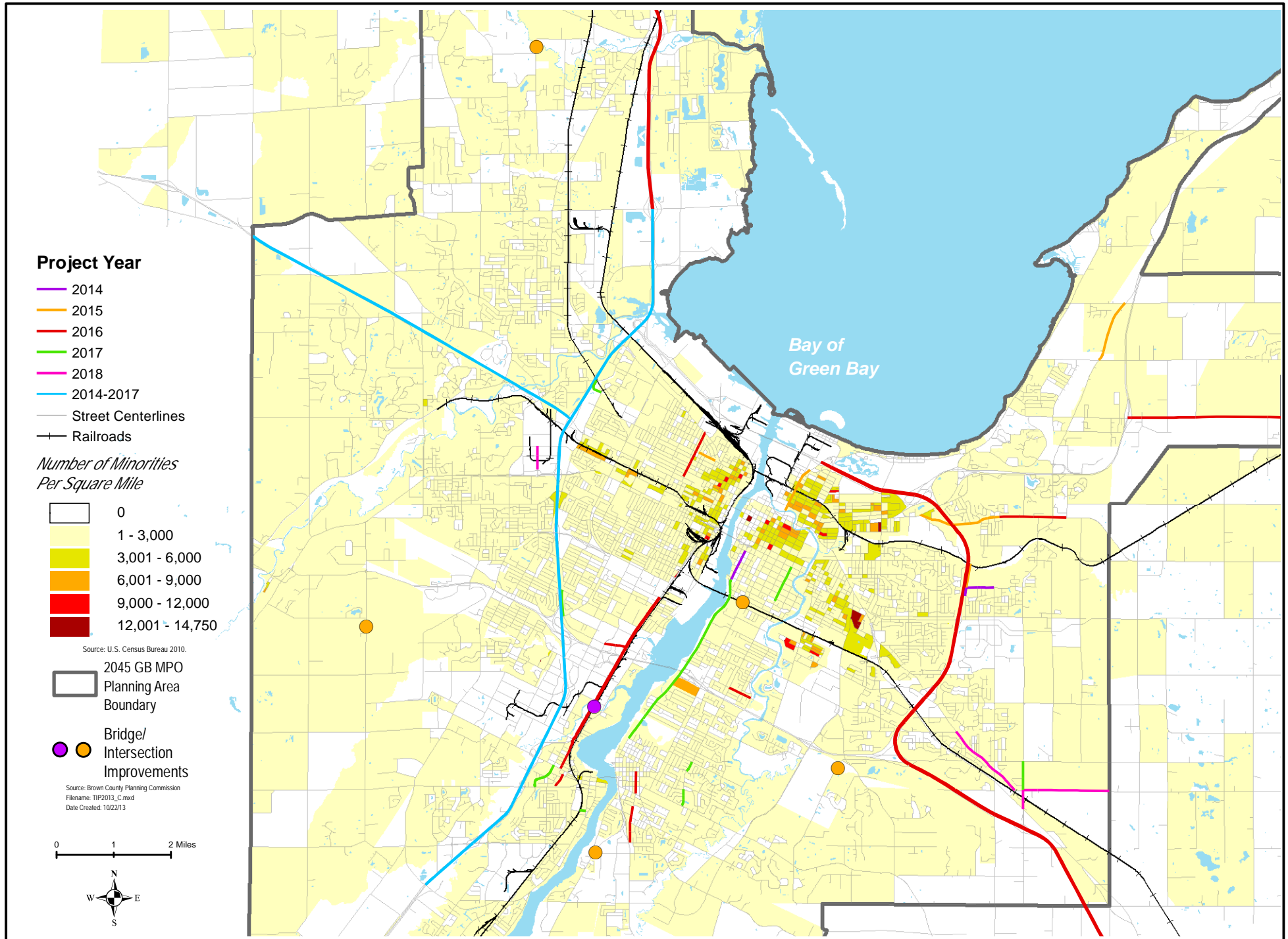
In 1997, the U.S. Department of Transportation issued *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations*. According to the US DOT, there are three fundamental principles at the core of environmental justice:

- 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**  
**2014-2018 Project Locations and Minority Population**  
**Metropolitan Green Bay**



**Figure D**  
**2014-2018 Project Location and Income**  
**Metropolitan Green Bay**

**Project Year**

- 2014
- 2015
- 2016
- 2017
- 2018
- 2014-2017
- Street Centerlines
- Railroads
- Water Feature

**Median Income by  
 2010 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

- 2045 GB MPO  
 Planning Area  
 Boundary
- Bridge/  
 Intersection  
 Improvements

Source: Brown County Planning Commission  
 Filename: TP2012\_D.mxd  
 Date Created: 10/22/13

0 1 2 Miles

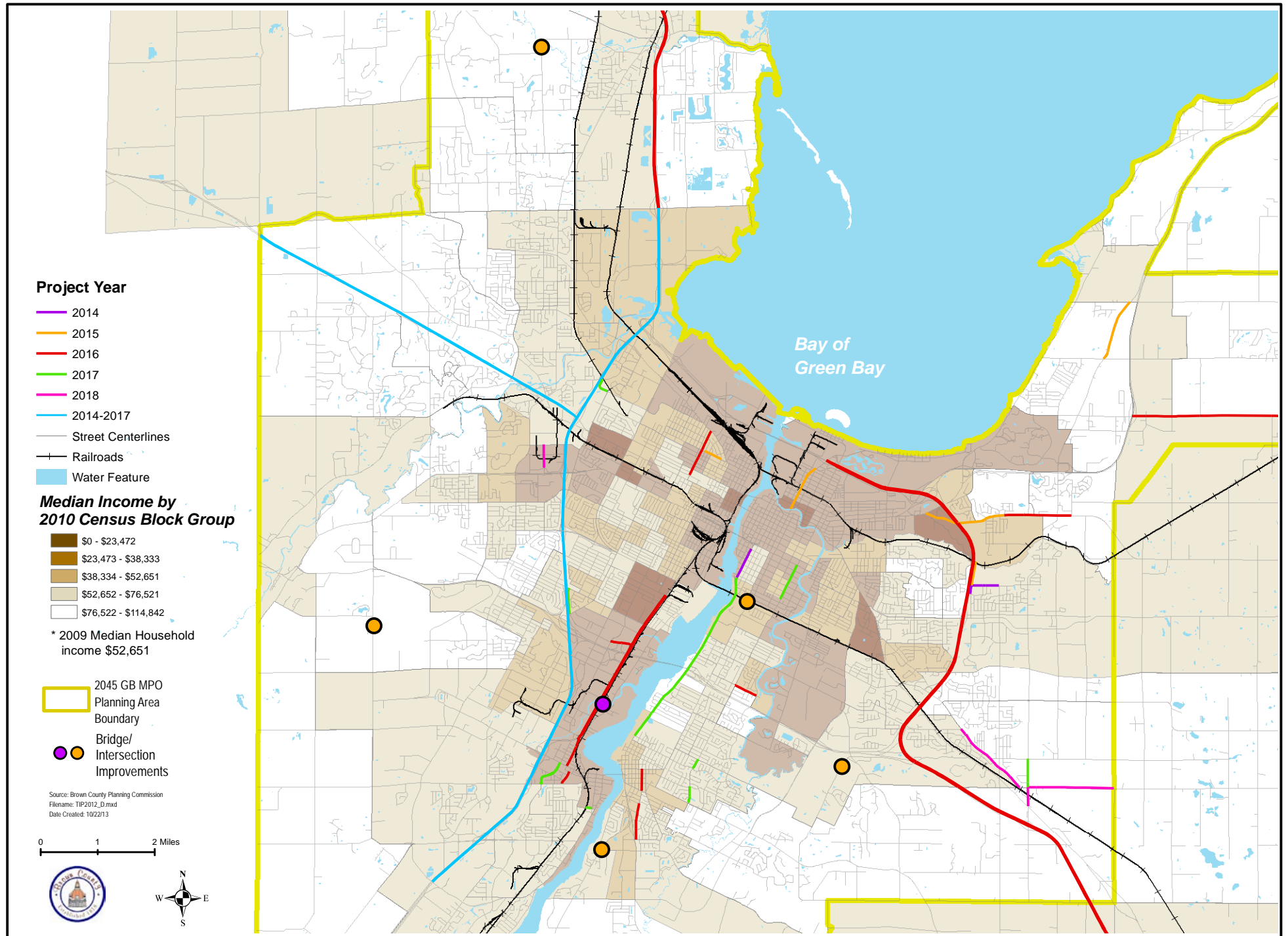
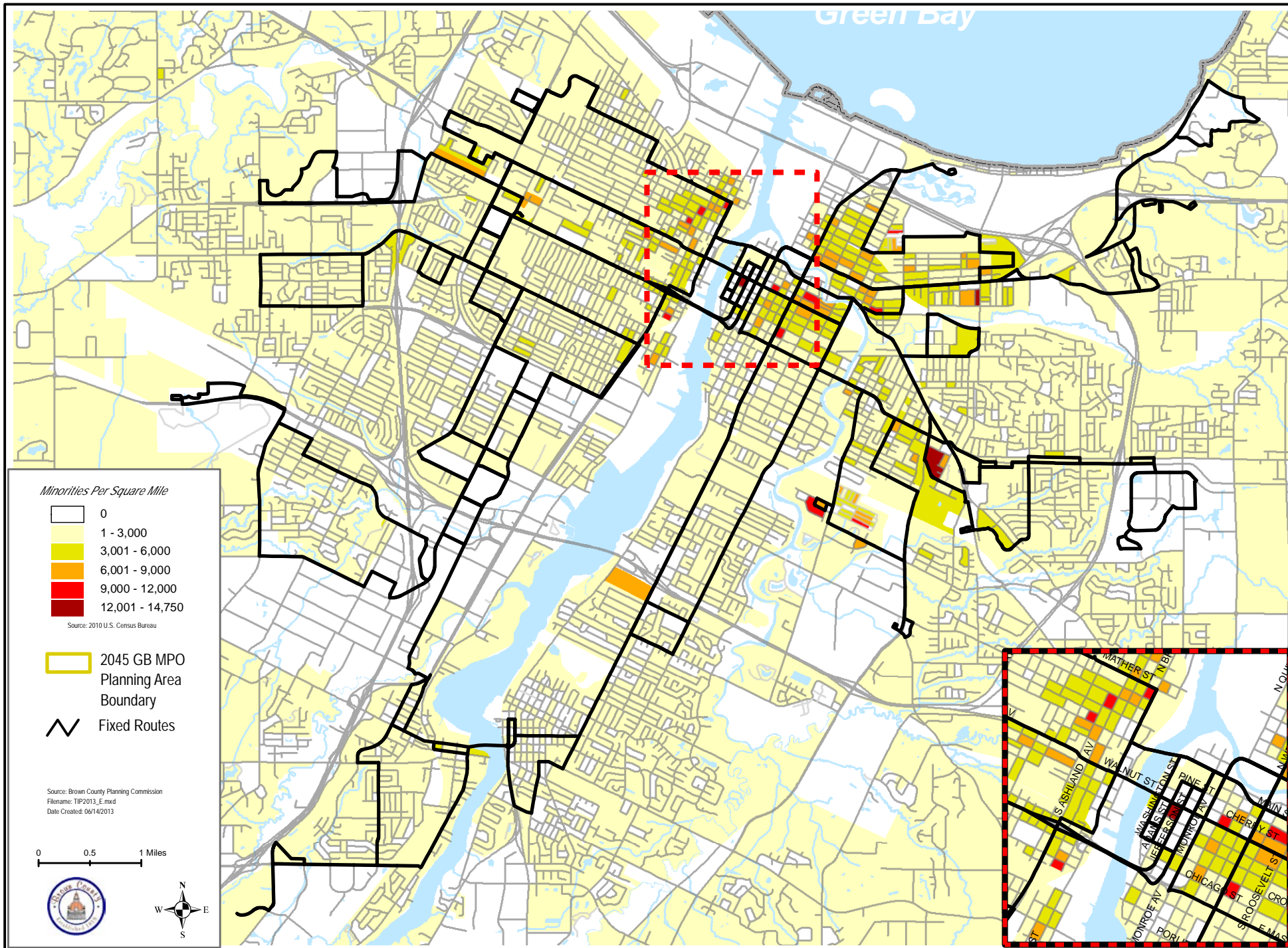
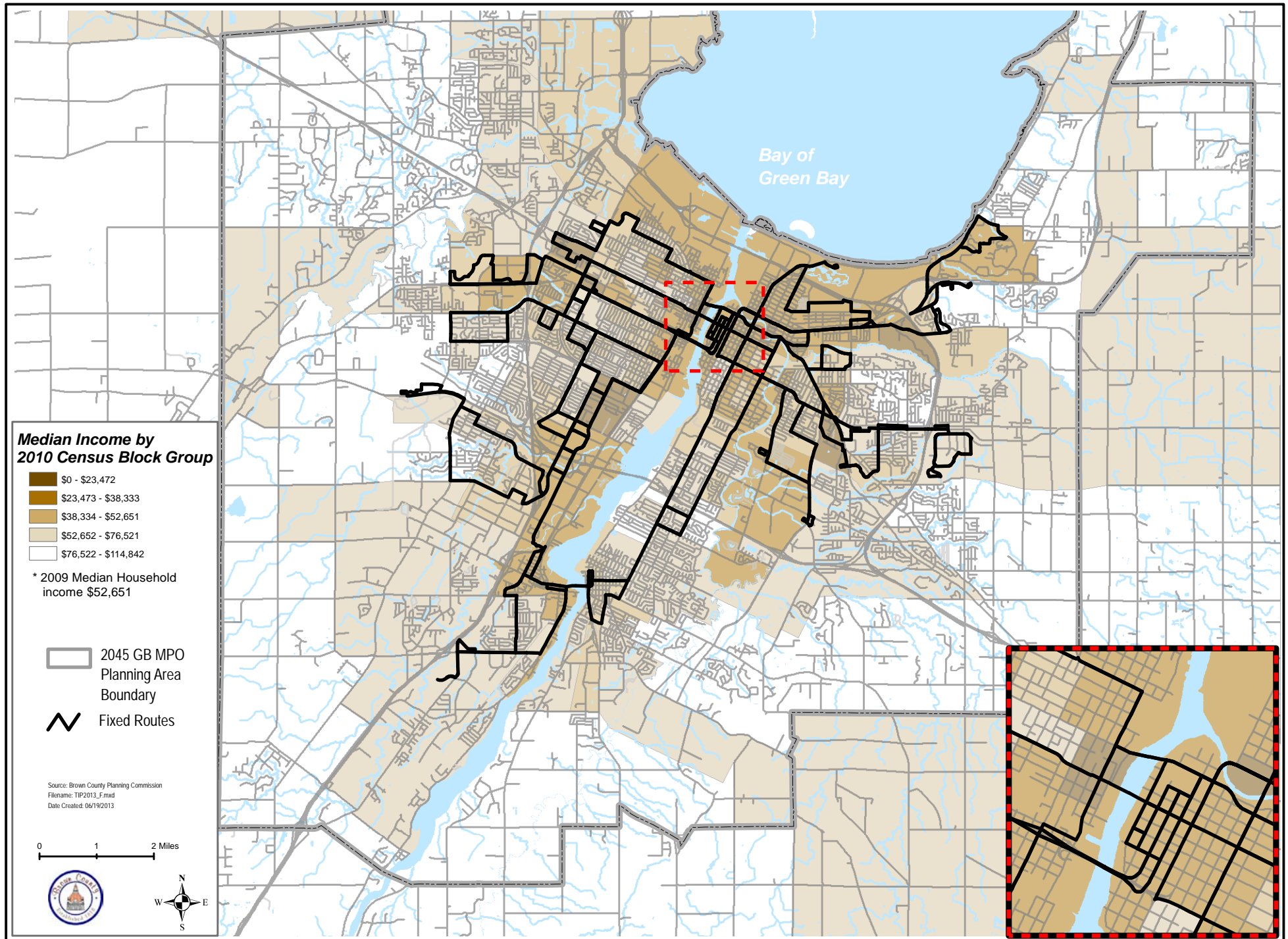


Figure E  
**Green Bay Metro System and 2010 Census Minority Population**





**Figure F**  
**2013 Green Bay Metro System and Income**



## E. CONSULTATION WITH ENVIRONMENTAL 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 environmental resource agency representatives will be invited to a meeting to evaluate the proposed projects and discuss methods of mitigating potentially negative environmental impacts. The following environmental resource agencies were invited:

#### **Environmental Resource Agency List**

US Army Corps of Engineers
US Fish and Wildlife Service
US Coast Guard
US Environmental Protection Agency - Region 5
National Park Service - Midwest Regional Office
Wisconsin DNR - Northeast Region
Wisconsin Bureau of Aeronautics
Wisconsin DATCP
Federal Highway Administration
Wisconsin Historical Society
Oneida Tribe of Indians

A record of the Consultation Meeting can be seen in Appendix G.

