

2015-2019 Transportation Improvement Program for the Green Bay Urbanized Area



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



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration



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Cover: Shawano Street and Taylor Street Roundabout (Courtesy of WisDOT).

RESOLUTION NO. 2014-05

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION
APPROVING THE 2015-2019 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 the 2015-2019 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 1st day of October 2014.

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 four year program of projects. Proposed roadway and transit projects must be included in an approved TIP to be eligible for federal-aid funding. The approved TIP identifies programmed projects in calendar years 2015 – 2018. Projects programmed in calendar year 2019 are shown for information only and may not be advanced for federal funding approval as part of this TIP.

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 Lawrence, Ledgeview, Rockland, Pittsfield, 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 Program (TAP) 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 2015-2019 TIP to the Brown County Planning Commission Board of Directors on September 15, 2014. The Board of Directors (the policy committee) approved the TIP on October 1, 2014. 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 21st 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 by WisDOT on a statewide basis for specific projects on the NHS.
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. It is anticipated that projects will be approved in 2015 for the years 2019 and 2020. 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. HSIP is typically represented in the TIP as a Grouped category until specific projects can be identified.
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 \$304,815 *per year* for two years (\$609,630 total). WisDOT is anticipating TAP will be scheduled on an every other year basis.

C. Federal Transit Administration (FTA) Funds

The Federal Transit Administration (FTA) offers several funding programs relating to public transportation. Funding is awarded on a year to year basis. 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 2014, Green Bay Metro is anticipating approximately \$2.25 million in Section 5307 funds, or 28.7 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 2015 funding cycle, Green Bay Metro will be the Designated Recipient (DR) of Section 5310 funds. The Northeast Wisconsin 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 now must follow the program guidelines identified in the *Recipient Coordination and Management Plan for the Green Bay Urbanized Area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program*. For the Green Bay Urbanized Area, funding is in the form of a direct allocation and it is anticipated to be \$163,003 in 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. See Section F for Expedited Project Selection Procedures.
- 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 CMAQ funds for projects not identified for that source of funding in the TIP.
- A designated recipient in an Urbanized Area (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. MODIFICATION AND AMENDMENT GUIDELINES (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 changes do not trigger:

- Conformity determination requirements in air quality non-attainment and maintenance areas; or
- Re-demonstration 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 an 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 percent of the total federal funding programmed for the calendar year, or \$1,000,000.

CHAPTER II
2015-2019 PROJECTS

A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

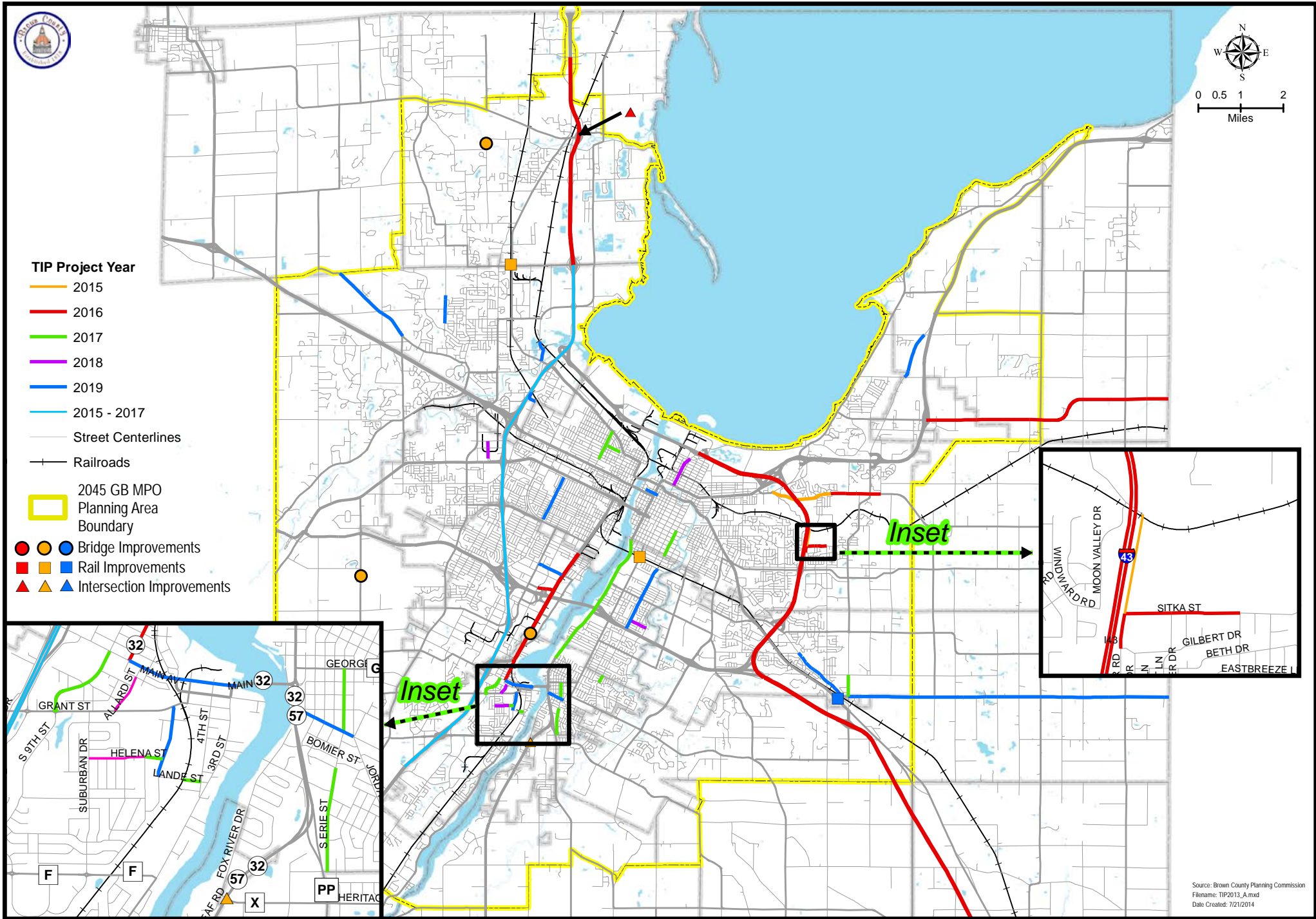
The 2015-2019 federal-aid approved roadway projects and non-roadway projects can be seen on Tables II-1 through II-4. Roadway projects are listed in the calendar year of construction. Capital projects are listed in the calendar year of acquisition.

A project location map, Figure A, shows the approved roadway project locations within the Green Bay Metropolitan Area. Figure A also includes 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. “Illustrative Only” indicates that funding for the project is not currently available or is proposed for the out year, 2019. These projects are not part of the approved TIP or fiscal constraint demonstration.

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
HSIP-Rail	Highway Safety Improvement Program - Railway-Highway Crossings Program
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
2015-2019 Project Locations
Green Bay Metropolitan Planning Area



[illegible]

[illegible]

[illegible]

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				For Information Only Jan - Dec 2019			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Superior Road Sitka Street to Baird Creek Road Mill & Resurface rural pavement Widened outside lane	DESIGN RE CONST TOTAL				0 0 250 250				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
Illustrative only	0.41 miles P		Local				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of Green Bay	Sitka Street Superior Rd to Ontario Rd Reconstruct to urban section w sidewalk & bike lane	DESIGN RE CONST TOTAL				0 0 0 0				0 0 720 720				0 0 0 0				0 0 0 0				0 0 0 0
Illustrative only	0.47 miles E						Local	0	0	720	720	0	0	0	0	0	0	0	0	0	0	0
City of Green Bay	Superior Road Gilbert Dr to Sitka St Reconstruct to urban section w sidewalk & bike lane	DESIGN RE CONST TOTAL				0 0 0 0				0 0 240 240				0 0 0 0				0 0 0 0				0 0 0 0
Illustrative only	0.15 miles E						Local	0	0	240	240	0	0	0	0	0	0	0	0	0	0	0
City of Green Bay	Baird Street East Mason St to South City Limits Reconstruct of urban section w sidewalk & shared outside lane	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 1,096 1,370				0 0 0 0				0 0 0 0
Illustrative only	0.72 miles P						0	0	0	0	0	0	0	1,096	0	0	0	0	0	0	0	0
City of Green Bay	Gray Street Dousman St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane	DESIGN RE CONST TOTAL	247	0	62	309				0 0 0 0				0 0 1,828 2,285				0 0 0 0				0 0 0 0
158-15-006 (2015) 158-11-005 (2017)	4987-02-58, 59 0.86 miles P		247	0	62	309	0	0	0	0	1,828	0	457	2,285	0	0	0	0	0	0	0	0
			STP Urban-Approved								STP Urban-Approved											

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

Program Overview

Moving Ahead for Progress in the 21st 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 approved the prioritization procedure in March 1994. The findings of the prioritization procedure can be seen in Appendix A. The MPO staff is in the process of updating the prioritization procedures and anticipates implementing the new procedures in 2015.