### Public review period and public hearing participation.

Environmental 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).

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

**F. PUBLICATION OF OBLIGATED PROJECTS**

The Annual Listing of Obligated projects is included in 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 must occur by March 31<sup>st</sup> of each year.

Obligated transportation projects in the Green Bay Urbanized Area amounted to \$84,605,218 in 2012.

## **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**

Facility	Segment	Project Type	Project Status
South Bridge & Arterials	Packerland Dr (CTH EB) to STH 172	Identify and preserve corridor, construct limited access arterial	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 2014-2018 TIP
	CTH J - STH 32	Freeway Conversion	Portions programmed in the 2014-2018 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 2014-2018 TIP
Eastern Arterial	Eaton Road (CTH JJ) - Willow Road	Construct new arterial	PE & ROW scheduled in the 2014-2018 TIP
	Willow Road - STH 29	Construct new arterial	Programmed in the 2014-2018 TIP
	STH 29 - I-43	Construct new arterial	Not programmed

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

### **1. 2013-2017 Transportation Improvement Program**

#### **a. 2013 Roadway Improvement Projects**

The current project status of the previously programmed 2012 roadway improvement projects can be seen in Table IV-3.

#### **b. 2013 Green Bay Metro Operating and Capital Improvement Projects**

Metro received approximately \$2.1 million in federal operating/capitalized maintenance assistance. Metro will also receive capital funds for a radio system replacement, bus washer, and floor scrubber.

#### **c. 2013 Transportation Enhancements**

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. The project was funded under SAFETEA-LU. Under MAP-21, the program would be included under the Transportation Alternatives Program (TAP).

#### **d. 2013 Safe Routes to School (SRTS) Program**

The village of Ashwaubenon received funds for an education and enforcement program and infrastructure in 2013. Under MAP-21, the program would be included under the Transportation Alternatives Program (TAP)

#### **e. 2013 Elderly and Persons with Disabilities Transportation Program (Section 5310)**

The request by the Lakeland Chapter of the American Red Cross for two vehicles was approved (under SAFETEA-LU). Under MAP-21, the program would be included under Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program.

f. 2013 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 2013 (under SAFETEA-LU). Under MAP-21, the program would be included under Section 5307.

**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.

It is anticipated that the Green Bay Transit Commission will approve a new TDP in late 2013 for the years 2014-2018.

**Table IV-3  
Status of 2013 Road Construction Projects  
(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Status
			Federal	State	Local	Total	
WisDOT 158-10-011 (2013)	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	  149 149	  109 109	  0 0	  258 258	CTH J and frontage road work is complete. Other work near this project at Packerland and from Packerland to US 41 is still underway and scheduled to be completed by late 2014.
WisDOT 158-10-015 (2013)	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	  90 90	  209 209	  0 0	  299 299	Packerland Drive interchange scheduled for construction in fall of 2014, open to traffic late 2014. Work from Packerland Drive to US 41 underway and scheduled to be completed in 2014.
WisDOT 158-10-034 (2013)	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	Design to be started in 2013. Construction currently scheduled in 2019, but advanceable to 2017.
WisDOT 158-10-010/split	STH 29 - Shawano to Green Bay STH 29 & CTH VV  9200-07-00, 21, 70-71 1.16 miles	DESIGN RE CONST  TOTAL	   824	   92	   0	   916	Construction in progress. Will be complete by July 2013.
WisDOT 158-10-010/split	STH 29 - Shawano to Green Bay STH 29 & CTH FF Intersection  9200-04-00, 21, 70, 71 0.12 miles	DESIGN RE CONST  TOTAL	   13,380	   2,421	   50	   15,851	Utility relocations are in progress. Roadway construction to begin in July 2013 and be complete in August 2014.
WisDOT 158-10-029 (2013)	STH 29 STH 29 & CTH U Intersection Intersection Modifications  9200-05-71 0.23 miles P	DESIGN RE CONST  TOTAL	   673	   75	   0	   748	Construction in progress. Will be complete by July 2013.

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Status
			Federal	State	Local	Total	
WisDOT Green Bay	STH 29 (Walnut Street) Walnut Street Bridge Rehabilitation	DESIGN RE CONST				0 0 909	Began in June 2013 and will be completed in the fall of 2014.
158-13-010 (2013)	4180-07-71 0.04 miles P	TOTAL	727	182	0	909	
			BH				
WisDOT	STH 32 at the intersection of CTH X (Heritage Road) Install a Roundabout 4085-43-00, 21, 71	DESIGN RE CONST	200 0	50 160	0 0	250 160 0	Design in 2013-2015. Construction in 2015 or spring 2016.
158-11-020 (2013)	0.04 miles P	TOTAL	200	210	0	410	
			STP				
WisDOT	STH 54 (Mason Street) Mason Street Bridge/Tilleman Bridge Feasibility Study	STUDY RE CONST	440	110	0	550 0 0	This feasibility study will evaluate bridge rehab and bridge reconstruct options and provide study finding that will be presented to the High Cost Bridge Program to schedule/program a future bridge project.
158-13-020 (2013)	9210-15-00 0.97 miles P	TOTAL	440	110	0	550	
			BH				
WisDOT	STH 32 (Ashland Avenue) De Pere to Green Bay Canadian National RR Crossing	DESIGN RE CONST				0 0 283	Railroad work tentatively in 2016 4190-16-71, 72 Resurfacing and bridge replacement design in 2013 - 2016 with construction in 2017.
158-13-012 (2013)	4190-16-50, 51 0.09 miles	TOTAL	226	57	0	283	
			BH				
WisDOT Green Bay	STH 54 (Mason Street) Mason St Bridge/Tilleman Bridge Rehabilitation; including gates, lighting and other	DESIGN RE CONST				0 0 3,233	Began in June 2013 and will be completed in the fall of 2014.
158-13-013 (2013)	9210-14-71 0.17 miles P	TOTAL	2,586	647	0	3,233	
			BH				
WisDOT	STH 57 (Monroe Av) in the City of Green Bay Cass St to Main St Reconstruction 1481-07-00, 21, 71	DESIGN RE CONST				0 0 3,910	Design completed and will be constructed in 2014
158-11-037 (2012)	0.86 miles P	TOTAL	3,128	782	0	3,910	
			STP				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Status
			Federal	State	Local	Total	
WisDOT	STH 172 Webster Ave Interchange Design and Right-of-Way	DESIGN RE CONST	1,600	400	0	2,000	Project on hold. Placeholder for construction in 2021.
						0	
						0	
158-09-033 (2013)	1210-06-00, 21 0.43 miles P	TOTAL	1,600	400	0	2,000	
			STP				
WisDOT	STH 172 (US 41 to I-43) Fox River Bridge Paint Steel Girders	DESIGN RE CONST				0	Construction in 2020.
						0	
			48	12	0	60	
158-09-034 (2013)	1210-05-30 0.00 miles P	TOTAL	48	12	0	60	
			BH				
WisDOT	US 41 Morris Av to Memorial Dr Expansion with interchange work Includes Noise Barriers	DESIGN RE CONST	0	300	0	300	Work is underway and is scheduled to be completed in 2015.
						0	
			12,382	27,307	0	39,689	
158-09-029 (2013)	1133-03-02-06, 9-18, 21-22, 40-42, 70-90 3.25 miles E	TOTAL	12,382	27,607	0	39,989	
			NH				
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work	DESIGN RE CONST				0	To be completed in 2013.
						0	
			364	848	0	1,212	
158-10-020 (2013)	1133-06-00, 21-24, 40-44, 46-52, 61-62, 70-91	TOTAL	364	848	0	1,212	
158-10-021 (2014)	10.2 miles E		NH				
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST				0	Scheduled to start late 2013 and will continue through 2015.
						0	
			27,383	57,652	0	85,035	
158-10-022 (2013)	1133-09-00, 21-22, 40-41, 71-84, 90, 91	TOTAL	27,383	57,652	0	85,035	
158-10-023 (2014)			NH				
158-13-016 (2016)	3.03 miles E						
WisDOT	US 41 De Pere to Suamico Morris Ave - Memorial Drive Reconstruction	DESIGN RE CONST				0	Many portions completed. 9th Street area to be completed in 2013.
						0	
			92	211	198	501	
158-13-017 (2013)	1133-04-71 to 89	TOTAL	92	211	198	501	
158-13-018 (2015)	E		NH				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2013				Status
			Federal	State	Local	Total	
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work	DESIGN RE CONST				0 0 6,767 26,666 0 33,433	Portions to be completed in 2013. Work will continue into 2014 and 2015.
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	
158-10-024 (2015)	3.39 miles E		NH				
WisDOT	US 41 Memorial Dr to CTH M Expansion with interchange work	DESIGN RE CONST				0 0 35,450 46,447 0 81,897	Portions to be completed in 2013. Work will continue into 2014 and 2015.
158-10-026 (2013)	1133-11, 71-87	TOTAL	35,450	46,447	0	81,897	
158-10-027 (2015) 158-10-028 (2016)	3.39 miles E		NH				
WisDOT	US 41 Green Bay to Oconto Lineville to Norfield Rd Resurface	DESIGN RE CONST	240	60	0	300 0 0	Design in 2013-2015. Construction advanced to 2016. Portions may be advanced to 2015 with bridge work in 2017.
158-11-025 (2013)	1130-32-00, 71 4.98 miles P	TOTAL	240	60	0	300	
			STP				
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	Study in progress. Began in 2011.
158-04-054	1113-00-00 0.00 miles P	TOTAL	160	40	0	200	
			NH				

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

<b>Item</b>	<b>Recommendation</b>	<b>Status</b>
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 have been constructed and 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.</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 and St. Norbert in 2012. NWTC and other entities are invited to participate.
Develop an Annual Marketing Plan	Identify promotional programs Metro will implement each year.	Staff continues to market the system.

## **APPENDIX A**

### **Prioritization Process Results**

**Table A-1**  
**2014-2018 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, wide outside lane	2017	Green Bay	\$1,370,000	\$1,096,000
2. Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2015	Scott	\$1,955,000	\$1,564,000
3. Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	2017	BC/Bell	\$2,470,000	\$1,976,000
4. Erie Street	Merrill St to George St	Mill & resurface; sidewalk exists	2016	De Pere	\$147,950	\$0
5. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists	2016	De Pere	\$252,100	\$0
6. Hinkle Street	Larsen Rd to West Mason Front. Rd	Reconstruct	2018	Green Bay	\$1,047,000	\$0
7. Humboldt Road	University Av to Cornelius Dr	Concrete repair; sidewalk exists	2015	Green Bay	\$530,000	\$0
8. Lande Street	RR Tracks to Fourth St	Mill and resurface; sidewalks exist	2017	De Pere	\$33,700	\$0
9. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists	2017	De Pere	\$86,300	\$0
10. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists	2017	De Pere	\$65,100	\$0
11. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2018	Bellevue	\$1,562,500	\$1,250,000
12. Ninth Street	Grant St to Main Av	Mill & resurface; sidewalk exists	2018	De Pere	\$190,600	\$0
13. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	2014	Green Bay	\$720,000	\$0
14. Superior Road	Gilbert Dr to Sitka St	Reconstruct to urban w bike lanes & sidewalk	2014	Green Bay	\$240,000	\$0
15. Superior Road	Sitka St to Baird Creek Rd	Mill & resurface; wide outside lane	2015	Green Bay	\$250,000	\$0
16. Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	2017	Howard	\$820,000	\$656,000
17. Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	2015	Green Bay	\$5,020,000	\$0
Previously approved projects do not appear in the prioritization tables.					\$16,760,250	\$6,542,000

Table A-2  
2014-2018 Transportation Improvement Program Projects  
Criterion #1 Consistency with other Transportation Plans

Route	Location	Project	Transit Development Plan	Airport Master Plan	Rail Plan	Port Plan	Brown County		Brown County Comprehensive Plan	Capital Improvement Program	Local Plans	Score
							Bicycle and Pedestrian Plan					
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. 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
4. Erie Street	Merrill St to George St	Mill & resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
5. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
6. Hinkle Street	Larsen Rd to West Mason Front. Rd	Reconstruct	N/A	N/A	N/A	N/A	N/A		N/A	Y	N/A	1.0
7. 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
8. Lande Street	RR Tracks to Fourth St	Mill and resurface; sidewalks exist	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
9. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
10. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
11. 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
12. Ninth Street	Grant St to Main Av	Mill and resurface; sidewalk exists	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
13. 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
14. 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
15. Superior Road	Gilbert Dr to Sitka St	Reconstruct to urban w bike lanes & sidewalk	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
16. 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
17. 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

**Table A-3**  
**2014-2018 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. Cottage Rd (CTH EA)	Willow Rd to STH 29	s/o Willow Rd	880	64	1,640	0.03	1.0
4. Erie Street	O'Keefe Rd to Virginia Dr	n/o O'Keefe Rd	1,400	36	1,000	0.09	1.0
5. Erie Street	Merrill St to George St	s/o Chicago	2,900	36	1,000	0.18	1.0
6. Hinkle Street	Larsen Rd to West Mason Front. Rd	n/o West Mason Front. Rd	4,400	44	1,200	0.23	1.0
7. Humboldt Road	University Av to Cornelius Dr	e/o University Av	7,900	44	1,200	0.40	2.0
8. Lande Street	RR Tracks to Fourth St	e/o RR Tracks	620	26	725	0.05	1.0
9. Libal St	Ridgeway Dr to Lebrun St	s/o Lebrun St	4,300	43	1,175	0.22	1.0
10. Libal St	Chicago St to Charles St	n/o Chicago St	4,400	43	1,175	0.23	1.0
11. Manitowoc Road	Allouez Av (CTH O) to STH 29	n/o STH 29	1,800	41	1,125	0.10	1.0
12. Ninth Street	Grant St to Main Av	n/o Main Av	6,200	44	1,200	0.32	1.0
13. Sitka Street	Superior Rd to Ontario Rd	DPW count	1,500	44	1,200	0.08	1.0
14. Superior Road	Sitka St to Baird Creek Rd	n/o Finger Rd	990	24	660	0.09	1.0
15. Superior Road	Gilbert Dr to Sitka St	n/o Finger Rd	990	44	1,200	0.05	1.0
16. Vincent Road	Memorial Dr to N Taylor St	e/o N Taylor St	1,400	41	1,125	0.08	1.0
17. 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 A-4**  
**2014-2018 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.	Cottage Road (CTH EA)	Willow Rd to STH 29	3	4.0
4.	Erie Street	Merrill St to George St	4	3.5
5.	Erie Street	O'Keefe Rd to Virginia Dr	4	3.5
6.	Hinkle Street	Larsen Road to West Mason Front. Rd	3	4.0
7.	Humboldt Road	University Av to Cornelius Dr	3	4.0
8.	Lande Street	RR Tracks to Fourth St	4	3.5
9.	Libal Street	Ridgeway Dr to Lebrun St	4	3.5
10.	Libal Street	Chicago St to Charles St	4	3.5
11.	Manitowoc Road	Allouez Av (CTH O) to STH 29	4	3.5
12.	Ninth Street	Grant St to Main Av	4	3.5
13.	Sitka Street	Superior Rd to Ontario Rd	3	4.0
14.	Superior Road	Gilbert Dr to Sitka St	3	4.0
15.	Superior Road	Sitka St to Baird Creek Rd	3	4.0
16.	Vincent Road	Memorial Dr to N Taylor St	4	3.5
17.	Webster Avenue	East River to Radisson Street	3	4.0

\* New construction and will receive 2.5 points.

**Table A-5**  
**2014-2018 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.	Cottage Road (CTH EA)	Willow Rd to STH 29	No	Yes	1.0
4.	Erie Street	Merrill St to George St	No	Yes	1.0
5.	Erie Street	O'Keefe Rd to Virginia Dr	No	Yes	1.0
6.	Hinkle Street	Larsen Road to West Mason Front. Rd	No	Yes	1.0
7.	Humboldt Road	University Av to Cornelius Dr	No	Yes	1.0
8.	Lande Street	RR Tracks to Fourth St	No	Yes	1.0
9.	Libal Street	Ridgeway Dr to Lebrun St	No	Yes	1.0
10.	Libal Street	Chicago St to Charles St	No	Yes	1.0
11.	Manitowoc Road	Allouez Av (CTH O) to STH 29	No	Yes	1.0
12.	Ninth Street	Grant St to Main Av	No	Yes	1.0
13.	Sitka Street	Superior Rd to Ontario Rd	No	Yes	1.0
14.	Superior Road	Gilbert Dr to Sitka St	No	Yes	1.0
15.	Superior Road	Sitka St to Baird Creek Rd	No	Yes	1.0
16.	Vincent Road	Memorial Dr to N Taylor St	No	Yes	1.0
17.	Webster Avenue	East River to Radisson Street	No	Yes	1.0

**Table A-6**  
**2014-2018 Transportation Improvement Program Projects**  
**Criterion #5 Number of Years in the TIP**

	Route	Location	2012 TIP	2011 TIP	2010 TIP	2009 TIP	2008 TIP	2007 TIP	Number of Years	Score
1.	Baird Street	East Mason St to South City Limits	Y	N	N	N	N	N	1	1.0
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Y	Y	Y	Y	Y	Y	6	5.0
3.	Cottage Road (CTH EA)	Willow Rd to STH 29	Y	N	N	N	N	N	1	1.0
4.	Erie Street	O'Keefe Rd to Virginia Dr	Y	N	N	N	N	N	1	1.0
5.	Erie Street	Merrill St to George St	N	N	N	N	N	N	0	0.0
6.	Hinkle Street	Larsen Rd to West Mason Front. Rd	Y	Y	Y	N	N	N	3	3.0
7.	Humboldt Road	University Av to Cornelius Dr	Y	Y	Y	N	N	N	3	3.0
8.	Lande Street	RR Tracks to Fourth St	N	N	N	N	N	N	0	0.0
9.	Libal Street	Ridgeway Dr to Lebrun St	Y	N	N	N	N	N	1	1.0
10.	Libal Street	Chicago St to Charles St	Y	N	N	N	N	N	1	1.0
11.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Y	Y	Y	N	N	N	3	3.0
12.	Ninth Street	Grant St to Main Av	Y	Y	N	N	N	N	2	2.0
13.	Sitka Street	Superior Rd to Ontario Rd	Y	Y	N	N	N	N	2	2.0
14.	Superior Road	Sitka St to Baird Creek Rd	Y	Y	Y	Y	Y	N	5	5.0
15.	Superior Road	Gilbert Dr to Sitka St	N	N	N	N	N	N	0	0.0
16.	Vincent Road	Memorial Dr to N Taylor St	Y	N	N	N	N	N	1	1.0
17.	Webster Avenue	East River to Radisson St	Y	Y	Y	Y	Y	Y	6	5.0

Note: The current 2014-2018 TIP is not included in the score. The 2012 TIP represents the TIP that was published in 2012 covering the years 2013-2017. 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 A-7**  
**2014-2018 Transportation Improvement Program Projects**  
**Criterion #6 Consideration of Multi-Modal Transportation**

Route	Location	Improvement	Pedestrian	Bicycle	Transit	Multi-Modal
						Consideration 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. Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	Y	Y	Y	5.0
4. Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists	Y	N	Y	3.0
5. Erie Street	Merrill St to George St	Mill & resurface; sidewalk exists	Y	N	Y	3.0
6. Hinkle Street	Larsen Rd to West Mason Front.	Reconstruct	N	N	Y	1.0
7. Humboldt Road	University Av to Cornelius Dr	Concrete repair; sidewalk exists	Y	N	Y	3.0
8. Lande Street	RR Tracks to Fourth St	Mill and resurface; sidewalks exist	Y	N	Y	3.0
9. Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists	Y	N	Y	3.0
10. Libal Street	Chicago St to Charles St	Mill & resurface; sidewalk exists	Y	N	Y	3.0
11. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
12. Ninth Street	Grant St to Main Av	Mill and resurface; sidewalk exists	Y	N	Y	3.0
13. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
14. Superior Road	Sitka St to Baird Creek Rd	Mill and resurface; widen lane	N	N	Y	1.0
15. Superior Road	Gilbert Dr to Sitka St	Reconstruct to urban w bike lanes & sidewalk	Y	Y	Y	5.0
16. Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
17. Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	Y	Y	Y	5.0

**Table A-8**  
**2014-2018 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.	Cottage Road (CTH EA)	Willow Rd to STH 29	0.0
4.	Erie Street	O'Keefe Rd to Virginia Dr	0.0
5.	Erie Street	Merrill St to George St	0.0
6.	Hinkle Street	Larsen Rd to West Mason Front.	0.0
7.	Humboldt Road	University Av to Cornelius Dr	0.0
8.	Lande Street	RR Tracks to Fourth St	0.0
9.	Libal Street	Ridgeway Dr to Lebrun St	0.0
10.	Libal Street	Chicago St to Charles St	0.0
11.	Manitowoc Road	Allouez Av (CTH O) to STH 29	0.0
12.	Ninth Street	Grant St to Main Av	0.0
13.	Sitka Street	Superior Rd to Ontario Rd	0.0
14.	Superior Road	Sitka St to Baird Creek Rd	0.0
15.	Superior Road	Gilbert Dr to Sitka St	0.0
16.	Vincent Road	Memorial Dr to N Taylor St	0.0
17.	Webster Avenue	East River to Radisson St	0.0

**Table A-9**  
**2014-2018 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	1.0	3.0	0.0	11.0
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. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
4. Erie Street	Merrill St to George St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	13.5
5. Erie Street	O'Keefe Rd to Virginia Dr	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
6. Hinkle Street	Larsen Rd to West Mason Front. Rd	1.0	1.0	4.0	1.0	3.0	1.0	0.0	11.0
7. Humboldt Road	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	3.0	3.0	0.0	17.0
8. Lande Street	RR Tracks to Fourth St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
9. Libal Street	Chicago St to Charles St	0.0	1.0	3.5	1.0	1.0	3.0	0.0	9.5
10. Libal Street	Ridgeway Dr to Lebrun St	0.0	1.0	3.5	1.0	1.0	3.0	0.0	9.5
11. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	3.0	5.0	0.0	17.5
12. Ninth Street	Grant St to Main Av	0.0	1.0	3.5	1.0	2.0	3.0	0.0	10.5
13. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	2.0	5.0	0.0	17.0
14. Superior Road	Gilbert Dr to Sitka St	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
15. Superior Road	Sitka St to Baird Creek Rd	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
16. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	1.0	5.0	0.0	15.5
17. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0

**Table A-9 (continued)**  
**2014-2018 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 (7)	Subtotal Score
1. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
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. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	3.0	5.0	0.0	17.5
4. Humboldt Road	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	3.0	3.0	0.0	17.0
4. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	2.0	5.0	0.0	17.0
6. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	1.0	5.0	0.0	16.0
7. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	1.0	5.0	0.0	15.5
8. Superior Road	Sitka St to Baird Creek Rd	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
9. Erie Street	Merrill St to George St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	13.5
10. Erie Street	O'Keefe Rd to Virginia Dr	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
10. Lande Street	RR Tracks to Fourth St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
12. Superior Road	Gilbert Dr to Sitka St	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
13. Baird Street	East Mason St to South City Limits	0.0	2.0	4.0	1.0	1.0	3.0	0.0	11.0
13. Hinkle Street	Larsen Rd to West Mason Front. Rd	1.0	1.0	4.0	1.0	3.0	1.0	0.0	11.0
15. Ninth Street	Grant St to Main Av	0.0	1.0	3.5	1.0	2.0	3.0	0.0	10.5
16. Libal Street	Chicago St to Charles St	0.0	1.0	3.5	1.0	1.0	3.0	0.0	9.5
16. Libal Street	Ridgeway Dr to Lebrun St	0.0	1.0	3.5	1.0	1.0	3.0	0.0	9.5

**Table A-10**  
**2014-2018 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
6.	Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bell		\$2,470,000	\$1,976,000	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		\$5,020,000	\$0	0.00	0.0
4.	Humboldt Road	University Av to Cornelius Dr	Green Bay		\$530,000	\$0	0.00	0.0
4.	Sitka Street	Superior Rd to Ontario Rd	Green Bay		\$720,000	\$0	0.00	0.0
8.	Superior Road	Sitka St to Baird Creek Rd	Green Bay		\$250,000	\$0	0.00	0.0
12.	Superior Road	Gilbert Dr to Sitka St	Green Bay		\$240,000	\$0	0.00	0.0
13.	Baird Street	East Mason St to South City Limits	Green Bay		\$1,370,000	\$1,096,000	0.00	5.0
13.	Hinkle Street	Larsen Rd to West Mason Front. Rd	Green Bay		\$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
9.	Erie Street	Merrill St to George St	De Pere		\$147,950	\$0	0.00	0.0
10.	Lande Street	RR Tracks to Fourth St	De Pere		\$33,700	\$0	0.00	0.0
10.	Erie Street	O'Keefe Rd to Virginia Dr	De Pere		\$252,100	\$0	0.00	0.0
15.	Ninth Street	Grant St to Main Av	De Pere		\$190,600	\$0	0.00	0.0
16.	Libal Street	Ridgeway Dr to Lebrun St	De Pere		\$65,100	\$0	0.00	0.0
16.	Libal Street	Chicago St to Charles St	De Pere		\$86,300	\$0	0.00	0.0

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

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

**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
No request for projects.								

**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
7.	Vincent Road	Memorial Dr to N Taylor St	Howard		\$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
3.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Bellevue		\$1,562,500	\$1,250,000	0.00	0.0
6.	Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bell		\$2,470,000	\$1,976,000	0.00	0.0

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

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

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

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

**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
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Scott		\$1,955,000	\$1,564,000	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
No requests for projects.								

**Table A-11**  
**2014-2018 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 Score (7)	Funding Availability Score (8)	Final Score
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
2. 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
3. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	3.0	5.0	0.0	0.0	17.5
4. Humboldt Road	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	3.0	3.0	0.0	0.0	17.0
4. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	2.0	5.0	0.0	0.0	17.0
6. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	1.0	5.0	0.0	0.0	16.0
6. Baird Street	East Mason St to South City Limits	0.0	2.0	4.0	1.0	1.0	3.0	0.0	5.0	16.0
8. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	1.0	5.0	0.0	0.0	15.5
9. Superior Road	Sitka St to Baird Creek Rd	4.0	1.0	4.0	1.0	0.0	5.0	0.0	0.0	15.0
10. Erie Street	Merrill St to George St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	0.0	13.5
11. Erie Street	O'Keefe Rd to Virginia Dr	4.0	1.0	3.5	1.0	0.0	3.0	0.0	0.0	12.5
11. Lande Street	RR Tracks to Fourth St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	0.0	12.5
13. Superior Road	Gilbert Dr to Sitka St	0.0	1.0	4.0	1.0	5.0	1.0	0.0	0.0	12.0
13. Hinkle Street	Larsen Rd to West Mason Front. Rd	1.0	1.0	4.0	1.0	3.0	1.0	0.0	0.0	11.0
15. Ninth Street	Grant St to Main Av	0.0	1.0	3.5	1.0	2.0	3.0	0.0	0.0	10.5
16. Libal Street	Chicago St to Charles St	0.0	1.0	3.5	1.0	1.0	3.0	0.0	0.0	9.5
16. Libal Street	Ridgeway Dr to Lebrun St	0.0	1.0	3.5	1.0	1.0	3.0	0.0	0.0	9.5

Projects will be recommended for STP-Urban funding consideration during the TIP development process prior to WisDOT's next planned project solicitation. WisDOT anticipates that the next solicitation will occur in the spring of 2015. If this is the case, the MPO will include project funding recommendations in the 2015-2019 TIP which is scheduled to be developed for publication in the fall of 2014.



## Notice of Request for Comments and Public Hearing



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

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## APPENDIX C

### Public Hearing Transcript

#### TRANSCRIPT OF THE PUBLIC HEARING ON THE 2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREEN BAY URBANIZED AREA AND ON THE 2014 GREEN BAY METRO PROGRAM OF PROJECTS

Wednesday, September 4, 2013

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, Chuck Lamine, Cole Runge, and Dorean Sandri

At 6:40 p.m., L. Conard opened the public hearing for the *2014-2018 Transportation Improvement Program (TIP)* and the *2014 Green Bay Metro Program of Projects*.