The current prioritization process developed and approved 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, and safety and security. In addition to the criteria, all projects must comply with the state's complete streets law (Trans 75). The availability of funding criterion was removed from the prioritization process in 2014 at the direction of the Federal Highway Administration.

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 Funds Approved with Construction through 2019

The following projects have been approved by the Brown County Planning Commission Board of Directors and Wisconsin Department of Transportation for use of STP-Urban funds and are scheduled to be completed by 2019.

With the exception of the Cormier Road project, the STP-U share of each project in the following table is 80 percent of the original estimated total project cost. The STP-U share of the Cormier Road project is 70.4 percent of the original estimated total project cost.

Project	STP-U Funds
Allard Street - Grant St to Reid St	\$267,891
Cormier Road - Ashland Av to Oneida St	\$2,023,186
S. Huron Road (CTH EA) - Willow Rd to STH 29	\$2,156,000
Erie Street - O'Keefe Rd to Virginia Dr	\$374,720
Gray Street - Reed St to Velp Av	\$2,074,774
Green Bay Metro - Three 40' buses (FHWA STP-U funds transferred to FTA)	\$960,000
Greene Avenue – withdrawn – funds to be reallocated	\$774,850
Helena Street - Seventh St to Sixth St	\$50,000
Humboldt Road (CTH N) - Cornelius Dr to Spartan Rd (originally 2013 but requested delay)	\$1,245,187
Libal Street - Ridgeway Dr to Lebrun St	\$70,264
Mather Street – Vroman St to Roy Av	\$744,732
Ninth Street - Grant St to Main Av	\$233,800
Pilgrim Way (CTH YY) - Holmgren Av to Ashland Av (originally 2013 but requested delay)	\$1,102,326
Vincent Road - Memorial Dr to N Taylor St	\$656,000
Webster Avenue - East River to Radisson St	\$4,910,000
Total:	\$17,643,730

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 five year period of 2015-2019 and can be seen in Table II-2. Capital projects are listed in order of priority for each year. "Illustrative Only" indicates that funding for the project is not currently available. These projects are not part of the approved TIP or fiscal constraint demonstration.

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)**

[illegible]

[illegible]

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2017				For Information Only Jan - Dec 2018			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Engine Overhaul</u> two each year on older buses 11.14.04	EQUIP	27	0	8	35	27	0	8	35												
Illustrative only		TOTAL	27	0	8	35	27	0	8	35	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Paratransit Program Software</u> Trip Scheduling Software & Equipment 11.62.20	EQUIP	72	0	18	90																
Illustrative only		TOTAL	72	0	18	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Security Enhancements</u> Lights, surveillance cameras, & fencing at main facility and/or transfer points 11.34.07	EQUIP	16	0	4	20	48	0	12	60												
Illustrative only		TOTAL	16	0	4	20	48	0	12	60	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Transitway Resurface</u> 11.34.01	CONST	80	0	20	100																
Illustrative only		TOTAL	80	0	20	100	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 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				For Information Only Jan - Dec 2019			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Building Upgrades</u> Rehabilitation shop floor and lobby floor 11.44.03	CONST	68	0	17	85																
Illustrative only		TOTAL	68	0	17	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Facilities & Equipment</u> Replace six Overhead Doors Generator 11.44.06	EQUIP	160	0	40	200																
Illustrative only		EQUIP	24	0	6	30																
		TOTAL	184	0	46	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Equipment Repair</u> Fuel Tank repair - strip and reblast number/code needed 11.44.02	CONST					12	0	4	16												
Illustrative only		TOTAL	0	0	0	0	12	0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Transfer Point Improvements</u> ADA accessible shelters, real-time arrival & departure boards, bicycle racks, taxi stand, intercity bus terminal, etc.	DESIGN					60	0	15	75												
Illustrative only		CONST									160	0	40	200								
		TOTAL	0	0	0	0	60	0	15	75	160	0	40	200	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2015				Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				For Information Only Jan - Dec 2019			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Paratransit Vehicles</u> Six each year 11.42.43	EQUIP					600	0	150	750	612	0	153	765	624	0	156	780	637	0	159	796
Illustrative only		TOTAL	0	0	0	0	600	0	150	750	612	0	153	765	624	0	156	780	637	0	159	796
Green Bay Metro	<u>Replacement Buses</u> 35' CNG or other alternatives fuel Three each year 2016-2019 11.12.02	EQUIP					1,188	0	297	1,485	1,212	0	303	1,515	1,236	0	309	1,545	1,261	0	315	1,576
Illustrative only		TOTAL	0	0	0	0	1,188	0	297	1,485	1,212	0	303	1,515	1,236	0	309	1,545	1,261	0	315	1,576
Green Bay Metro	<u>Trapeze Ops Programming</u> Run cutting module 11.54.04	EQUIP					168	0	42	210												
Illustrative only		TOTAL	0	0	0	0	168	0	42	210	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Bus Route Signs</u> Replacement 11.34.09	EQUIP					48	0	12	60												
Illustrative only		TOTAL	0	0	0	0	48	0	12	60	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	<u>Computers & Printer</u> Upgrade & printer system for Paratransit IDs 11.42.20	EQUIP									24	0	6	30								
Illustrative only		TOTAL	0	0	0	0	0	0	0	0	24	0	6	30	0	0	0	0	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.

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 Green Bay Transit Commission accepted the role as the Designated Recipient (DR) for the program. A Recipient Coordination and Management Plan was developed by Brown County Planning Commission/Green Bay MPO staff, and the plan was approved by the Brown County Planning Commission (as the MPO Policy Board) and Green Bay Transit Commission in 2013. This plan can be found in the Transportation Planning section of the Brown County Planning Commission website at <http://www.co.brown.wi.us/planning>.

The Northeast Wisconsin 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.

Under the new 5310 program, the Green Bay Urbanized area will receive an allocation determined by FTA. It is estimated that Green Bay Urbanized Area will receive a total of \$163,003 for the 2015 funding cycle. In the past, applicants competed with each other on a statewide basis, and there was no guarantee that local projects would be funded. The new distribution method will ensure funding for projects within the Green Bay Urbanized Area. Ten percent (10 percent) of the allocation can be used to administer the program, and the rest of the allocation can be used for eligible projects. This administration allowance will be provided to Green Bay Metro to cover the costs associated with the Designated Recipient's responsibilities.

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 \$163,003 allocation for 2015 projects.

Table II-3
Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities Program

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2015			
			Federal	State	Local	Total
N.E.W. Curative Rehabilitation, Inc.	Two buses with 11 ambulatory & two wheelchair positions	VEHICLE	43,200	0	10,800	54,000
		VEHICLE	43,200	0	10,800	54,000
		TOTAL	86,400	0	21,600	108,000
158-15-501			Section 5310 - Approved			
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10%	ADMIN	16,300	0	0	16,300
	Seven Americans with Disabilities Act (ADA) accessible bus shelters	CAPITAL	28,000	0	7,000	35,000
158-14-502 (2015) Admin. assigned in 2013 as part of the 2014-2018 TIP	Five Americans with Disabilities Act (ADA) accessible bus shelters w pad	CAPITAL	32,000	0	8,000	40,000
158-15-502 (2015) Capital		TOTAL	76,300	0	15,000	91,300
158-15-504 (2015) Capital			Section 5310 - Approved			
Door-Tran Inc.	Mobility Manager Position & Transportation Program*					
	Mobility Manager Position (1.5 positions) & Expenses	OPER	85,379	0	21,344	106,723
	Program Operations:	OPER	33,469	0	29,254	62,723
		TOTAL	118,848	0	50,598	169,446
158-15-503 (2015)	* located outside of Green Bay TMA; project does not impact allocation		Section 5310 - Approved			

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 urbanized 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.

The Village of Allouez submitted the *Webster Elementary School Safe Routes to School Project*. The plan includes the construction of sidewalks and crosswalks near Webster School. The Brown County Planning Commission approved the project on May 7, 2014.