L. Conard stated that the TIP contains a five-year program of highway, transit, seniors and persons with disabilities, and transportation alternatives improvement projects eligible for federal funds and the Green Bay Metro 2014 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 6:47 p.m.

## APPENDIX D

### Public Review Comments

The following comments were received by the Brown County Planning Commission staff as part of the Environmental Consultation process and provided to the WisDOT Northeast Region staff:

Thank you for the opportunity to review the 2014-2018 TIP for Brown County. From the WisDOT-Bureau of Aeronautics perspective, the only substantial comment we have is regarding the CTH GE, Village of Hobart, Dutchman's Creek Bridge Reconstruction project (DOT project ID 158-11-033) planning to occur in 2015. Please notify the following people of the height and location of any cranes that are intended to be used on the project:

- The Austin Straubel International Airport (Tom Miller – Airport Director – 920-498-4800)
- The Federal Aviation Administration (FAA). To determine whether an airspace case needs to be filed for the project, please visit the FAA's website at the following web address:

<https://oeaaa.faa.gov/oeaaa/external/qisTools/qisAction.jsp?action=showNoNoticeRequiredToolForm>

The only other minor comment we have is regarding your base map for the figures used in the report. Near the intersection of STH 172 and Airport Drive, there is a small pond shown in the SE quadrant of that intersection. This pond does not exist anymore.

Thank you again for the opportunity to review the draft TIP for 2014-2018.

Thanks,

Matt Malicki  
Wisconsin Bureau of Aeronautics  
4802 Sheboygan Ave., Room 701  
P.O. Box 7914  
Madison, WI 53707-7914  
(608) 266-0902  
[matthew.malicki@dot.wi.gov](mailto:matthew.malicki@dot.wi.gov)



State of Wisconsin  
Governor Scott Walker

**Department of Agriculture, Trade and Consumer Protection**  
Ben Brancel, Secretary

September 12, 2013



Ms. Lisa J. Conard, Planner  
Brown County Planning Commission  
305 East Walnut Street, Room 320  
P.O. Box 23600  
Green Bay, WI 54305-3600

Dear Ms. Conard:

Re: Draft 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area Project  
Consultation Meeting

Thank you for the opportunity to review the draft Brown County TIP and for the invitation to attend the meeting to discuss potential environmental impacts of projects identified in the TIP. I will not be able to attend the September 16 meeting.

It is likely that some of the proposed highway construction projects listed in the TIP will impact agricultural land, especially in the rural areas of the region. Where existing highways are expanded or relocated or where new highways are constructed the primary impact on agriculture is the loss of productive land. Other impacts to farms can include damage to drainage structures, changes in access to property, severance of parcels, and the loss of buildings, fencing, and other structures.

When highway construction projects advance to the design stage, the impacts on specific farm operations will become more apparent. Please remember that if projects require the acquisition of farmland, the project initiator must notify the Wisconsin Department of Agriculture, Trade, and Consumer Protection of those acquisitions pursuant to *Wisconsin Statutes* §32.035.

If you have any questions, please contact me at (608)224-4646 or [alice.halpin@wi.gov](mailto:alice.halpin@wi.gov).

Sincerely,

Alice Halpin  
Agricultural Impact Analyst

*Agriculture generates \$59 billion for Wisconsin*  
2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • 608-224-5012 • [Wisconsin.gov](http://Wisconsin.gov)  
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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office  
2661 Scott Tower Drive  
New Franken, Wisconsin 54229-9565  
Telephone 920/866-1717  
FAX 920/866-1710

September 26, 2013



Ms. Lisa Conard  
Brown County Planning Commission  
305 E. Walnut Street, Room 320  
P.O. Box 23600  
Green Bay, Wisconsin 54305-3600

re: Transportation Improvement Program for  
the Green Bay Urbanized Area Project  
City of Green Bay  
Brown County, Wisconsin

Dear Ms. Conard:

The U.S. Fish and Wildlife Service (Service) has received your letter dated September 4, 2013, requesting comments on the subject project. The project involves transportation improvements made to the Green Bay urbanized area located in Brown County, Wisconsin. We have reviewed the information provided in your letter and our comments follow.

**Federally-Listed Species, Proposed and Candidate Species, and Critical Habitat**

Due to the project location, no federally-listed, proposed, or candidate species would be expected within the project area. No critical habitat is present. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should additional information on listed or proposed species or their critical habitat become available or if project plans change or if portions of the proposed project were not evaluated, it is recommended that you contact our office for further review.

**Bald and Golden Eagle Protection Act**

We note the potential for bald eagles to be within the proposed project area, based on known records. Guidance on avoiding disturbance of bald eagles is available at the Service's "Bald Eagle Management Guidelines & Conservation Measures" web site at <http://www.fws.gov/midwest/eagle/guidelines/index.html>. If there is an active bald eagle nest(s) within the project area we recommend contacting our office for further guidance.

**Wetlands and Streams**

We note that the project area may include wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact

wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values. Any project that impacts wetlands or waterways, including seasonally ephemeral and intermittent streams, should include design features such as culverts to retain hydrological connection between areas fragmented by the project.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Peter Fasbender 920-866-1725.

Sincerely,

*Sgt* Peter J. Fasbender  
Field Supervisor

## APPENDIX E

### MINUTES

Environmental Resource Agency Consultation Meeting  
for the  
Draft 2014-2018 Transportation Improvement Program (TIP)  
for the Green Bay Urbanized Area  
by the Brown County Planning Commission  
September 16, 2013  
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.

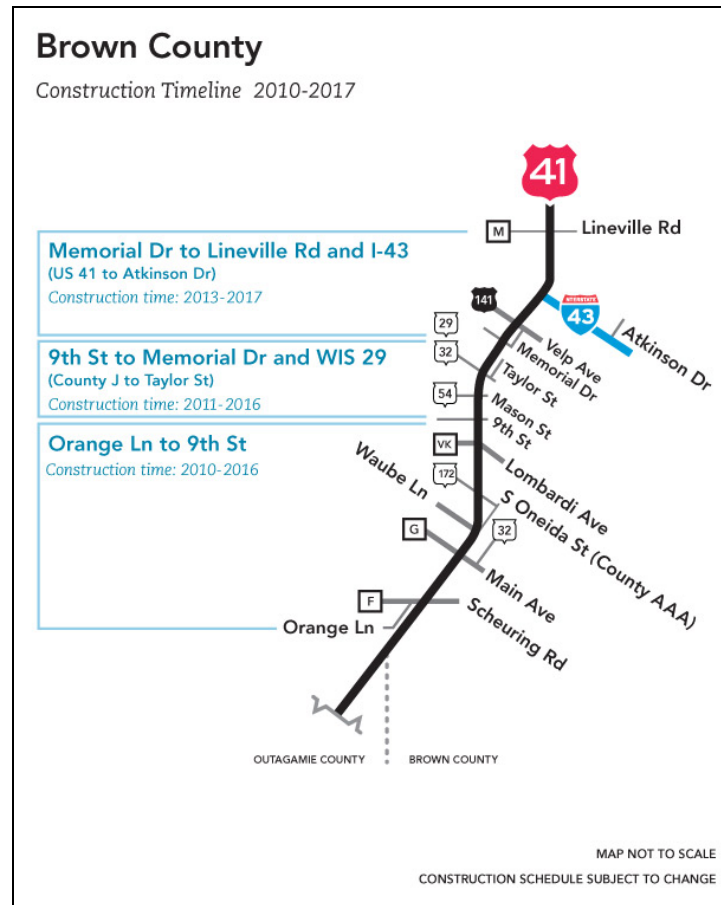
L. Conard closed the meeting at 9:15 a.m. as no one was in attendance.

#### **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 F

### WisDOT US 41 Project – Brown County Construction (Courtesy of WisDOT - <http://www.us41wisconsin.gov/overview/about-the-project>)



## APPENDIX G

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

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 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  
2014-2018 Transportation Improvement Program  
for the  
Green Bay Urbanized Area**



**Brown County Planning Commission/  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
December 2013**



U.S. Department of Transportation  
**Federal Highway Administration**



U.S. Department of Transportation  
**Federal Transit Administration**



The preparation of this amendment 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.

RESOLUTION NO. 2013-12

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
APPROVING MAJOR AMENDMENT #1 TO THE  
2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
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 #1 to the 2014-2018 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 December 2013.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director

## Surface Transportation Program-Urban (STP-U) Overview

The Surface Transportation Program-Urban (STP-U) federal aid program makes a dollar allocation directly to the Green Bay Urbanized Area. Project choice is left to local discretion. Projects receiving STP-U dollars may be funded at a federal level between 50 and 80 percent. The remaining funds must be provided locally.

STP-U provides funding for the construction, reconstruction, rehabilitation, resurfacing, restoration, operation, and safety improvement of interstate highways, principal arterials, minor arterials, and collectors. STP-U funds can also be for used non-roadway uses including transit capital projects, carpool programs, parking facilities, bicycle routes, and pedestrian walkways, among others.

MPO staff works with local public works staff and others to identify and submit candidate projects for funding consideration.

The Brown County Planning Commission (BCPC) Board of Directors (MPO Policy Board) approved project prioritization procedures for STP-U funds as outlined in the *Surface Transportation Program (STP) Urban Funding Project Prioritization Procedure, January 1996, as amended*. The MPO staff reviews and recommends a program of projects based on factors including, but not limited to, consistency with short- and long-range transportation plans, volume to capacity ratio, pavement condition, consideration of multi-modal transportation, and safety and security.

Normally a two-year program of projects is approved (this has been the process since the early 1990s).

### 2013/2014 and 2015/2016 STP-Urban Projects.

The most recent cycles have included the approval of the following projects:

2013/2014	2015/2016
Humboldt Road (CTH N) Bascom Way to Spartan Road	Mather Street Vroman Street to Roy Avenue
Pilgrim Way (CTH YY) Ashland Ave. to Holmgren Way	Gray Street Dousman to Velp Avenue
	Greene Avenue Libal Street to East River Drive
	Allard Street Grant Street to Reid Street

## Green Bay Urbanized Area exceeds 200,000 Population Threshold in 2010 and is designated as a Transportation Management Area (TMA) in 2012

The designation of a TMA can offer additional benefits to the urbanized area in terms of level of funding, direct allocations, etc.

As such, the Brown County Planning Commission/MPO staff recently received notice from the Wisconsin Department of Transportation (WisDOT) that the STP-U allocation is significantly higher than previous levels. The annual allocation is now set at **\$3,528,746**. Recent annual allocations ranged from \$1,200,000-\$1,400,000.

To refine statewide program stability efforts of the STP-U, WisDOT has established a new funding procedure, replacing the two-year cycle. WisDOT has identified \$17,643,730 in available STP-U funds through 2018. This amount includes the previously approved Humboldt Road and Pilgrim Way projects (column B). The amount also includes the Mather, Gray, Greene, and Allard projects (column C) funded at 80% of the agreed upon estimate. Therefore, the Brown County Planning Commission Board of Directors (MPO Policy Board) will need to identify and approve projects and assign the balance of **\$11,433,970** STP-U funds (column D).

### Wisconsin Department of Transportation Local Program Summary STP-U Funds

Annual Federal Funding	(A) Federal Funds Available through 2018	(B) MPO Approved Projects <u>2013/2014</u> 1. Humboldt Rd (CTH N) 2. Pilgrim Way (CTH YY)	(C) MPO Approved Projects <u>2015/2016</u> 1. Mather St 2. Gray St 3. Greene Av 4. Allard St WisDOT/Jurisdiction Estimate at 80%	(D) Balance of Federal Funds Available for Qualifying Projects through 2018 (A)-(B)-(C)
\$3,528,746	\$17,643,730	\$2,347,513	\$3,862,247	<b>\$11,433,970</b>

To accommodate WisDOT's request to have a program established by December 6, the MPO staff issued a request for qualifying projects to area jurisdictions and potential applicants. Applicants were encouraged to submit qualifying projects by October 25.

Subsequently, MPO staff prioritized submitted projects using the MPO's approved project prioritization procedure. Results can be seen in Tables 1-14.

## Public Participation

Results of the staff review of candidate projects were made available to the project applicants, interested parties, and the general public.

Public participation documents can be seen in the Appendix of the report.

## BCPC Board of Directors Transportation Subcommittee Recommendation

The Transportation Subcommittee met on November 18<sup>th</sup> and unanimously made the following recommendation for funding:

## BCPC Board of Directors Action

The BCPC Board of Directors met on December 4<sup>th</sup>, 2013 and unanimously approved the program as recommended by the Transportation Subcommittee.

Route	Location	Jurisdiction	Project Cost	Federal Funds Allowable/ Requested	Proposed Funding Level	
					Amount	Percent
Webster Avenue	East River to Radisson St	Green Bay	\$6,137,500	\$4,910,000	\$4,910,000	80.0%
Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bellevue	\$2,695,000	\$2,156,000	\$2,156,000	80.0%
Vincent Road	Memorial Dr to N Taylor St	Howard	\$820,000	\$656,000	\$656,000	80.0%
Green Bay Metro	Green Bay Urbanized Area	----	\$1,200,000	\$960,000	\$960,000	80.0%
Ninth Street	Grant St to Main Av	De Pere	\$292,250	\$233,800	\$233,800	80.0%
Erie Street	O'Keefe Rd to Virginia Dr	De Pere	\$468,400	\$374,720	\$374,720	80.0%
Helena Street	Seventh St to Sixth St	De Pere	\$62,500	\$50,000	\$50,000	80.0%
Libal Street	Ridgeway Dr to Lebrun St	De Pere	\$87,830	\$70,264	\$70,264	80.0%
Cormier Road	Ashland Av to Oneida St	Ashwaubenon	\$2,875,000	\$2,300,000	\$2,023,186	70.4%

Projects approved will constitute *Amendment #1 to the 2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area*.

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.

**Table 1**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Project Listing**

	<b>Route/Sponsor</b>	<b>Location</b>	<b>Project</b>	<b>Year</b>	<b>Jurisdiction</b>	<b>Project Cost</b>	<b>Federal Funds Requested</b>
1.	Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2017	Scott	\$2,040,000	\$1,632,000
2.	Cormier Road	Ashland Av to Oneida St	Reconstruct w north sidewalk; wide outside lanes	2016	Ashwaubenon	\$2,875,000	\$2,300,000
3.	Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	2016	BC/Bell	\$2,695,000	\$2,156,000
4.	CTH C (Shawano Av)	Sherwood St to Glendale Av	Reconstruct to urban w 2' shoulders & sidewalks	2018	BC/How/Pitts	\$5,950,000	\$4,760,000
5.	Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists	2015	De Pere	\$468,400	\$374,720
6.	Forward Service Foundation	Brown County	Mobility Manager - Job Center of Wisconsin-Green Bay	2015-18	----	\$500,000	\$400,000
7.	Green Bay Metro	Green Bay Urbanized Area	Three 40' low-emission buses	2015	----	\$1,200,000	\$960,000
8.	Greene Avenue*	Libal St to East River Dr	Project add-on: bicycle lanes on both sides	2016	Allouez	\$527,979	\$422,383
9.	Helena Street	Seventh St to Sixth St	Mill & resurface; sidewalk exists	2018	De Pere	\$62,500	\$50,000
10.	Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists	2015	De Pere	\$87,830	\$70,264
11.	Libal Street	STH 172 to Kalb St	Reconstruct w bike & sidewalk	2018	Allouez	\$2,921,270	\$2,337,016
12.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2018	Bellevue	\$2,070,000	\$1,656,000
13.	Ninth Street	Grant St to Main Av	Mill & resurface; sidewalk exists	2018	De Pere	\$292,250	\$233,800
14.	Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	2017	Howard	\$820,000	\$656,000
15.	Hazen Road	Allouez Av to Verlin Rd	Reconditioning with addition of sidewalk	2016	Bellevue	\$690,000	\$552,000
16.	Verlin Rd	Lime Kiln Rd to Bellevue St	Reconditioning, existing bike lanes & sidewalk	2017	Bellevue	\$907,000	\$725,600
17.	Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	2017	Green Bay	\$6,137,500	\$4,910,000
<b>Total:</b>						<b>\$30,244,729</b>	<b>\$24,195,783</b>

\*Greene Avenue is an approved project. The Village of Allouez is requesting additional funds to install bicycle lanes.