**Table II-4
Transportation Alternatives Program (TAP)**

Primary Jurisdiction Project Sponsor	Project Description	Type	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
Village of Allouez	Fox River Trail Connection	CONST	213,000	0	53,000	266,000				0				0				0
	Construction a multi-modal path from					0				0				0				0
	Webster Avenue to the Fox River Trail					0				0				0				0
	along the north side of STH 172																	
158-10-202 (2015)	1210-07-202		213,000	0	53,000	266,000	0	0	0	0	0	0	0	0	0	0	0	0
	Transportation Enhancement - Approved																	
Village of Allouez	Webster Elementary	CONST				0	350,694	0	87,694	438,388				0				0
	Safe Routes To School (SRTS)					0				0				0				0
	Construction of additional sidewalks &					0				0				0				0
	crossings in the area surrounding																	
	Webster Elementary School		0	0	0	0	350,694	0	87,694	438,388	0	0	0	0	0	0	0	0
158-15-201 (2016)	in the Village of Allouez.						TAP - Approved											
Green Bay	Grouped Projects					0					304,815	0	0	304,815	304,815	0	0	304,815
Urbanized Area	Transportation Alternatives Program (TAP)					0								0				0
Direct Allocation	\$304,815 per year					0								0				0
	Specific projects to be determined																	
158-15-203 (2017)			0	0	0	0					304,815	0	0	304,815	304,815	0	0	304,815
158-15-204 (2018)											TAP - TBD				TAP - TBD			

F. INTERCITY BUS SERVICE – 2014

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

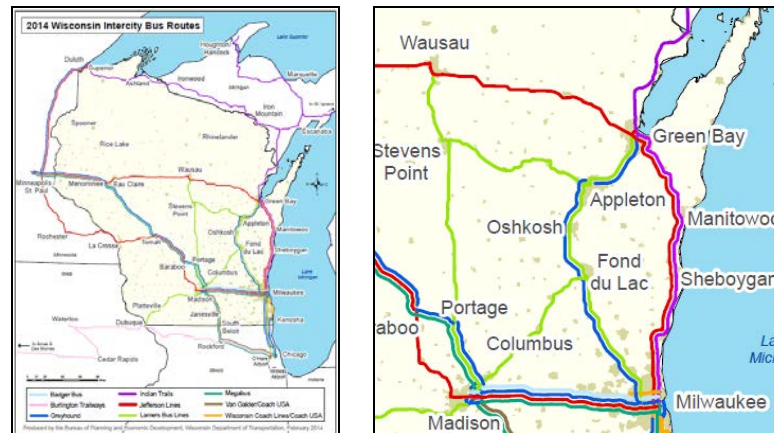
Green Bay to Milwaukee Service

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.

2014 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)

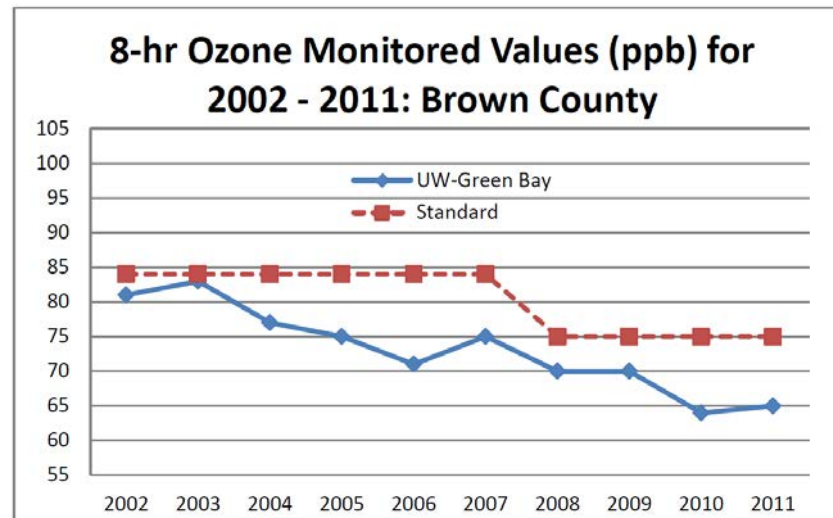
Brown County is an attainment area under the Environmental Protection Agency (EPA) Ambient Air Quality Standards.

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.

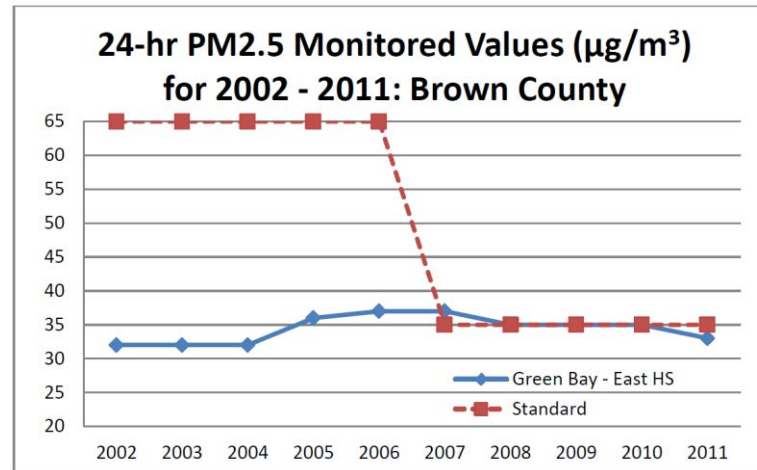


Particulate Matter (PM). What is PM? PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the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

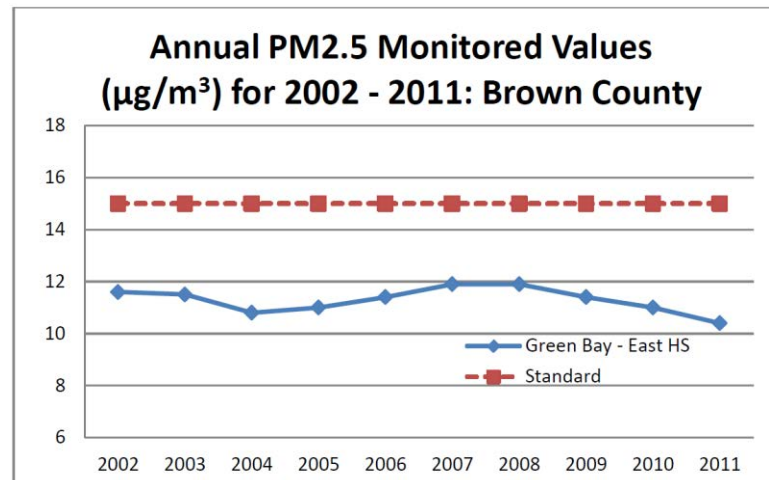
Particles less than 10 micrometers in diameter (PM_{10}) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ($PM_{2.5}$) are referred to as "fine" particles and are believed to pose the greatest health risks. 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 $12 \mu\text{g}/\text{m}^3$.



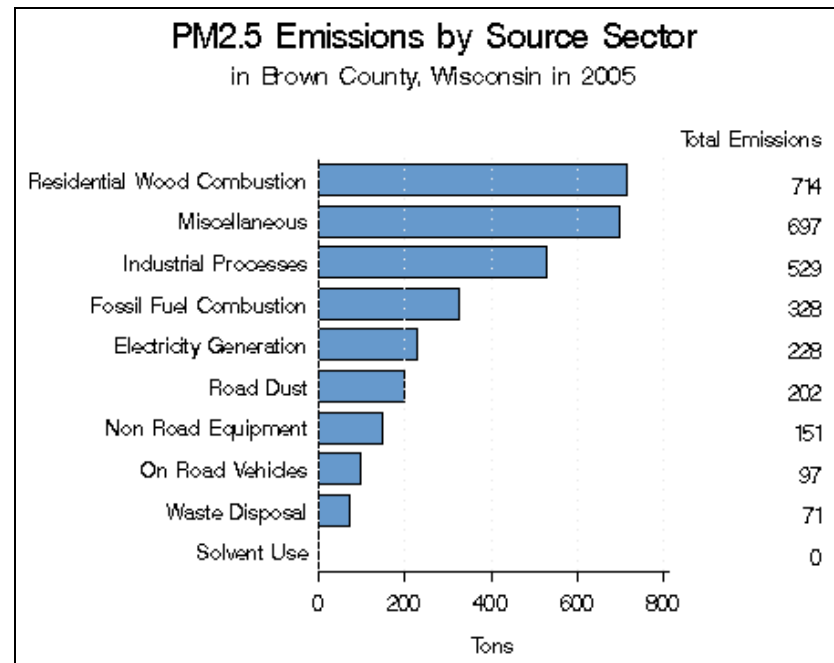
Please note below that the annual standard was changed to $12 \mu\text{g}/\text{m}^3$ in 2013. The graph shows the standard at $15 \mu\text{g}/\text{m}^3$, which was the standard for the years shown in the graph.