**Table 2**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #1 Consistency with other Transportation Plans**

Route	Location	Transit Development Plan	Airport Master Plan	Rail Plan	Port Plan	Brown County		Brown County Comprehensive Plan	Capital Improvement Program	Local Plans	Score
						Bicycle & Pedestrian Plan					
1. Bay Settlement Road	Church Rd to Van Lanen Rd	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
2. Cormier Road	Ashland Av to Oneida St	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
3. Cottage Road (CTH EA)	Willow Rd to STH 29	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
4. CTH C (Shawano Av)	Sherwood St to Glendale Av	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
5. Erie Street	O'Keefe Rd to Virginia Dr	N/A	N/A	N/A	N/A	N/A		N/A	Y	Y	2.0
6. Greene Avenue	Libal St to East River Dr	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
7. Helena Street	Seventh St to Sixth St	N/A	N/A	N/A	N/A	N/A		N/A	Y	Y	2.0
8. Libal Street	Ridgeway Dr to Lebrun St	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
9. Libal Street	STH 172 to Kalb St	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
10. Manitowoc Road	Allouez Av (CTH O) to STH 29	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
11. Ninth Street	Grant St to Main Av	N/A	N/A	N/A	N/A	C		C	Y	C	0.0
12. Vincent Road	Memorial Dr to N Taylor St	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
13. Hazen Road	Allouez Av to Verlin Rd	N/A	N/A	N/A	N/A	N/A		N/A	Y	Y	2.0
14. Verlin Rd	Lime Kiln Rd to Bellevue St	N/A	N/A	N/A	N/A	Y		Y	Y	Y	4.0
15. Webster Avenue	East River to Radisson St	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, with the least possible score for this criterion of 0.



**Table 3**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**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. Bay Settlement Road	Church Rd to Van Lanen Rd	s/o Cass St	1,100	35	973	0.07	1.0
2. Cormier Road	Ashland Av to Oneida St	e/o Holmgren Way	7,800	45	1,228	0.39	1.0
3. Cottage Road (CTH EA)	Willow Rd to STH 29	s/o Willow Rd	880	64	1,640	0.03	1.0
4. CTH C (Shawano Av)	Sherwood St to Glendale	nw/o Sherwood St	1,400	28	780	0.11	1.0
5. Erie Street	O'Keefe Rd to Virginia Dr	n/o O'Keefe Rd	1,400	36	1,000	0.09	1.0
6. Greene Avenue	Libal St to East River Dr	w/o East River Dr	1,500	31	863	0.11	1.0
7. Helena Street	Seventh St to Sixth St	w/o 6th St	950	36	1,000	0.06	1.0
8. Libal Street	Ridgeway Dr to Lebrun St	s/o Lebrun St	4,300	43	1,175	0.22	1.0
9. Libal Street	STH 172 to Kalb St	n/o St Joseph St	9,600	40	1,100	0.54	2.0
10. Manitowoc Road	Allouez Av (CTH O) to STH 29	n/o STH 29	1,800	41	1,125	0.10	1.0
11. Ninth Street	Grant St to Main Av	s/o Main Av	8,500	43	1,175	0.44	2.0
12. Vincent Road	Memorial Dr to N Taylor St	e/o N Taylor St	1,400	41	1,125	0.08	1.0
13. Hazen Road	Allouez Av to Verlin Rd	s/o Marco Ct	2,800	36	1,000	0.17	1.0
14. Verlin Rd	Lime Kiln Rd to Bellevue St	e/o Bellevue St	4,300	40	1,100	0.24	1.0
15. Webster Avenue	East River to Radisson St	s/o Radisson St	10,900	50	1,340	0.50	2.0

**Table 4**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #3 Roadway Surface Condition**

	<b>Route</b>	<b>Location</b>	<b>PASER Rating</b>	<b>Score</b>
1.	Bay Settlement Road	Church Rd to Van Lanen Rd	3	4.0
2.	Cormier Road	Ashland Av to Oneida St	3	4.0
3.	Cottage Road (CTH EA)	Willow Rd to STH 29	3	4.0
4.	CTH C (Shawano Av)	Sherwood St to Glendale Av	3	4.0
5.	Erie Street	O'Keefe Rd to Virginia Dr	4	3.5
6.	Greene Avenue	Libal St to East River Dr	3	4.0
7.	Helena Street	Seventh St to Sixth St	4	3.5
8.	Libal Street	Ridgeway Dr to Lebrun St	4	3.5
9.	Libal Street	STH 172 to Kalb St	4	3.5
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	4	3.5
11.	Ninth Street	Grant St to Main Av	4	3.5
12.	Vincent Road	Memorial Dr to N Taylor St	4	3.5
13.	Hazen Road	Allouez Av to Verlin Rd	3	4.0
14.	Verlin Rd	Lime Kiln Rd to Bellevue St	4	3.5
15.	Webster Avenue	East River to Radisson St	3	4.0

**Table 5**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #4 Utility Work Scheduling**

	<b>Route</b>	<b>Location</b>	<b>Private Utility Work</b>	<b>Public Utility Work</b>	<b>Score</b>
1.	Bay Settlement Road	Church Rd to Van Lanen Rd	No	Yes	1.0
2.	Cormier Road	Ashland Av to Oneida St	No	Yes	1.0
3.	Cottage Road (CTH EA)	Willow Rd to STH 29	No	Yes	1.0
4.	CTH C (Shawano Av)	Sherwood St to Glendale Av	No	Yes	1.0
5.	Erie Street	O'Keefe Rd to Virginia Dr	No	Yes	1.0
6.	Greene Avenue	Libal St to East River Dr	No	Yes	1.0
7.	Helena Street	Seventh St to Sixth St	No	Yes	1.0
8.	Libal Street	Ridgeway Dr to Lebrun St	No	Yes	1.0
9.	Libal Street	STH 172 to Kalb St	No	Yes	1.0
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	No	Yes	1.0
11.	Ninth Street	Grant St to Main Av	No	Yes	1.0
12.	Vincent Road	Memorial Dr to N Taylor St	No	Yes	1.0
13.	Hazen Road	Allouez Av to Verlin Rd	No	Yes	1.0
14.	Verlin Rd	Lime Kiln Rd to Bellevue St	No	Yes	1.0
15.	Webster Avenue	East River to Radisson St	No	Yes	1.0

**Table 6**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #5 Number of Years in the TIP**

	<b>Route</b>	<b>Location</b>	<b>2013 TIP</b>	<b>2012 TIP</b>	<b>2011 TIP</b>	<b>2010 TIP</b>	<b>2009 TIP</b>	<b>2008 TIP</b>	<b>Number of Years</b>	<b>Score</b>
1.	Bay Settlement Road	Church Rd to Van Lanen Rd	Y	Y	Y	Y	Y	Y	6	5.0
2.	Cormier Road	Ashland Av to Oneida St	N	N	N	N	N	N	0	0.0
3.	Cottage Road (CTH EA)	Willow Rd to STH 29	Y	Y	N	N	N	N	2	2.0
4.	CTH C (Shawano Av)	Sherwood St to Glendale Av	N	N	N	N	N	N	0	0.0
5.	Erie Street	O'Keefe Rd to Virginia Dr	Y	N	N	N	N	N	1	1.0
6.	Greene Avenue*	Libal St to East River Dr	N	N	N	N	N	N	0	0.0
7.	Helena Street	Seventh St to Sixth St	N	N	N	N	N	N	0	0.0
8.	Libal Street	Ridgeway Dr to Lebrun St	Y	Y	N	N	N	N	2	2.0
9.	Libal Street	STH 172 to Kalb St	N	N	N	N	N	N	0	0.0
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Y	Y	Y	Y	N	N	4	4.0
11.	Ninth Street	Grant St to Main Av	Y	Y	Y	N	N	N	3	3.0
12.	Vincent Road	Memorial Dr to N Taylor St	Y	Y	N	N	N	N	2	2.0
13.	Hazen Road	Allouez Av to Verlin Rd	N	N	N	N	N	N	0	0.0
14.	Verlin Rd	Lime Kiln Rd to Bellevue St	N	N	N	N	N	N	0	0.0
15.	Webster Avenue	East River to Radisson St	Y	Y	Y	Y	Y	Y	6	5.0

Note: The most recently approved TIP is included in the score. The 2013 TIP represents the TIP that was published in 2013 covering the years 2014-2018. 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. A maximum of 5 points is available under this criterion.

\* The bicycle lane add-on to the Greene Avenue project has not been included in previous TIPs.

**Table 7**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #6 Consideration of Multi-Modal Transportation**

<b>Route</b>	<b>Location</b>	<b>Pedestrian</b>	<b>Bicycle</b>	<b>Transit</b>	<b>Score</b>
1. Bay Settlement Road	Church Rd to Van Lanen Rd	Y	Y	Y	5.0
2. Cormier Road	Ashland Av to Oneida St	Y	N	Y	3.0
3. Cottage Road (CTH EA)	Willow Rd to STH 29	Y	Y	Y	5.0
4. CTH C (Shawano Av)	Sherwood St to Glendale Av	Y	N	Y	3.0
5. Erie Street	O'Keefe Rd to Virginia Dr	Y	N	Y	3.0
6. Greene Avenue	Libal St to East River Dr	Y	Y	Y	5.0
7. Helena Street	Seventh St to Sixth St	Y	N	Y	3.0
8. Libal Street	Ridgeway Dr to Lebrun St	Y	N	Y	3.0
9. Libal Street	STH 172 to Kalb St	Y	Y	Y	5.0
10. Manitowoc Road	Allouez Av (CTH O) to STH 29	Y	Y	Y	5.0
11. Ninth Street	Grant St to Main Av	Y	N	Y	3.0
12. Vincent Road	Memorial Dr to N Taylor St	Y	Y	Y	5.0
13. Hazen Road	Allouez Av to Verlin Rd	Y	N	Y	3.0
14. Verlin Rd	Lime Kiln Rd to Bellevue St	Y	Y	Y	5.0
15. Webster Avenue	East River to Radisson St	Y	Y	Y	5.0

**Table 8**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #7 Safety and Security**

	<b>Route</b>	<b>Location</b>	<b>Score</b>
1.	Bay Settlement Road	Church Rd to Van Lanen Rd	0.0
2.	Cormier Road	Ashland Av to Oneida St	0.0
3.	Cottage Road (CTH EA)	Willow Rd to STH 29	0.0
4.	CTH C (Shawano Av)	Sherwood St to Glendale Av	0.0
5.	Erie Street	O'Keefe Rd to Virginia Dr	0.0
6.	Greene Avenue	Libal St to East River Dr	0.0
7.	Helena Street	Seventh St to Sixth St	0.0
8.	Libal Street	Ridgeway Dr to Lebrun St	0.0
9.	Libal Street	STH 172 to Kalb St	0.0
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	0.0
11.	Ninth Street	Grant St to Main Av	0.0
12.	Vincent Road	Memorial Dr to N Taylor St	0.0
13.	Hazen Road	Allouez Av to Verlin Rd	0.0
14.	Verlin Rd	Lime Kiln Rd to Bellevue St	0.0
15.	Webster Avenue	East River to Radisson St	0.0

**Table 9**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Summary of Criteria #1 - #7: Alphabetical**

Route	Location	Consistency with other Transportation Plans (1)	V/C Ratio (2)	Pavement Condition (3)	Utility Work (4)	Years in TIP (5)	Consideration of Multi-Modal Transportation (6)	Safety & Security (7)	Subtotal
1. Bay Settlement Road	Church Rd to Van Lanen Rd	4.0	1.0	4.0	1.0	5.0	5.0	0.0	20.0
2. Cormier Road	Ashland Av to Oneida St	0.0	1.0	4.0	1.0	0.0	3.0	0.0	9.0
3. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	2.0	5.0	0.0	17.0
4. CTH C (Shawano Av)	Sherwood St to Glendale Av	0.0	1.0	4.0	1.0	0.0	3.0	0.0	9.0
5. Erie Street	O'Keefe Rd to Virginia Dr	2.0	1.0	3.5	1.0	1.0	3.0	0.0	11.5
6. Greene Avenue	Libal St to East River Dr	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
7. Hazen Road	Allouez Av to Verlin Rd	2.0	1.0	4.0	1.0	0.0	3.0	0.0	11.0
8. Helena Street	Seventh St to Sixth St	2.0	1.0	3.5	1.0	0.0	3.0	0.0	10.5
9. Libal Street	Ridgeway Dr to Lebrun St	0.0	1.0	3.5	1.0	2.0	3.0	0.0	10.5
10. Libal Street	STH 172 to Kalb St	4.0	2.0	3.5	1.0	0.0	5.0	0.0	15.5
11. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	4.0	5.0	0.0	18.5
12. Ninth Street	Grant St to Main Av	0.0	2.0	3.5	1.0	3.0	3.0	0.0	12.5
13. Verlin Rd	Lime Kiln Rd to Bellevue St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
14. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	2.0	5.0	0.0	16.5
15. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0

**Table 10**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Summary of Criteria #1 - #7: Ranking**

<b>Route</b>	<b>Location</b>	<b>Consistency with other Transportation Plans (1)</b>	<b>V/C Ratio (2)</b>	<b>Pavement Condition (3)</b>	<b>Utility Work (4)</b>	<b>Years in TIP (5)</b>	<b>Consideration of Multi-Modal Transportation (6)</b>	<b>Safety &amp; Security (7)</b>	<b>Subtotal</b>
1. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	21.0
2. Bay Settlement Road	Church Rd to Van Lanen Rd	4.0	1.0	4.0	1.0	5.0	5.0	0.0	20.0
3. Libal Street	STH 172 to Kalb St	4.0	2.0	3.5	1.0	0.0	5.0	0.0	15.5
4. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	2.0	5.0	0.0	17.0
5. Ninth Street	Grant St to Main Av	0.0	2.0	3.5	1.0	3.0	3.0	0.0	12.5
6. Libal Street	Ridgeway Dr to Lebrun St	0.0	1.0	3.5	1.0	2.0	3.0	0.0	10.5
7. Greene Avenue	Libal St to East River Dr	4.0	1.0	4.0	1.0	0.0	5.0	0.0	15.0
8. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	2.0	5.0	0.0	16.5
9. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	4.0	5.0	0.0	18.5
10. Erie Street	O'Keefe Rd to Virginia Dr	2.0	1.0	3.5	1.0	1.0	3.0	0.0	11.5
11. Verlin Rd	Lime Kiln Rd to Bellevue St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	14.5
12. Hazen Road	Allouez Av to Verlin Rd	2.0	1.0	4.0	1.0	0.0	3.0	0.0	11.0
12. Helena Street	Seventh St to Sixth St	2.0	1.0	3.5	1.0	0.0	3.0	0.0	10.5
14. Cormier Road	Ashland Av to Oneida St	0.0	1.0	4.0	1.0	0.0	3.0	0.0	9.0
14. CTH C (Shawano Av)	Sherwood St to Glendale Av	0.0	1.0	4.0	1.0	0.0	3.0	0.0	9.0