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

The top sources of PM_{2.5} 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_{2.5} 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. Federal Highway Administration (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 2015–2018 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 2019 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	2015	2016	2017	2018	Total	2015	2016	2017	2018	Total
FHWA	STP Urban	\$1,808,000	\$2,251,057	\$3,114,000	\$7,703,000	\$14,876,057	\$1,808,000	\$2,251,057	\$3,114,000	\$7,703,000	\$14,876,057
	STP	2,972,000	6,478,000	14,678,000	854,000	\$24,982,000	2,972,000	6,478,000	14,678,000	854,000	\$24,982,000
	HSIP	96,000	96,000	96,000	96,000	\$384,000	96,000	96,000	96,000	96,000	\$384,000
	NHPP	69,295,616	12,021,000	21,712,000	560,000	\$103,588,616	69,295,616	12,021,000	21,712,000	560,000	\$103,588,616
	TAP	213,000	609,630	304,815	304,815	\$1,432,260	213,000	609,630	304,815	304,815	\$1,432,260
	Total	\$74,384,616	\$21,455,687	\$39,904,815	\$9,517,815	\$145,262,933	\$74,384,616	\$21,455,687	\$39,904,815	\$9,517,815	\$145,262,933
FTA	Section 5307	\$2,168,000	\$2,168,000	\$2,168,000	\$2,168,000	\$8,672,000	\$2,168,000	\$2,168,000	\$2,168,000	\$2,168,000	\$8,672,000
	Section 5309	599,000	0	0	0	\$599,000	599,000	0	0	0	\$599,000
	Section 5310	162,700	0	0	0	\$162,700	162,700	0	0	0	\$162,700
	Section 5339	242,000	0	0	0	\$242,000	242,000	0	0	0	\$242,000
	Total	\$3,171,700	\$2,168,000	\$2,168,000	\$2,168,000	\$9,675,700	\$3,171,700	\$2,168,000	\$2,168,000	\$2,168,000	\$9,675,700

* 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.

d. Capital Requests

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

	Actual			Estimated	Projected		
	2011	2012	2013	2014	2015	2016	2017
Operating Expense:	\$7,535,166	\$7,176,850	\$7,228,164	\$7,847,400	\$7,847,400	\$8,005,132	\$8,076,771
	0.01%	-4.76%	0.71%	8.57%	0.00%	2.01%	0.89%
Funding Sources:							
<u>Public Operating Assistance:</u>							
Federal Section 5307/Capitalized Maintenance	\$2,549,416	\$2,386,783	\$2,210,776	\$2,252,841	\$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	2,155,529	2,141,291	2,187,453	2,274,951	2,274,951
City of Green Bay	1,081,380	1,081,380	1,040,024	1,463,115	1,514,044	1,544,325	1,575,211
City of De Pere	127,582	127,582	118,775	163,989	165,310	168,616	171,989
Village of Allouez	79,432	79,432	72,883	97,417	97,236	99,181	101,164
Village of Ashwaubenon	79,788	79,788	84,957	216,743	223,596	228,068	232,629
Village of Bellevue	31,618	31,618	28,582	41,854	41,376	42,204	43,048
Oneida Tribe of Indians	120,255	120,255	108,199	0	0	0	0
<u>Public Operating Assistance Subtotal:</u>	\$6,208,125	\$5,849,809	\$5,819,724	\$6,377,250	\$6,377,250	\$6,505,579	\$6,547,227
<u>Revenue:</u>							
Farebox Revenue - Fixed Route Bus	\$958,221	\$958,221	\$924,269	\$980,000	\$980,000	\$999,600	\$1,019,592
Farebox Revenue - Paratransit Program	246,411	246,411	366,310	390,000	390,000	\$397,800	\$405,756
Advertising (sale of ads on buses)	102,641	102,641	88,980	80,000	80,000	\$81,600	\$83,232
Investment Income	9,328	9,328	13,277	11,000	11,000	\$11,220	\$11,444
Other Revenues (sale of used oil & parts, etc.)	10,440	10,440	15,604	9,150	9,150	\$9,333	\$9,520
<u>Revenue Subtotal:</u>	\$1,327,041	\$1,327,041	\$1,408,440	\$1,470,150	\$1,470,150	\$1,499,553	\$1,529,544
Funding Sources Total:	\$7,535,166	\$7,176,850	\$7,228,164	\$7,847,400	\$7,847,400	\$8,005,132	\$8,076,771

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

Item	Actual			Estimated	Projected		
	2011	2012	2013	2014	2015	2016	2017
Revenue Passengers (1,000s)	1,542	1,524	1,482	1,525	1,540	1,556	1,556
Revenue Miles (1,000s)	1,126	1,082	1,071	1,053	1,099	1,099	1,099
Operating Expense (1,000s)	\$7,822	\$7,177	\$7,409	\$7,847	\$8,004	\$8,164	\$8,327
Farebox Revenue (1,000s)	\$1,182	\$1,194	\$1,281	\$1,360	\$1,370	\$1,397	\$1,425
Expense/Mile	\$6.95	\$6.63	\$6.92	\$7.45	\$7.28	\$7.43	\$7.58
Expense/Passenger	\$5.07	\$4.71	\$5.00	\$5.15	\$5.20	\$5.25	\$5.35
Passenger/Mile	1.37	1.41	1.38	1.45	1.40	1.42	1.42
Revenue/Passenger	\$0.77	\$0.78	\$0.86	\$0.89	\$0.89	\$0.90	\$0.92
Bus Fleet	39	39	35	35	35	35	35
Employees	62.0	56.0	64.0	64.0	64.0	64.0	64.0

**Table III-4
Green Bay Metro
Fixed Route Bus Fares**

Fare Category	1998	2003	2005	2009	2015
Adult					
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
Student (K-12)					
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
Reduced (Age 65 or older or qualifying Disability w/ ID Card)					
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
Disabled Veterans w/ Service Connected ID					Free
Green Saturday/Packers Game Day Service					Free

The 2015-2019 capital improvement program developed by Green Bay Metro staff includes the following:

In 2015, Green Bay Metro will receive \$960,000 to cover approximately 80 percent of the cost of three 40' buses. Funding for the buses was approved by the Brown County Planning Commission Board of Directors/Green Bay Metropolitan Planning Organization (MPO) using STP-U funds. The STP-U funds have been transferred from FHWA to FTA.

In 2015, Green Bay Metro will receive approximately \$242,000 in Section 5339 funds to cover smaller-scale capital improvements. Improvements could include, for example, facility repair and/or unanticipated engine rebuilds.

In 2016 through 2019, Metro will request a total of twelve 40' buses and twelve 35' CNG buses to replace several buses that have been retired but not yet replaced, five 1995 40' Gillig-Phantoms that were sold in 2014, and several of the 30' 2003 and 2004 New Flyer buses.

In 2016 through 2019, 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 percent in federal capital assistance (used to purchase the vehicles) against the 55-58 percent they receive in federal and state operating assistance (used to pay the per trip cost and fuel). This could lead to substantial local savings. Metro staff anticipates requesting six vehicles per year until approximately 24 vehicles are obtained.

In addition, Metro will request funds for 29 new passenger shelters and concrete shelter pads over the years 2015-2019.

In the years 2015-2017, Metro will request funding for a service vehicle for towing and snow removal, bus engine overhauls, paratransit program software, security enhancements, resurfacing of the transit-way, rehabilitation of the shop floor and lobby floor, replacement of six overhead doors, fuel tank repair, transfer point improvements, run cutting software, bus route signs, and computers and printers for office use.

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.

Inflation Factor and Justification for Federally Funded Projects

Jurisdiction	Funding Source	Project	Project Year(s)	Inflation Factor	Justification
Federal/State	various	various	2015+	2.5%	WisDOT Bureau of Planning & Economic Development
Brown County	STP-Urban	various	2016+	10%	One time 10% added onto initial estimate.
C. Green Bay	STP-Urban	various	2017+	10%	One time 10% added onto initial estimate.
C. De Pere	STP-Urban	various	2017+	10%	One time 10% added onto initial estimate.
V. Allouez	STP-Urban	Greene Avenue	2018	10%	One time 10% added onto initial estimate.
V. Ashwaubenon	STP-Urban	Cormier Road	2019	10%	One time 10% added onto initial estimate.
V. Bellevue	none				
V. Howard	STP-Urban	Vincent Road	2019	10%	One time 10% added onto initial estimate.
T. Scott	none				
Green Bay Metro	Section 5307	operating expenses	2015+	2% or less	Projected service levels and past experience.
	Section 5310, 5339	capital items	2015+	2% or less	Current cost with little or no inflation.
Section 5310 Recipients	Section 5310	vehicle acquisition	2015+	0%	No inflation rate was used. State contract rate used.