**Table 11**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Criterion #8 Availability of Funding**

**Brown County (Estimated "Balance" \$6,055,879)**

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
4.	Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bell	17.0	\$2,695,000	\$2,156,000	1.00	5.0
14.	CTH C (Shawano Av)	Sherwood St to Glendale Av	BC/How	9.0	\$5,950,000	\$4,760,000	0.52	3.0

**City of Green Bay (Estimated "Balance" \$2,827,745)**

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	\$6,137,500	\$4,910,000	0.58	3.0

**City of De Pere (Estimated "Balance" \$1,243,507)**

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.	Ninth Street	Grant St to Main Av	De Pere	12.5	\$292,250	\$233,800	1.00	5.0
10.	Erie Street	O'Keefe Rd to Virginia Dr	De Pere	13.5	\$468,400	\$374,720	1.00	5.0
12.	Helena St	Seventh St to Sixth St	De Pere	10.5	\$62,500	\$50,000	1.00	5.0
12.	Libal Street	Ridgeway Dr to Lebrun St	De Pere	10.5	\$87,830	\$70,264	1.00	5.0

**Village of Ashwaubenon (Estimated "Balance" \$2,247,881)**

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
14.	Cormier Road	Ashland Av to Oneida St	Ashwaubenon	9.0	\$2,875,000	\$2,300,000	0.98	4.0

**Village of Allouez (Estimated "Balance" -\$337,563)**

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
6.	Libal Street	STH 172 to Kalb St	Allouez	15.5	\$2,921,270	\$2,337,016	0.00	0.0
7.	Greene Avenue	Libal St to East River Dr	Allouez	15.0	\$527,979	\$422,383	0.00	0.0

**Village of Howard (Estimated "Balance" \$734,629)**

Rank	Route	Location	Jurisdiction to which Federal Funds are Applied	Criteria #1 - #7 Score	Project Cost	Federal Funds Requested	Funding Availability Rating	Funding Availability Score
5.	Vincent Road	Memorial Dr to N Taylor St	Howard	16.5	\$820,000	\$656,000	1.00	5.0
14.	CTH C (Shawano Av)	Sherwood St to Glendale Av	BC/How	9.0	\$5,950,000	\$4,760,000	0.52	3.0

**Village of Bellevue (Estimated "Balance" -\$365,048)**

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.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Bellevue	18.5	\$2,070,000	\$1,656,000	0.00	0.0
4.	Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Bell	17.0	\$2,695,000	\$2,156,000	0.00	0.0

**Village of Suamico (Estimated "Balance" \$62,147)**

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

**Town of Ledgeview (Estimated "Balance" -\$156,038)**

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

**Town of Scott (Estimated "Balance" -\$754,309)**

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
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Scott	20.0	\$2,040,000	\$1,632,000	0.00	0.0

**Village of Hobart (Estimated "Balance" \$3,545)**

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 12**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Final Green Bay Urbanized Area Roadway Project Priorities**

<b>Route</b>	<b>Location</b>	<b>Consistency with other Transportation Plans (1)</b>	<b>V/C Ratio (2)</b>	<b>Pavement Condition (3)</b>	<b>Utility Work (4)</b>	<b>Years in TIP (5)</b>	<b>Consideration of Multi-Modal Transportation (6)</b>	<b>Safety &amp; Security (7)</b>	<b>Funding Availability Score (8)</b>	<b>Final Score</b>
1. Webster Avenue	East River to Radisson St	4.0	2.0	4.0	1.0	5.0	5.0	0.0	3.0	24.0
2. Cottage Road (CTH EA)	Willow Rd to STH 29	4.0	1.0	4.0	1.0	2.0	5.0	0.0	5.0	22.0
3. Ninth Street	Grant St to Main Av	0.0	2.0	3.5	1.0	3.0	3.0	0.0	5.0	17.5
4. Bay Settlement Road	Church Rd to Van Lanen Rd	4.0	1.0	4.0	1.0	5.0	5.0	0.0	0.0	20.0
5. Libal Street	STH 172 to Kalb St	4.0	2.0	3.5	1.0	0.0	5.0	0.0	0.0	15.5
6. Manitowoc Road	Allouez Av (CTH O) to STH 29	4.0	1.0	3.5	1.0	4.0	5.0	0.0	5.0	23.5
7. Erie Street	O'Keefe Rd to Virginia Dr	2.0	1.0	3.5	1.0	1.0	3.0	0.0	5.0	16.5
8. Hazen Road	Allouez Av to Verlin Rd	2.0	1.0	4.0	1.0	0.0	3.0	0.0	5.0	16.0
8. Libal Street	Ridgeway Dr to Lebrun St	0.0	1.0	3.5	1.0	2.0	3.0	0.0	0.0	10.5
8. Helena Street	Seventh St to Sixth St	2.0	1.0	3.5	1.0	0.0	3.0	0.0	5.0	15.5
11. Greene Avenue	Libal St to East River Dr	4.0	1.0	4.0	1.0	0.0	5.0	0.0	0.0	15.0
12. Vincent Road	Memorial Dr to N Taylor St	4.0	1.0	3.5	1.0	2.0	5.0	0.0	5.0	21.5
13. Cormier Road	Ashland Av to Oneida St	0.0	1.0	4.0	1.0	0.0	3.0	0.0	4.0	13.0
14. CTH C (Shawano Av)	Sherwood St to Glendale Av	0.0	1.0	4.0	1.0	0.0	3.0	0.0	3.0	12.0
15. Verlin Rd	Lime Kiln Rd to Bellevue St	4.0	1.0	3.5	1.0	0.0	5.0	0.0	0.0	14.5

**Table 13**  
**2014-2018 Transportation Improvement Program Projects**  
**Major Amendment #1**  
**Non-Highway Prioritization Results**

Project	STP-U Funds Requested	Consistency with Transportation & Other Plans	Congestion Relief or Prevention	Reduction in Single Occupancy Motor Vehicle Transportation	Safety & Security	Intermodal Connectivity	Number of Years in TIP	Total
1. <b>Green Bay Metro</b>								
<b>Three 40' low-emission buses</b>	\$960,000	2	3	3	1	3	3	<b>15</b>
2. <b>Forward Service Foundation</b>								
<b>Mobility Manager &amp; Program for Brown County</b>	\$400,000	2	1	1	0	3	3	<b>10</b>

\* Non-highway projects will receive special consideration for funding by the Brown County Planning Commission Board of Directors (MPO Policy Board) upon recommendation of the Transportation Subcommittee (Technical Advisory Committee).

**Table 14**  
**2014-2018 Transportation Improvement Program**  
**Major Amendment #1**  
**MPO Staff Ranking of Green Bay Urbanized Area Projects based on Approved Prioritization Procedure**

Route		Location	Project	Year	Jurisdiction	Project Cost	Federal Funds Allowable/ Requested	STP-Urban Funds Assigned*	MPO Staff Recommended Projects Amount Percent***	
Humboldt Rd (CTH N)		Cornelius Dr to Spartan Dr	Reconstruct w bike & sidewalk	2016	BC/Green Bay			\$1,245,188		
Pilgrim Way (CTH YY)		Holmgren Way to Ashland Av	Reconstruct	2016	BC/Ash			\$1,102,326		
Mather Street		Vroman St to Roy Av	Reconstruct w sidewalk	2015	Green Bay			\$744,732		
Greene Avenue****		Libal St to East River Dr	Reconstruct w sidewalk	2016	Allouez			\$774,849		
Gray Street		Reed St to Velp Av	Reconstruct w sidewalk & shared lane	2016	Green Bay			\$2,074,774		
Allard Street		Grant St to Reid St	Mill and resurface; sidewalk exists	2016	De Pere			\$267,891		
1.	Webster Avenue	East River to Radisson St	Reconstruct w bike & sidewalk	2017	Green Bay	\$6,137,500	\$4,910,000		\$4,910,000	80.0%
2.	Cottage Road (CTH EA)	Willow Rd to STH 29	Reconstruct to urban w bike lanes & sidewalk	2016	BC/Bell	\$2,695,000	\$2,156,000		\$2,156,000	80.0%
3.	Vincent Road	Memorial Dr to N Taylor St	Reconstruct w bike & sidewalk	2017	Howard	\$820,000	\$656,000		\$656,000	80.0%
4.	Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2017	Scott	\$2,040,000	\$1,632,000		negative balance**	
5.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2018	Bellevue	\$2,070,000	\$1,656,000		negative balance**	
****	Green Bay Metro	Green Bay Urbanized Area	Three 40' low-emission buses	2015	----	\$1,200,000	\$960,000		\$960,000	80.0%
6.	Ninth Street	Grant St to Main Av	Mill & resurface; sidewalk exists	2018	De Pere	\$292,250	\$233,800		\$233,800	80.0%
7.	Erie Street	O'Keefe Rd to Virginia Dr	Mill & resurface; sidewalk exists	2015	De Pere	\$468,400	\$374,720		\$374,720	80.0%
8.	Helena Street	Seventh St to Sixth St	Mill & resurface; sidewalk exists	2018	De Pere	\$62,500	\$50,000		\$50,000	80.0%
8.	Libal Street	Ridgeway Dr to Lebrun St	Mill & resurface; sidewalk exists	2015	De Pere	\$87,830	\$70,264		\$70,264	80.0%
8.	Libal Street	STH 172 to Kalb St	Reconstruct w bike & sidewalk	2018	Allouez	\$2,921,270	\$2,337,016		negative balance**	
11.	Greene Avenue****	Libal St to East River Dr	Project add-on: bicycle lanes on both sides	2016	Allouez	\$527,979	\$422,383		negative balance**	
12.	Verlin Rd	Lime Kiln Rd to Bellevue St	Reconditioning, existing bike lanes & sidewalk	2017	Bellevue	\$907,000	\$725,600		negative balance**	
13.	Cormier Road	Ashland Av to Oneida St	Reconstruct w north sidewalk; wide outside lanes	2016	Ashwaubenon	\$2,875,000	\$2,300,000		\$2,023,186	70.4%
14.	CTH C (Shawano Av)	Sherwood St to Glendale Av	Reconstruct to urban w 2' shoulders & sidewalks	2018	BC/How/Pitts	\$5,950,000	\$4,760,000			
15.	Hazen Road	Allouez Av to Verlin Rd	Reconditioning with addition of sidewalk	2016	Bellevue	\$690,000	\$552,000			
*****	Forward Service Foundation	Brown County	Mobility Manager - Job Center of Wisconsin-Green Ba	2015-18	----	\$500,000	\$400,000			
<b>Total:</b>						<b>\$30,244,729</b>	<b>\$24,195,783</b>	<b>\$6,209,760</b>	<b>\$11,433,970</b>	
<b>Available Funds:</b>									<b>\$11,433,970</b>	

\* The projects highlighted in yellow have been submitted to the Wisconsin Department of Transportation for contract development and programming.

\*\* The jurisdictions of Allouez, Bellevue, Ledgeview, and Scott have a negative estimated "balance". According to the MPO's adopted project selection process, this means they are ineligible for STP-Urban funds.

\*\*\* FHWA and WisDOT prefer to fund projects at the 80% maximum. The minimum is 50%.

\*\*\*\* Greene Avenue is an approved project. The Village of Allouez is requesting additional funds to install bicycle lanes. Therefore, the project appears twice, once as an approved project and once as a candidate project.

\*\*\*\*\* MPO staff ranked the non-highway projects using the approved non-highway project prioritization procedure. Green Bay Metro's project ranked 1 of 2 and the Forward Service Foundation's project ranked 2 of 2. MPO staff recommends the ranking of the non-highway projects as noted in the above table.

## Appendix A

### Copy of Postcard Sent to Interested Parties



All interested persons are advised of a public review and comment period and public hearing regarding the *Draft Major Amendment #1 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The amendment is as follows:

Project	Federal Funds Available
Distribution of Federal Surface Transportation Program - Urban (STP-U) funds to qualifying transportation projects located in the Green Bay Urbanized Area.	\$11,433,970

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

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

Additional information can be obtained by contacting 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 regarding the amendment will be accepted through December 4, 2013.

## Appendix B

**Brown County Planning Commission Board of Directors (MPO Policy Board)  
Meeting Minutes excerpts  
Includes Public Hearing and Amendment #1 Approval  
December 4, 2013**

**MINUTES  
BROWN COUNTY PLANNING COMMISSION  
BOARD OF DIRECTORS  
Wednesday, December 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>X</u>	John Klasen	<u>X</u>
James Botz	<u>X</u>	Michael Malcheski	<u>Exc</u>
Paul Brewer	<u>X</u>	Ken Pabich	<u>X</u>
William Clancy	<u>X</u>	Scott Puyleart	<u>Exc</u>
Norbert Dantine, Jr.	<u>X</u>	Dan Robinson	<u>X</u>
Ron DeGrand	<u>X</u>	Ray Tauscher	<u>X</u>
Bernie Erickson	<u>Exc</u>	Mark Tumpach	<u>X</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>X</u>	Dave Wiese*	<u>X</u>
Dotty Juengst	<u>X</u>	Reed Woodward	<u>X</u>

**OTHERS PRESENT:** Lisa J. Conard, Patty Kiewiz, Chuck Lamine, \*Burt McIntyre for Dave Wiese, Cole Runge, Peter Schleinz, Jennifer Schmohe, Gary Tanck, and Mai Yia Yang

N. Dantine opened the meeting at 6:30 p.m.

- 3. Public Hearing:** Major Amendment #1 to the 2014-2018 Transportation Improvement Program 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 *2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*.

Because the amendment is considered major amendment, a 15-day public review and comment period and a public hearing are required. L. Conard provided the amendment detail as follows:

L. Conard reviewed the amendment:





All interested persons are advised of a public review and comment period and public hearing regarding the *Draft Major Amendment #1 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The amendment is as follows:

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Distribution of Federal Surface Transportation Program - Urban (STP-U) funds to qualifying transportation projects located in the Green Bay Urbanized Area.	\$11,433,970

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

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901 University Avenue  
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6:30 p.m.

Additional information can be obtained by contacting 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 regarding the amendment will be accepted through December 4, 2013.

L. Conard stated that the Brown County Planning Commission Board of Directors Transportation Subcommittee met to discuss the distribution of STP-Urban funds and to develop a recommended program of projects.