CHAPTER IV
TRANSPORTATION PLANNING PROCESS

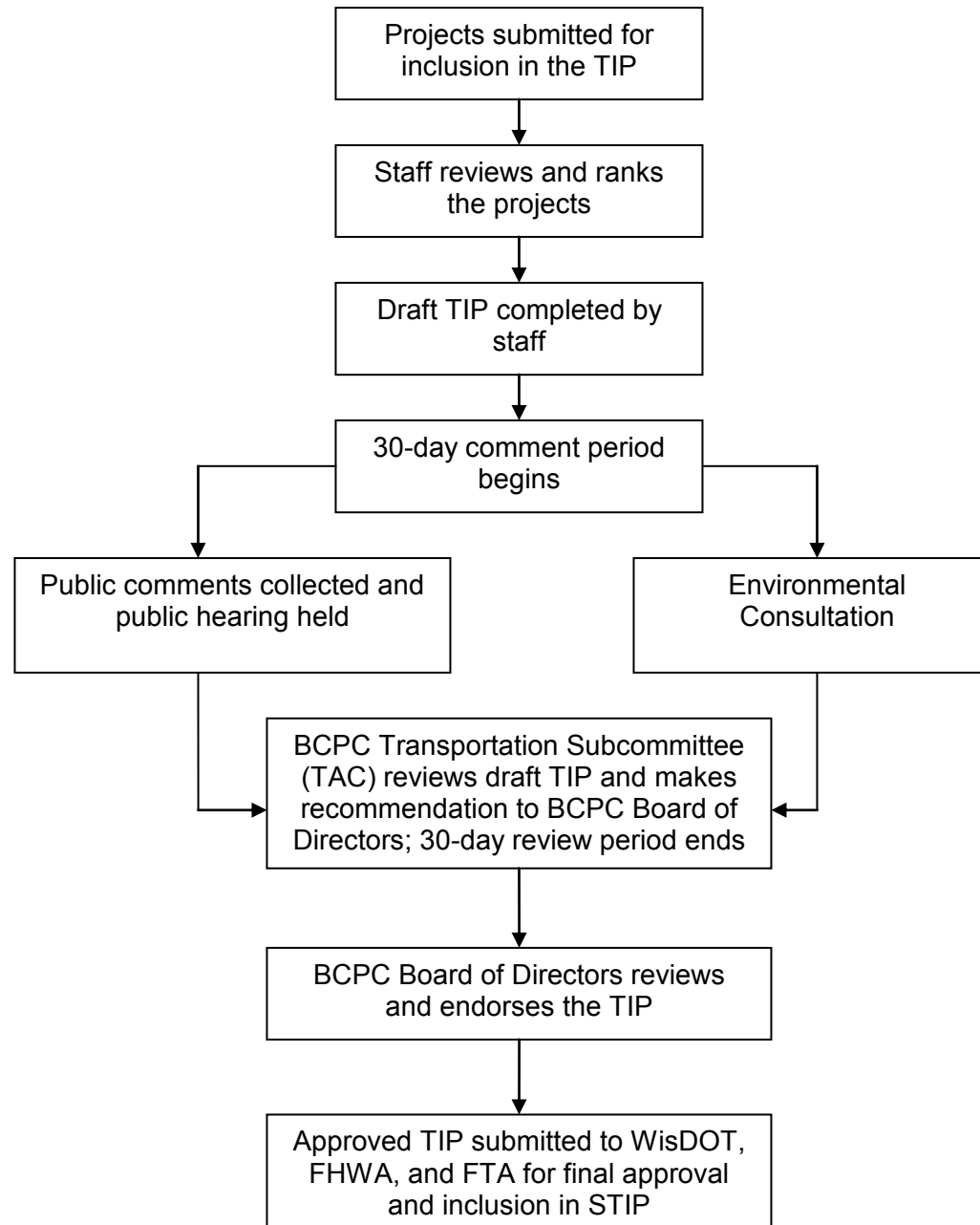
A. OVERALL TRANSPORTATION PLANNING PROCESS

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 *2014-2018 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 *2015-2019 Transportation Improvement Program*. The policy can be found on the MPO website at <http://www.co.brown.wi.us>. Click on departments, planning, transportation, and scroll down to Public Participation Process.

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 2015-2019 Transportation Improvement Program*. See Appendix B 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.

In addition, MPO staff forwards an informational piece to over 150 individuals or entities that comprise our Public Participation Process list. A copy of the informational piece can be seen in Appendix C.

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.

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 D for the transcript of the public hearing and Appendix E 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 2014:

August 20	30-day public review and comment period begins (August 21-September 20).
August 20	1 st Notice of Request for Comments and Public Hearing on Draft TIP published.
August 27	2 nd Notice published.
September 3	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
September 15	Environmental Consultation meeting with Resource Agencies.
September 15	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 19	30-day public review and comment period ends.
October 1	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 approved 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. Vincent Caldara of MV Transportation.

TABLE IV - 1
Private Transportation Providers of Brown County
Includes Taxis and Accessible Vehicle Services

Agency	Agency	Agency
1st Choice Shuttle Service 2437 Babcock Rd Green Bay WI 54313	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 Ave 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 LLC 1212 S. Maple Ave Green Bay WI 54304	First Student 1840 Lime Kiln Rd Green Bay WI 54311	Renegade Taxi and Shuttle 306 Greenwood Ave 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 St Green Bay WI 54304
Astro Shuttle 2803 Packerland Dr Green Bay WI 54313	Lamers Bus Lines, Inc. 2937 Monroe Rd 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, posts “Metro 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* approved 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

Purpose

Federal regulations require the Brown County Planning Commission (BCPC), as the designated Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area, to comply with *Title VI of the Civil Rights Act of 1964*, *the Civil Rights Restoration Act of 1987*, and all related regulations and statutes.

The purpose of these regulations is to assure that no person or groups of persons shall, on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the MPO, regardless of whether those programs and activities are federally funded or not.

Executive Order 12898 - Environmental Justice in Minority Populations and Low-Income Populations.

The purpose of Environmental Justice is to focus attention on the environmental and human health effects of federally funded projects on minority and low-income populations with the goal of achieving environmental protection for all communities. Definitions of Target Populations are as follows:

- A minority person is defined as one who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander.
- A low-income individual is one whose household income is at or below the poverty guidelines set by the Department of Health and Human Services (DHHS) for a specific region.

According to the US DOT, there are three fundamental principles at the core of environmental justice:

1. 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.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Disparate Impact

A disparate impact occurs when a policy or project has the effect of disproportionately excluding or adversely affecting a group. If the results of the equity analysis indicate a potential for disparate impacts, further analysis is required.

Equity Analysis Methodology

For recipients of federal funds, law requires the evaluation of significant system-wide service changes and proposed improvements at the planning and programming stages to determine whether those changes have a disparate impact.

Identification of Target Populations and Thresholds:

1. Target Population #1: Minority Residents.

Threshold: Percentage of minority residents in a census block that was greater than or equal to the average for Brown County in 2010 (the 2010 US Census minority representation for Brown County was 11.1 percent of the population as a whole).

2. Target Population #2: Low-Income Households.

Threshold: Percentage of low-income households within a census block group that was equal to or higher than the percentage of low-income households in Brown County in 2010 (the 2013 ACS poverty threshold was an annual household income of \$23,836).

Maps identifying project locations and the locations of minority populations and low-income households are included in Figures C, D, E, and F.

Transportation projects submitted for federal transportation funding through the MPO TIP as well as projects identified in other MPO plans will be analyzed based on the projects' proximity, relationship, and potential impacts on areas that meet or exceed these thresholds.

Figure C
2015-2019 Project Locations and Minority as a Percent of Total Population
Green Bay Metropolitan Planning Area