L. Conard detailed the recommendation as shown below:

Brown County Planning Commission Board of Directors Transportation Subcommittee Recommendation for STP-U Funding						
Route	Location	Jurisdiction	Project Cost	Federal Funds Allowable/ Requested	Proposed Funding Level Amount	Percent
Webster Avenue	East River to Radisson St	Green Bay	\$6,137,500	\$4,910,000	\$4,910,000	80.0%
Cottage Road (CTH EA)	Willow Rd to STH 29	BC/Belleuve	\$2,695,000	\$2,156,000	\$2,156,000	80.0%
Vincent Road	Memorial Dr to N Taylor St	Howard	\$820,000	\$656,000	\$656,000	80.0%
Green Bay Metro	Green Bay Urbanized Area	----	\$1,200,000	\$960,000	\$960,000	80.0%
Ninth Street	Grant St to Main Av	De Pere	\$292,250	\$233,800	\$233,800	80.0%
Erie Street	O'Keefe Rd to Virginia Dr	De Pere	\$468,400	\$374,720	\$374,720	80.0%
Helena Street	Seventh St to Sixth St	De Pere	\$62,500	\$50,000	\$50,000	80.0%
Libal Street	Ridgeway Dr to Lebrun St	De Pere	\$87,830	\$70,264	\$70,264	80.0%
Cormier Road	Ashland Av to Oneida St	Ashwaubenon	\$2,875,000	\$2,300,000	\$2,023,186	70.4%
					<b>\$11,433,970</b>	

L. Conard stated that comments received during the public participation process would be forwarded to the Brown County Planning Commission for its consideration.

L. Conard stated that the projects approved for STP-Urban funds will constitute *Major Amendment #1 to the 2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area*.

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

4. Discussion and action on Major Amendment #1 to the 2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area.

A. Gauthier stated that the use of "Cottage Road" to describe South Huron Road is incorrect.

C. Runge stated that "Cottage Road" was included on the application submitted by the Brown County Public Works Department staff and that a correction can be made.

K. Pabich asked if the Village of Ashwaubenon was aware that the recommended funding level for the Cormier Road project reached 70.4%.

L. Conard stated yes. It is not uncommon for a project to be funded between the allowable amounts of 50-80%.

N. Dantinne asked who would be responsible for the 20% on the Cottage Road (S. Huron Road) project.

L. Conard stated that Brown County and the Village of Bellevue would each pay 10%.

The planning commission opened the floor to allow interested parties to speak.

Gary Tanck, 1400 North Baird Street #93, Green Bay, stated that he would like to see the City of Green Bay make improvements to area sidewalks and crosswalks, and to paint crosswalks in a timely manner when the lines fade. G. Tanck suggested that some of the money available be used to do this. G. Tanck asked how a citizen would go about making this happen.

L. Conard stated that a possible first step would be to contact your alderperson and provide detailed information about what you would like to see improved. The alderperson, at their discretion, may forward the information to the city's Improvements and Services Committee.

The planning commission closed the floor.

P. Blindauer asked if there were standards for bus replacement.

L. Conard stated there are standards. A bus is considered at the end of its useful life when it reaches 10-12 years of age and 500,000 miles. Green Bay Metro has a fleet of 35 buses. Sixteen of them are beyond their useful life. In addition, Metro had 18 40' buses in its fleet not too long ago. Metro is down to one (built in 1995), and the one is expected to fail in the near future. The operations staff does not have the flexibility within the fleet to assign the appropriate piece of equipment to every route. It is not uncommon to have several standing-only loads during peak passenger times.

P. Blindauer asked about a bus purchasing schedule.

L. Conard stated that ideally a system the size of Metro would receive about four new buses every other year. Unfortunately, that has not been the case. Buses are purchased when funding is available. Federal funding for capital items (equipment) is very limited. Metro does not anticipate receiving funding for buses in the near future. This is a big concern for the system.

S. VandenAvond asked about the *Years in TIP* criterion.

L. Conard stated projects receive one point for each year in the TIP (maximum of 5).

S. VandenAvond asked staff to explain "funding availability."

L. Conard stated "funding availability," or the allocation of STP-Urban funds based on an entity's percent of functionally classified roadways within the urbanized area, is one of eight criteria included in prioritization process. WisDOT provides the MPO with a list of the percent of the functionally classified road miles (collector and above) under each jurisdiction. The City of Green Bay has approximately 35% of the system's miles under its jurisdiction. Brown County has about 40% of the system's miles, and the balance is shared among the other urbanized area jurisdictions.

Applying “funding availability” assures that one jurisdiction does not receive a significantly disproportionate amount of funding relative to their share of system mileage.

J. Botz asked why the Manitowoc Road and Bay Settlement Road projects were not part of the recommendation since they ranked higher than other projects recommended for funding.

L. Conard stated that Manitowoc Road was not recommended for funding because the Village of Bellevue has a negative balance (it has used more funds in the past than it has “banked”). The same is true for Bay Settlement Road in the Town of Scott.

The joint project between the county and the Village of Bellevue is included in the recommended project list because one of the sponsors has a significant positive “balance.”

L. Conard noted the Village of Allouez is not represented on the recommended project list. This is due to the fact that a very significant project in the village, Greene Avenue, was approved for funding during the last funding cycle. It may take one or two cycles for the village to return to a positive balance.

D. Juengst asked about the Mobility Manager project that is not recommended for funding.

L. Conard outlined the merits of the program. L. Conard stated that the project did not rank high based on the scoring criteria approved by the planning commission.

L. Conard noted that the federal program (Federal Section 5316) that previously covered 80% of the costs of the Mobility Manager has been eliminated. MPO staff had several discussions with WisDOT staff on possible alternative funding programs, including use of the state’s partner program (WETAP), without luck.

L. Conard suggested that although the project has proven to be a good one, it is not a good fit for the STP-Urban program.

L. Conard reminded the planning commission that it has the authority to fund a project not recommended by the Transportation Subcommittee.

S. Grenier stated that he serves on the Transportation Subcommittee with senior staff from the jurisdictions with projects on the recommended list. The members of the Transportation Subcommittee agreed unanimously with the recommendations as presented.

N. Dantine asked who is responsible for the 20% match for the buses.

L. Conard stated that the City of Green Bay has a reserve account that is used to cover the 20% match. Over time, the participating entities (Green Bay, De Pere, Allouez, Ashwaubenon, and Bellevue) are billed for depreciation of capital assets. Therefore, all of the entities that participate in the transit system contribute to the 20% match.

A motion was made by K. Pabich, seconded by J. Ward, to approve Major Amendment #1 to the 2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area. Motion carried.

## Appendix C

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



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Erin Duffy

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: 6895017

Published Date: November 20, 2013

Published Date: November 27, 2013

Total Ad Cost: \$60.66

(Signed) E. Duffy (Date) 11-27-13  
Legal Clerk

Signed and sworn before me

Sara Rogers  
Notary Public, Brown County, Wisconsin

My commission expires 10/25/16



BC PLANNING DEPT-LEGALS  
Re: Notice of request



NOTICE OF REQUEST FOR COMMENTS AND NOTICE OF PUBLIC HEARING ON THE DRAFT MAJOR AMENDMENT #1 TO THE 2014-2018 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 #1 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized 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, December 4, 2013  
Green Bay Metro - Transportation Center  
801 University Ave.  
Green Bay, Wisconsin  
6:30 p.m.

Unless otherwise noted, this constitutes the final program of projects. The public review and comment period for the amendment is scheduled for November 20, 2013, through December 4, 2013.

Written comments should be mailed to Lisa J. Conant, Brown County Planning Commission, P.O. Box 2880, Green Bay, WI 54305-3000 by December 4, 2013.

Published by  
Sandy Juro  
County Clerk  
R/N: Nov 20 & 27, 2013  
WSA017

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**Major Amendment #2  
to the  
2014-2018 Transportation Improvement Program  
for the  
Green Bay Urbanized Area**



**Brown County Planning Commission/  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
March 2014**



U.S. Department of Transportation  
**Federal Highway Administration**



U.S. Department of Transportation  
**Federal Transit Administration**



The preparation of this amendment 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.

**RESOLUTION NO. 2014-01**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
APPROVING MAJOR AMENDMENT #2 TO THE 2014-2018 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 #2 to the 2014-2018 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 5<sup>th</sup> day of March 2014.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director



**Major Amendment #2 to the  
2014-2018 Transportation Improvement Program  
for the Green Bay Urbanized Area  
by the Brown County Planning Commission**

Sponsor	Project Description	Type	Federal	State	Total
WisDOT	<u>CTH EE</u> (Village of Hobart)				
158-14-009	Reconstruction of the Dutchman's Creek Bridge & Approaches located west of	Design - 2015	\$35,770	\$7,154	\$42,924
158-14-010	CTH GE; P-05-0050; 9277-00-00, 71	Const. - 2016	\$186,624	\$37,325	\$223,949
WisDOT	<u>CTH M</u> (Village of Suamico)				
158-14-011	Reconstruction of the Suamico River Bridge & Approaches located south of	Design - 2015	\$52,186	\$10,437	\$62,623
158-14-012	CTH B; B-05-0011; 9287-03-00, 71	Const. - 2017	\$330,509	\$66,102	\$396,611
OCR	<u>CTH M</u> (Village of Howard)				
158-14-013	Installation of Signals and Gates at the Escanaba & Lake Superior Railroad Crossing; 388707D; 1009-93-62	Install - 2016	\$130,000	\$70,000	\$200,000
WisDOT	<u>STH 32/57</u> (C De Pere, T Ledgeview, T Rockland, & T Wrightstown)				
158-14-014	Preservation & Access Management Study in anticipation of proposed southern bridge; 4085-45-00	Plan - 2014	\$440,000	\$110,000	\$550,000
<b>TOTAL:</b>			<b>\$1,175,089</b>	<b>\$301,018</b>	<b>\$1,476,107</b>

The above projects have been included in Table II-1 (project listing) of the *2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* at the request of WisDOT. The projects are fiscally constrained and will be reflected in Table III-1 of the TIP.

Public participation documents can be seen in the Appendix of the report.

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.



## **STH 32/57 Preservation & Access Management Study - Project Purpose and Need**

(Project description courtesy of WisDOT)

WisDOT has identified the portion of WIS 32/57 from Greenleaf to De Pere as a Corridor Study candidate. The current Level of Service (LOS) for the corridor is B/C. The 20 year LOS falls to C/D. Currently, there is no planned project on this segment of WIS 32/57. The pavement was resurfaced in 2007. A study is needed to determine the appropriate access for preservation of this corridor.

The study purpose is to analyze existing and future access along the WIS 32/57 corridor and to help preserve the corridor by working with the local governments to integrate future land use plans and future growth with the existing highway system. The study will determine the potential impacts of the proposed Brown County Southern Bridge on future growth and development as it relates to the STH 32/57 traffic operations. Existing Average Annual Daily Traffic (AADT) is 4,000-6,000 vehicles per day and the 20 year AADT jumps to 8,400. With 28 intersections the corridor has potential conflict points. There is S84.25 statutory access control along the corridor. Analysis will include evaluation of existing and anticipated traffic needs for modes of transportation viable in a rural but expanding corridor. The existing WIS 32/57 corridor is vital to the mobility of the city of De Pere and is a major connection for residents and commuters from Greenleaf to the Green Bay area.

In essence, the study will analyze the potential effects of the construction of the Southern Bridge, future development, and future land use plans on the WIS 32/57 corridor and identify corridor preservation solutions with an emphasis on access, intersection improvements, and multi-modal accommodations.

### **Comments Received:**

MPO staff received the following comment:

The City (of De Pere) would like to be closely involved with the STH 32/57 access study.

Eric

Eric Rakers, P.E.  
City Engineer  
925 S. Sixth Street  
De Pere, WI, 54115

MPO staff has forwarded the comment to the project manager at the Wisconsin Department of Transportation Northeast Region.

## 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 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The amendment includes the addition and/or modification of the following projects:

Project Description	Type	Federal	State	Total
<b>CTH EE (V of Hobart)</b>				
Reconstruction of the Dutchman's Creek Bridge & Approaches located west of CTH GE	Design - 2015 Const. - 2016	\$35,770 \$186,624	\$7,154 \$37,325	\$42,924 \$223,949
<b>CTH M (V of Suamico)</b>				
Reconstruction of the Suamico River Bridge & Approaches located south of CTH B	Design - 2015 Const. - 2017	\$52,186 \$330,509	\$10,437 \$66,102	\$62,623 \$396,611
<b>CTH M (V of Howard)</b>				
Installation of Signals and Gates at the Escanaba & Lake Superior Railroad Crossing	Install - 2016	\$130,000	\$70,000	\$200,000
<b>STH 32/57 (C De Pere, T Ledgeview, T Rockland, &amp; T Wrightstown)</b>				
Preservation & Access Management Study in anticipation of proposed southern bridge	Plan - 2014	\$440,000	\$110,000	\$550,000
<b>Total:</b>		<b>\$1,175,089</b>	<b>\$301,018</b>	<b>\$1,476,107</b>

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

Wednesday, February 5, 2014  
Green Bay Transportation Center – Commission Room  
901 University Avenue  
Green Bay, WI 54302  
6:30 p.m.

Additional information can be obtained by contacting Lisa J. Conard, Brown County Planning Commission, PO Box 23600, Green Bay, Wisconsin 54305-3600 or at conard\_lj@co.brown.wi.us. Comments regarding the amendment will be accepted through February 5, 2014.

## Appendix B

### Brown County Planning Commission Board of Directors (MPO Policy Board) Meeting Minutes excerpts for the Public Hearing

**MINUTES**  
**BROWN COUNTY PLANNING COMMISSION**  
**BOARD OF DIRECTORS**  
**Wednesday, February 5, 2014**  
**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>X</u>	Michael Malcheski	<u>X</u>
Paul Brewer	<u>X</u>	Ken Pabich	<u>X</u>
William Clancy	<u>X</u>	Scott Puyleart	<u>      </u>
Norbert Dantine, Jr.	<u>Exc</u>	Dan Robinson	<u>X</u>
Ron DeGrand	<u>X</u>	Ray Tauscher	<u>X</u>
Bernie Erickson	<u>X</u>	Mark Tumpach	<u>Exc</u>
Steve Gander	<u>X</u>	Steve VandenAvond	<u>      </u>
Adam Gauthier	<u>X</u>	Jason Ward	<u>Exc</u>
Steve Grenier	<u>X</u>	Dave Wiese	<u>X</u>
Phil Hilgenberg	<u>X</u>	Reed Woodward	<u>X</u>
Dotty Juengst	<u>Exc</u>	VACANT (Holland and Morrison)	<u>      </u>

**OTHERS PRESENT:** Lisa J. Conard, Brown County Supervisor Erik Hoyer District #4, Chuck Lamine, Todd Mead, and Aaron Schuette.

**2. Public Hearing:** *Major Amendment #2 to the 2014-2018 Transportation Improvement Program for the Green Bay Urbanized Area.*

S. Grenier turned the public hearing over to L. Conard.

L. Conard opened the public hearing for Major Amendment #2 to the *2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.*

L. Conard noted that because the amendment is considered major amendment, a 15-day public review and comment period and a public hearing are required. Four projects are being proposed to be included in the *2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* at the request of WisDOT.