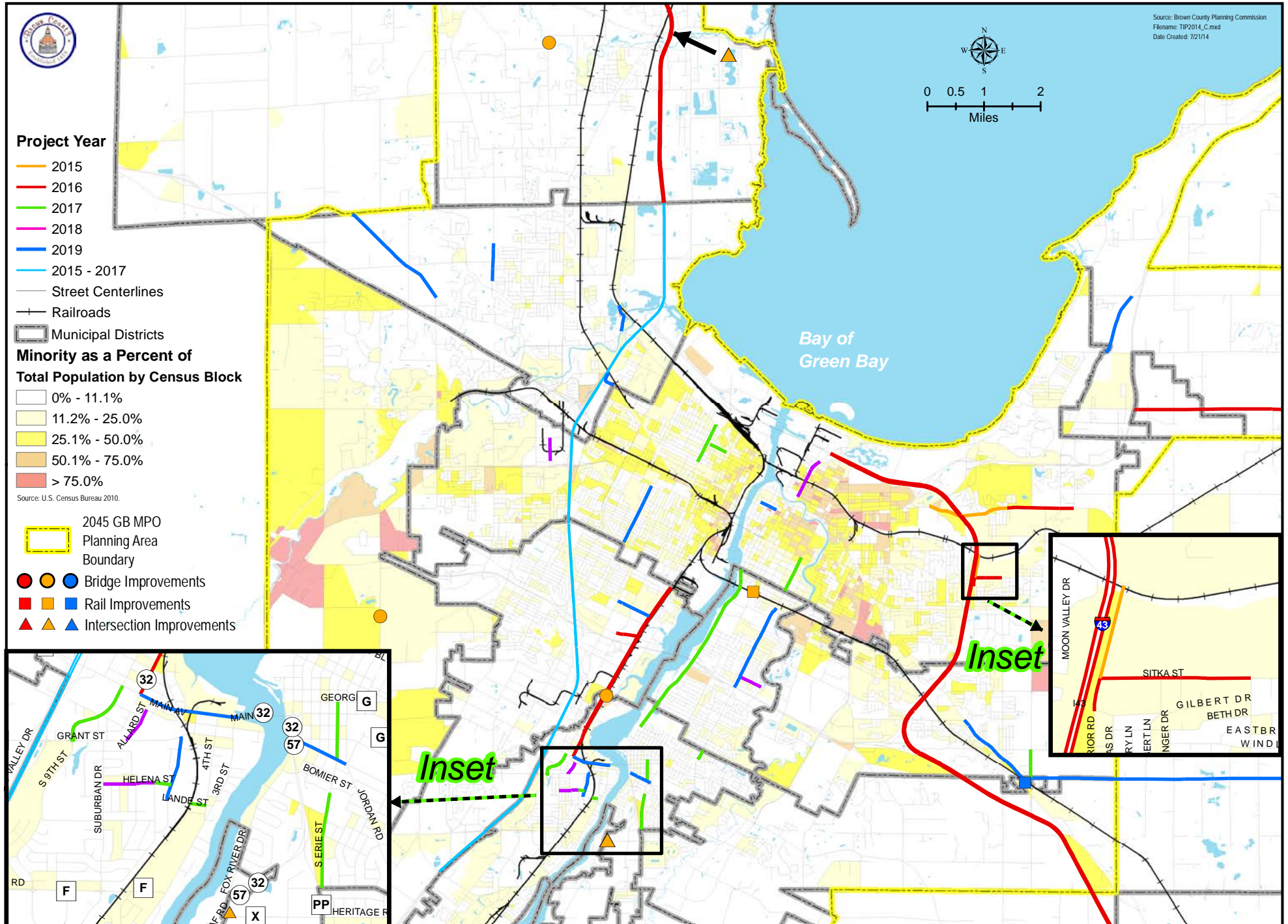
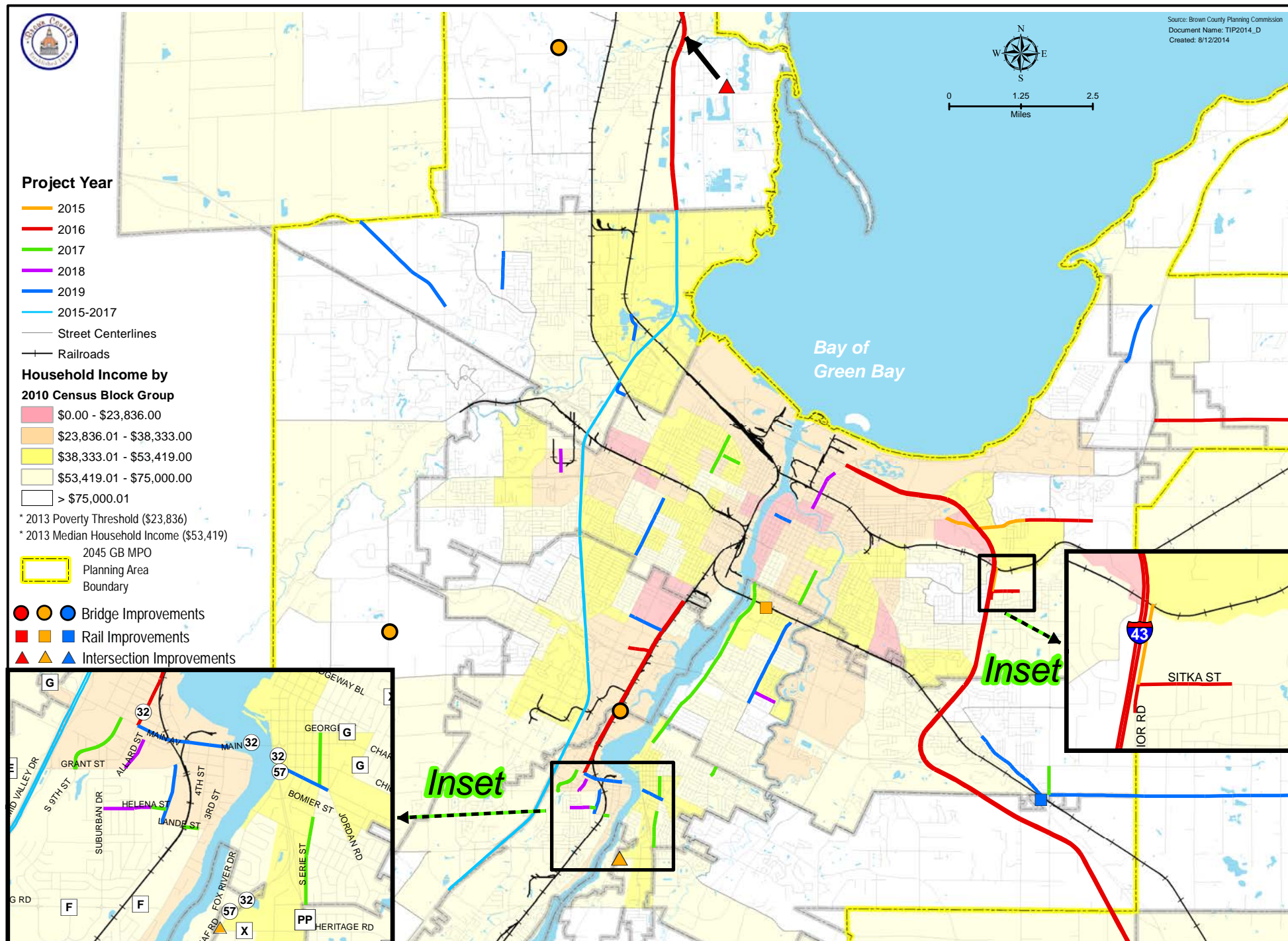


Figure D
2015-2019 Project Locations and Median Household Income
Metropolitan Green Bay



Source: Brown County Planning Commission
 Document Name: TIP2014_D
 Created: 8/12/2014

Figure E
Green Bay Metro System and Minority as a Percent of Total Population
 Green Bay Metropolitan Planning Area

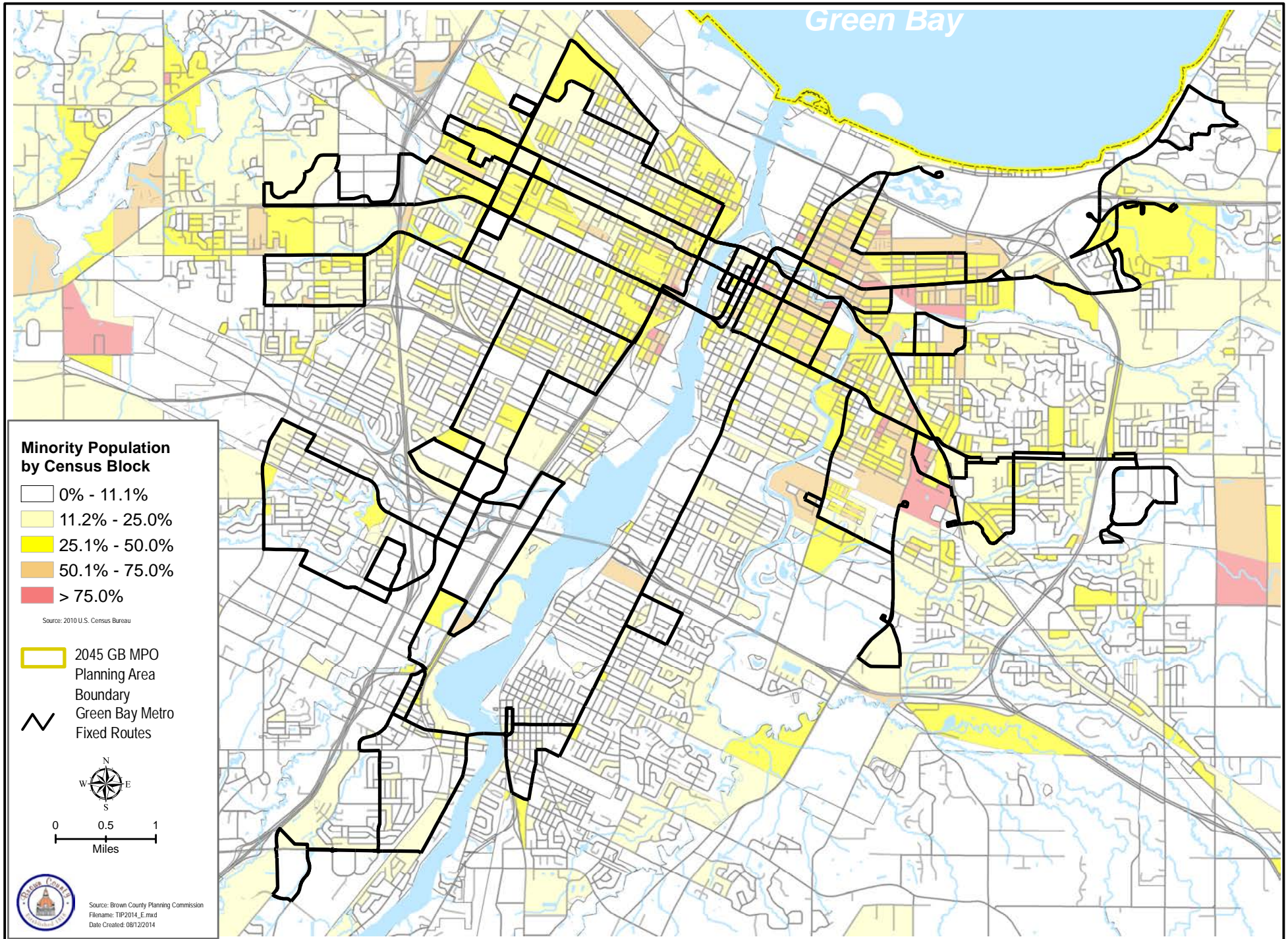
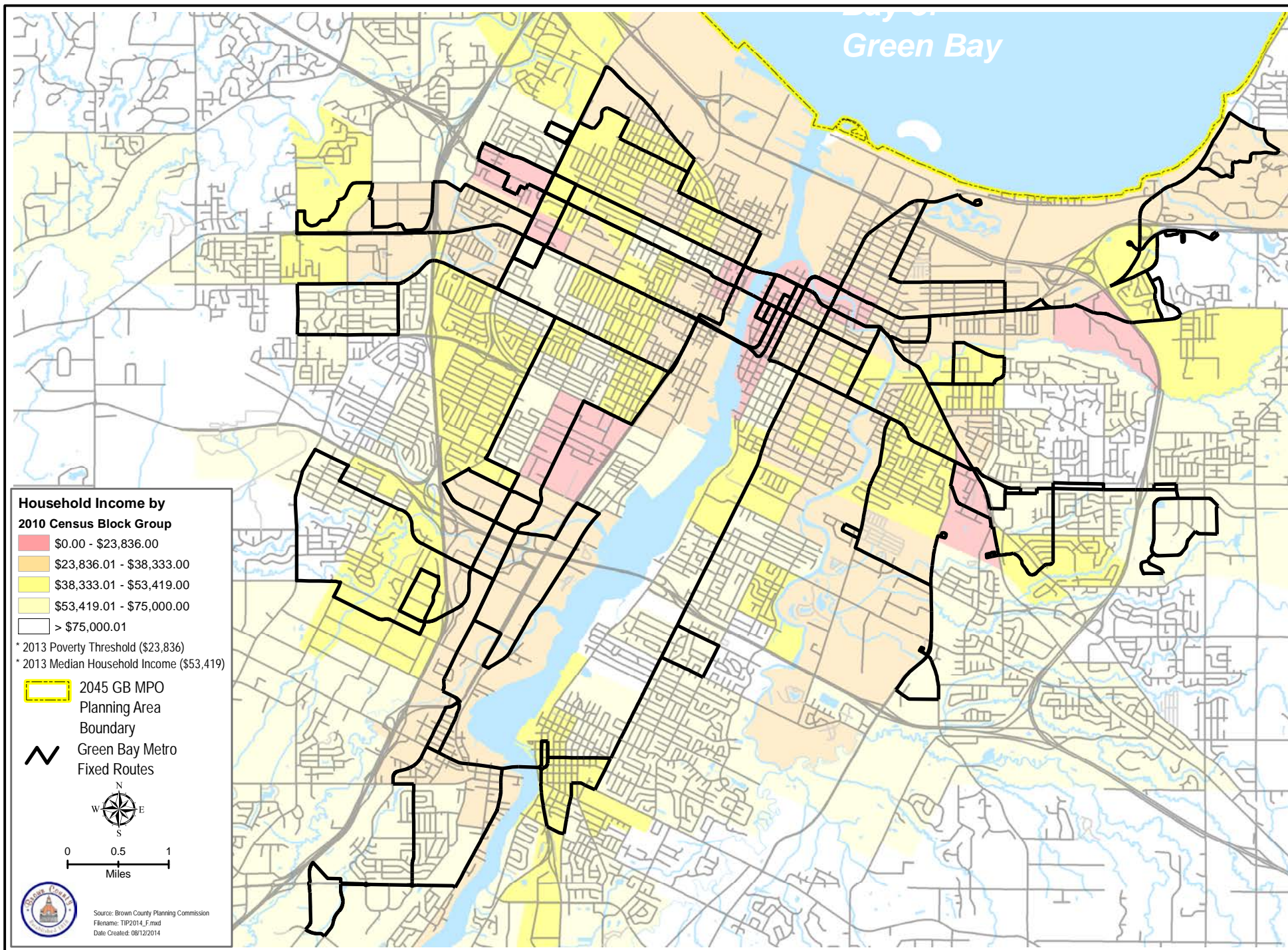


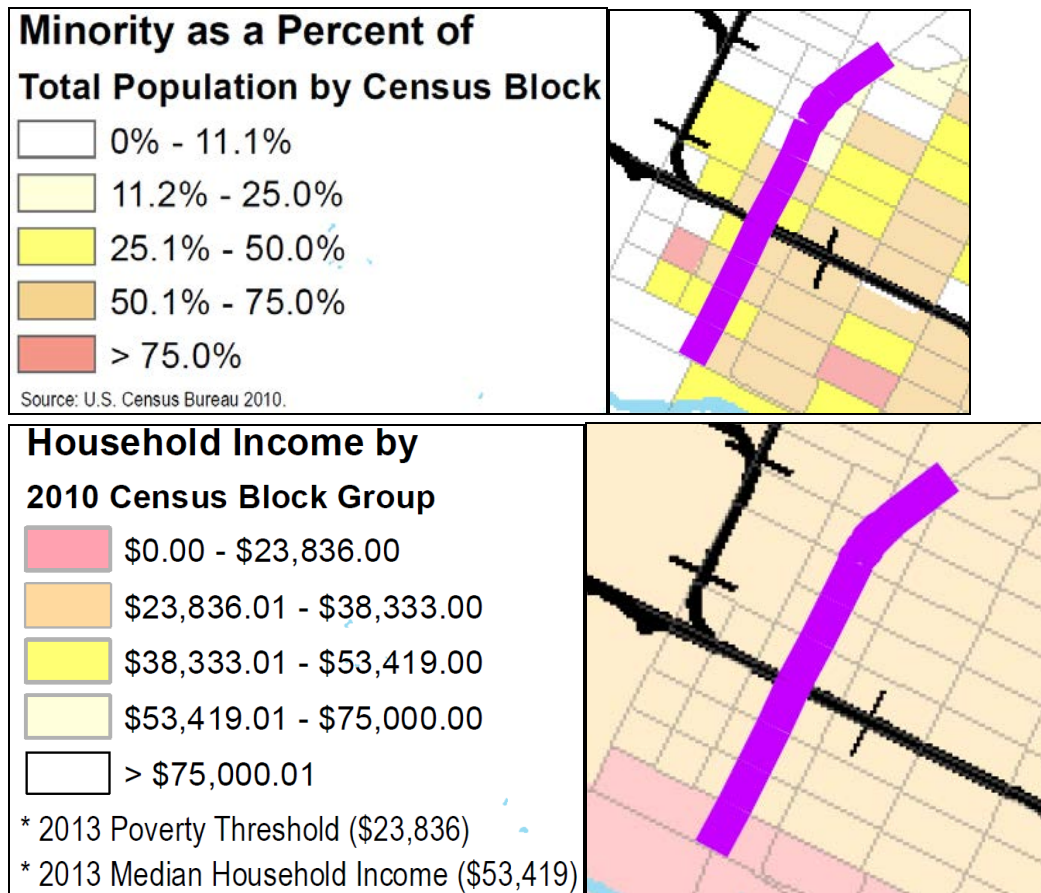
Figure F
2014 Green Bay Metro System and Income
 Green Bay Metropolitan Planning Area



Equity Analysis

The following projects in the 2015-2019 TIP are located in areas with relatively high minority populations and/or low-income households:

Project: Webster Avenue from the East River near University Avenue to Radisson Street in the City of Green Bay.
This project includes the reconstruction of the street's four existing driving lanes, improvements to existing sidewalks on both sides of the street, and the addition of striped on-street bicycle lanes. The project will also add a landscaped median that can be used as a pedestrian refuge throughout the street corridor. Additional right-of-way will need to be acquired to accommodate the median and bicycle lanes.