L. Conard provided an overview of the projects.

Sponsor	Project Description	Type	Federal	State	Total
WisDOT  158-14-009 158-14-010	<u>CTH EE</u> (Village of Hobart) Reconstruction of the Dutchman's Creek Bridge & Approaches located west of CTH GE; P-05-0050; 9277-00-00, 71	Design 2015 - Const. 2016 -	\$35,770 \$186,624	\$7,154 \$37,325	\$42,924 \$223,949
WisDOT  158-14-011 158-14-012	<u>CTH M</u> (Village of Suamico) Reconstruction of the Suamico River Bridge & Approaches located south of CTH B; B-05-0011; 9287-03-00, 71	Design 2015 - Const. 2017 -	\$52,186 \$330,509	\$10,437 \$66,102	\$62,623 \$396,611
OCR  158-14-013	<u>CTH M</u> (Village of Howard) Installation of Signals and Gates at the Escanaba & Lake Superior Railroad Crossing; 388707D; 1009-93-62	Install - 2016	\$130,000	\$70,000	\$200,000
WisDOT  158-14-014	<u>STH 32/57</u> (C De Pere, T Ledgeview, T Rockland, & T Wrightstown) Preservation & Access Management Study in anticipation of proposed southern bridge; 4085-45-00	Plan - 2014	\$440,000	\$110,000	\$550,000
<b>TOTAL:</b>			<b>\$1,175,089</b>	<b>\$301,018</b>	<b>\$1,476,107</b>

L. Conard asked three times if anyone wished to speak. Hearing no requests to speak, the public hearing was closed. L. Conard informed the commission that the requirements for public participation have been fulfilled and that staff would be requesting action on the amendment at a future BCPC meeting.

## Appendix C

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



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**Erin Duffy**

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: 6925598**

Published Date: January 22, 2014

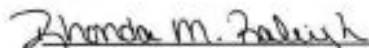
Published Date: January 29, 2014

**Total Ad Cost: \$69.03**

(Signed)   
Legal Clerk

(Date) 1-29-14

Signed and sworn before me

  
Notary Public, Brown County, Wisconsin

My commission expires 9/23/2017

**NOTICE OF REQUEST FOR COMMENTS AND NOTICE OF PUBLIC HEARING ON THE DRAFT MAJOR AMENDMENT #2 TO THE 2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREEN BAY URBANIZED AREA**  
An interested parties are invited to comment and are advised of a public hearing on the Draft Major Amendment #2 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Copies of the amendment will be available at Brown County Planning Commission, Room 320, Walther Building, 305 E. Walnut St., Green Bay, WI 54301. The public hearing will take place on: **Wednesday, February 5, 2014**  
**Green Bay Metro Transportation Center**  
801 University Ave.  
Green Bay, Wisconsin 54301  
5:30 p.m.  
Unless otherwise requested, this completes the final program of projects. The public review and comment period for the amendment is scheduled for January 22, 2014, through February 5, 2014.  
Written comments should be mailed to Lisa J. Conrad, Brown County Planning Commission, PO Box 23430, Green Bay, WI 54305-3430 by February 5, 2014.  
Published by: Sandy Jumbo  
County Clerk  
RPM, Jan. 22 & 29, 2014  
WPAULP

BC PLANNING DEPT-LEGALS  
Re: Notice of Request



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**MAJOR AMENDMENT #3  
TO THE  
2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
GREEN BAY URBANIZED AREA**



**Brown County Planning Commission/Green Bay MPO  
May 2014**

**RESOLUTION NO. 2014-02**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION  
APPROVING MAJOR AMENDMENT #3 TO THE 2014-2018 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 2014-2018 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 7<sup>th</sup> day of May 2014.

BROWN COUNTY PLANNING COMMISSION



Norbert Dantine, Jr., President

ATTEST:



Chuck Lamine, AICP, Planning Director

**Major Amendment #3 to the  
2014-2018 Transportation Improvement Program  
for the Green Bay Urbanized Area  
by the Brown County Planning Commission**

The Wisconsin Department of Transportation (WisDOT) has programmed the following projects for 2014. The amendment includes the addition of two projects and the projects are fiscally constrained.

Project Sponsor	Project Description	2014			
		Federal	State	Local	Total
<b>Door-Tran Inc.</b>	<b>Mobility Manager Position and Transportation Program</b>  With use of Federal 5310 funds, the Mobility Manager position will assist individuals with disabilities living in Door County identify and access transportation services.  The transportation program provides service to qualifying Door County residents.				
	<b>Mobility Manager Position (1.5):</b>	\$82,894	\$0	\$20,721	\$103,615
	<b>Program Operations:</b>	\$21,637	\$0	\$24,759	\$ 46,396
<b>158-14-505</b>	<b>Total:</b>	\$104,531	\$0	\$45,480	\$150,011
<b>Forward Service Corporation</b>	<b>Mobility Manager Position and Transportation Program</b>  With use of Federal 5316 and State WETAP funds, the Mobility Manager position will assist individuals to access transportation services relating to employment.  The transportation program provides service to qualifying Brown County residents.				
	<b>Mobility Manager Position:</b>	\$29,725	\$0	\$10,484	\$40,209
	<b>Program Operations:</b>	\$69,017	\$29,428	\$39,589	\$138,034
<b>158-14-506</b>	<b>Total:</b>	\$98,742	\$29,428	\$50,073	\$178,243



### Door-Tran Inc.

The **County-Wide Volunteer Transportation Program** is designed to provide transportation to Door County residents who have no other means of transportation available to them. This program will only be an option if a rider cannot afford the **Half-price Travel Voucher Program**. The **Veteran Volunteer Transportation Program** is designed to provide transportation to Door County Veterans or residents eligible for Veteran services who have no other means of transportation available to travel to and from Veteran Affairs (VA) clinics.

Service may be provided between Door County and the Green Bay Urbanized Area.

Door-Tran is a creative community network dedicated to connecting people to transportation services that are affordable, available, and accessible.

### Forward Service Corporation (description by Forward Service Corporation)

Forward Service Corporation's Transportation Assistance Program helps job seekers and low-income workers with reliable and affordable transportation solutions. It has been in continuous operations since 2009 and has served more than 1,500 unduplicated customers in that time. It provides Mobility Management by working with a number of key community and local government agencies, including Green Bay Metro. It collaborates with a number of community partners to discuss transportation issues affecting residents. It will also provide for three subsidized vanpools, a driver's license recovery program, and no-interest vehicle repair loans. The vanpool program helps connect workers and employers with an effective and cost-effective transportation solution. It helps both low-income workers save on commuting costs and gives employers the chance to recruit more workers.

Forward Service Corporation provides financial support to operate employment, training, and related programs. Forward Service Corporation (FSC) was formed in 1979 as a private, 501(c) 3 nonprofit corporation.

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 #3 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The Wisconsin Department of Transportation (WisDOT) has programmed the following projects for 2014 and the amendment is as follows:

1. Door Tran, Inc.: Mobility Manager Position and Transportation Program
2. Forward Service Corporation: Mobility Manager Position and Transportation Program

WisDOT has requested that the projects be added to the Green Bay TIP as federal funding in the amounts of \$104,531 and \$98,742, respectively, are being proposed.

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

Wednesday, April 2, 2014  
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 April 2, 2014.

## Appendix B

**Brown County Planning Commission Board of Directors (MPO Policy Board)  
Public Hearing Meeting Minutes excerpts  
April 2, 2014**

**MINUTES  
BROWN COUNTY PLANNING COMMISSION  
BOARD OF DIRECTORS  
Wednesday, April 2, 2014  
Green Bay Metro Transportation Center  
901 University Avenue, Commission Room  
Green Bay, WI 54302  
6:30 p.m.**

**ROLL CALL:**

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

**OTHERS PRESENT:** Lisa J. Conard, Chuck Lamine, and Peter Schleinz.

**2. Public Hearing:** *Major Amendment #3 to the 2014-2018 Transportation Improvement Program 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 #3 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.*

L. Conard noted that because the amendment is considered major amendment, a 15-day public review and comment period and a public hearing are required. Two projects are being proposed to be included in the *2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* at the request of WisDOT.

L. Conard provided an overview of the projects.

Project Sponsor	Project Description	Federal	State	Local	Total
<b>Door-Tran Inc.</b>	<b>Mobility Manager Position and Transportation Program</b>  With use of Federal 5310 funds, the Mobility Manager position will assist individuals with disabilities living in Door County identify and access transportation services.  The transportation program provides service to qualifying Door County residents.				
	<b>Mobility Manager Position (1.5):</b>	\$82,894	\$0	\$20,721	\$103,615
	<b>Program Operations:</b>	\$21,637	\$0	\$24,759	\$ 46,396
	<b>Total:</b>	\$104,531	\$0	\$45,480	\$150,011
<b>Forward Service Corporation</b>	<b>Mobility Manager Position and Transportation Program</b>  With use of Federal 5316 and State WETAP funds, the Mobility Manager position will assist individuals to access transportation services relating to employment.  The transportation program provides service to qualifying Brown County residents.				
	<b>Mobility Manager Position:</b>	\$29,725	\$0	\$10,484	\$40,209
	<b>Program Operations:</b>	\$69,017	\$29,428	\$39,589	\$138,034
	<b>Total:</b>	\$98,742	\$29,428	\$50,073	\$178,243

L. Conard asked three times if anyone wished to speak. Hearing no requests to speak, the public hearing was closed. L. Conard informed the commission that the requirements for public participation have been fulfilled and that staff would be requesting action on the amendment at a future BCPC meeting.

B. Erickson questioned the Mobility Manager line items, noting they are compensated at different rates, with the Door County Mobility Managers being much higher. B. Erickson also asked if they do the same thing.

L. Conard noted that both provide mobility management functions, however, they have different target populations, operate different transportation programs, and use different Federal funding sources. In Door County, seniors and individuals with disabilities benefit

from the program. An individual may qualify for a half-fare taxi voucher or a ride with a volunteer driver. Section 5310 funds are used.

In Brown County, the focus is on connecting low-income individuals with jobs, as transportation is often a barrier. The Mobility Manager is located in the Wisconsin Job Center on Cherry Street. Services include distribution of subsidized bus passes, no-interest vehicle loans, and van pools. Section 5316 funds are used.

L. Conard noted that the Door County Mobility Manager line item could include other expenses such as rent. L. Conard stated she would contact the Mobility Manager in Door County and request the budget detail. (L. Conard subsequently contacted the Mobility Manager to obtain a copy of the budget. Upon review, the line item in question does include rent and office related expenses. The line item also includes an in-kind rate for volunteer drivers which can be used as "local" match. Therefore, the line item covers much more than the staff salaries.)

P. Blindauer asked if they rely on different bidding contracts.

L. Conard stated that each entity contracts with different organizations for transportation services. The Mobility Managers are employees of the private non-profit.

D. Robinson asked when the project began in Brown County and about the source of the local share.

L. Conard stated the Forward Service Corporation (FSC) identified a need for this service and began operating the program in 2009. L. Conard explained that the "local" share for the program does not include local tax dollars but private donations made to the FSC.

D. Robinson asked for clarification regarding the future action regarding the amendment.

L. Conard stated that upon the conclusion of the public participation effort, the BCPC Board of Directors will decide if they will amend the current TIP to include the projects.

D. Robinson asked about the funding level of the Brown County project.

L. Conard indicated that the funding has remained consistent. L. Conard noted that the funding source for the program, Federal Section 5316, was eliminated in the most recent transportation law, MAP-21. However, WisDOT determined it will use carryover Section 5316 to fund the program in 2014. In addition, the state's partner program, Wisconsin Employment Transportation Assistance Program (WETAP), is also contributing to the program in 2014.

L. Conard noted that funding for 2015 has not been identified. However, MAP-21 expires in September and it is not known what the new transportation law will hold for work-related transportation programs.

L. Conard stated prior to 2014, MPO staff encouraged FSC to apply for funds under the STP-U program, traditionally a roadway construction/reconstruction program. FSC did, but unfortunately, the project was not funded (projects applied for was greater than the funding available).

D. Robinson stated he would like to see this program continue. Can we play a role to encourage other organizations to step up to fund the program?

C. Lamine stated that this could be a discussion item for the Transportation Coordination Committee (TCC) of Brown County.

D. Robinson asked if staff could report back to the BCPC Board of Directors in June.

Planning staff stated that the next meeting of the TCC is scheduled for June 9, but it is possible to move the meeting up in the calendar to accommodate the June 4 BCPC Board of Directors meeting.

## Appendix C

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

 <b>GREEN BAY PRESS-GAZETTE</b> GREENBAYPRESSGAZETTE.COM Delivering Customers. Driving Results. A GANNETT COMPANY	<div style="border: 1px solid red; padding: 5px; color: red; margin: 0 auto; width: 150px;">RECEIVED MAR 31 2014 BROWN COUNTY PLANNING AND LAND SERVICES</div>	
<b>STATE OF WISCONSIN BROWN COUNTY</b>		
BC PLANNING DEPT-LEGALS 305 E WALNUT, ROOM 320 GREEN BAY, WI 54301		
<b>Erin Duffy</b>		
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: 6949995		
Published Date: March 19, 2014		
Published Date: March 26, 2014		
Total Ad Cost: \$73.48		
<div style="display: flex; justify-content: space-between;"><div>(Signed) <u>E. Duffy</u> Legal Clerk</div><div>(Date) <u>3-26-14</u></div></div>		
Signed and sworn before me  Notary Public, Brown County, Wisconsin		
My commission expires <u>12/25/16</u>		
<div style="border: 1px solid black; border-radius: 50%; padding: 10px; display: inline-block; text-align: center;">NOTARY PUBLIC SARA ROGERS STATE OF WISCONSIN</div>		
<small>BC PLANNING DEPT-LEGALS Re: Notice of Request NOTICE OF REQUEST FOR COMMENTS AND PUBLIC HEARING ON THE DRAFT MAJOR AMENDMENT #3 TO THE 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 Major Amendment #3 to the 2014-2018 Transportation Improvement Program (TIP) for the Green Bay Urbanized 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, April 2, 2014, Green Bay Metro - Transportation Center, 901 University Ave., Green Bay, Wisconsin 54301. Formal action is scheduled to take place on Wednesday, May 7, 2014, Green Bay Metro - Transportation Center, 901 University Ave., Green Bay, Wisconsin 54301. The public review period for the amendment is scheduled for March 10, 2014, through April 2, 2014. Unless otherwise noted, this constitutes the final version of projects. Written comments should be mailed to: Lisa J. Conrad, Brown County Planning Commission, PO Box 23030, Green Bay, WI 54309-3000 by April 2, 2014. Published by: Sandy Jane, County Clerk, WAUWATOGA, WI.</small>		
<small>GANNETT WI MEDIA 435 EAST WALNUT ST. PO BOX 23430 GREEN BAY, WI 54305-3430</small>	<b>GANNETT</b> Wisconsin Media <small>Delivering Customers. Driving Results.</small>	<small>PHONE 920-431-8298 FAX 877-943-0443 EMAIL: legal@greenbaypressgazette.com</small>