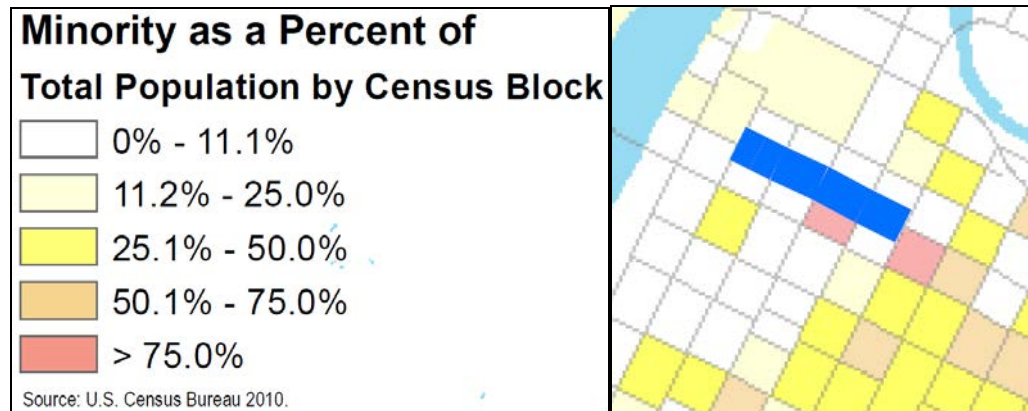
Note: The southernmost block within the project scope does not contain any households.

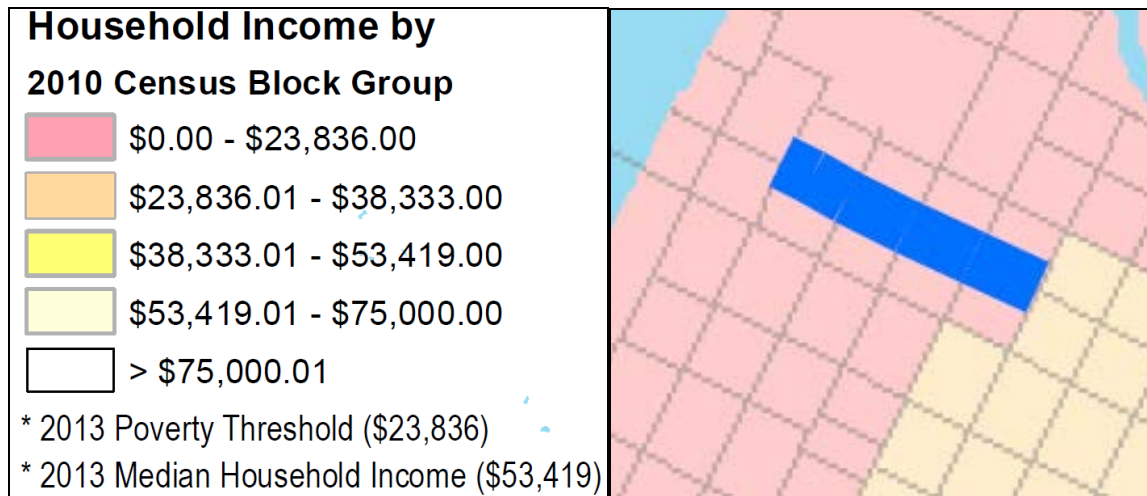
Analysis and Findings

The project will improve the surface condition for all users as the pavement is currently in poor condition. The construction of a median will allow for a pedestrian crossing refuge where there currently is none. Bicycle travel will also be enhanced with striped and signed bicycle lanes.

Although the Webster Avenue project is located in an area with relatively high minority populations and low-income households, the MPO staff has concluded the project will benefit the immediate and surrounding neighborhoods and does not find a disparate impact.

Project: Cherry Street from Adams Street to Quincy Street. The project includes the reconstruction of the existing two-lane urban street section, improvements to the existing sidewalks, and the addition of space to accommodate on-street bicyclists within shared travel lanes.





Analysis and Findings

The project is located in an area that primarily consists of commercial uses with a small amount of residential development on the eastern end. The project will improve traveling conditions for all users by improving the deteriorating pavement, improving the condition of the existing sidewalks, maintaining short pedestrian crossing distances, and providing on-street space for bicycling where it currently does not exist.

Although the Cherry Street project is located in an area with some low-income households, the MPO staff has concluded the project will benefit the surrounding neighborhoods and does not find a disparate impact.

Equity Analysis Summary

After reviewing the roadway project locations and transit service area, the projects 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.

E. CIVIL RIGHTS RELATED ACTIVITY

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, 2014 and June 30, 2014:

- Staff completed the *Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan*. Work on this plan included:
 - Incorporating census-based data into the plan.
 - Mapped income and other census data for Green Bay Metro's Title VI Plan Update.
 - Requesting the members of the BCPC Board of Directors, BCPC Transportation Subcommittee, and Brown County Transportation Coordinating Committee (TCC) to identify their race in accordance with the Title VI stipulation that the MPO cannot discriminate based on race, color, or national origin.
 - Receiving comments on the draft plan from FHWA, FTA, and WisDOT and making adjustments to the draft based on these comments.
 - Preparing public review and public hearing materials for the plan.
 - Holding a public hearing.
 - Finalizing the document for printing.
 - Posting the *Title VI Notice* in the Brown County Planning Commission lobby as required by federal law. The notice was published in English and Spanish.
- Staff developed the agenda for two meetings of the Brown County Transportation Coordinating Committee (TCC). Staff also chaired the meetings and presented information to the committee.
- Staff updated and converted its MPO mailing lists from hard copy (mailing addresses) to electronic (email) delivery in an effort to reach additional interested parties.
- Staff created a Facebook page and Twitter account for the Brown County Planning Commission/Green Bay MPO.
- Staff performed an analysis to identify bus stops with relatively high ridership (more than 20 boardings per day) to assist Green Bay Metro with future bus stop shelter location decisions.
- Staff responded to questions from a Brown County Supervisor regarding funding for a specialized transportation vehicle for a local non-profit agency. Staff also shared this information with the non-profit agency's director and followed up with the supervisor.
- Staff participated in a meeting of the Northeast Wisconsin Regional Access to Transportation Committee. The purpose of the committee is to address issues relating to transportation for low income populations, the elderly, and persons with disabilities.

F. CONSULTATION WITH ENVIRONMENTAL RESOURCE AGENCIES

Resource agency project review meeting.

After MPO staff collected the TIP project applications and started to assemble the draft document, environmental resource agency representatives were 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 Department of Agriculture, Trade, and Consumer Protection
Federal Highway Administration
Wisconsin Historical Society
Oneida Tribe of Indians

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

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 approved.

G. 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 31st of each year.

Obligated transportation projects in the Green Bay Urbanized Area amounted to \$305,419,563 in 2013.

H. 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.

An update to the plan is underway and is scheduled to be completed by November 1, 2015.

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; CTH J - STH 32	Construct new interchange at Packerland & US 41	To be completed in 2014
STH 29	CTH J - STH 32	Construct underpass at CTH J	Completed
STH 54	US 41 to STH 172	Modifications	Not programmed
STH 172	I-43 to Packerland Drive	Modifications	Study to be issued in 2014
US 41 Expansion	Orange Lane to CTH M	Upgrade to interstate standards & upgrade interchanges	In Progress; portions programmed in the 2015-2019 TIP; completion anticipated in 2017
CTH EA (S. Huron Road)	Eaton Road (CTH JJ) - Willow Road	Construct new arterial	Completed
CTH EA (S. Huron Road)	Willow Road - STH 29	Construct new arterial	Programmed for 2017
CTH EA (S. Huron Road)	STH 29 - I-43	Construct new arterial	Not programmed

I. SHORT-RANGE TRANSPORTATION PLANS

1. 2014-2018 Transportation Improvement Program

a. Roadway Improvement Projects

The current project status of the previously programmed 2014 roadway improvement projects can be seen in Table IV-3.

b. Green Bay Metro Operating and Capital Improvement Projects

Metro received approximately \$2.25 million in federal operating/capitalized maintenance assistance. Metro also received capital funds for miscellaneous equipment and building repair.

c. Transportation Alternative Program (TAP) including the former Safe Routes to School (SRTS) Program

The Fox River Trail Connection project was awarded funding several years ago and will likely be completed in 2015. The project will link Webster Avenue westward adjacent to STH 172 to STH 57 to the Fox River Trail.

In 2014, the Village of Allouez applied for TAP funds for the Webster Elementary Safe Routes to School Project. The project calls for the construction of additional sidewalks and crossings in the area surrounding Webster Elementary School. The estimated project cost is \$414,230 with the maximum of 80 percent or \$332,184 approved. The project is scheduled for 2015.

d. Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

The request by the Northeast Wisconsin Chapter of the American Red Cross for two vehicles was approved.

e. 2014 Job Access and Reverse Commute (JARC) Program

The request by Forward Service Corporation for a mobility manager and related transportation program was funded for 2014 with carryover funds. Program will fall under Section 5307 in the future.

2. 2014-2018 Transit Development Plan for the Green Bay Metro System

The Green Bay Transit Commission approved the *2014-2018 Transit Development Plan for the Green Bay Metro System* in 2013. 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 update the TDP in 2018 for the years 2019-2023.

**Table IV-3
Status of 2014 Road Construction Projects
(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014			
			Federal	State	Local	Total
WisDOT	Ashland Avenue & Railroad Crossing Rail Crossing Improvement	DESIGN				0
		RE				0
		CONST	118	63	0	181
	1009-93-46	TOTAL	118	63	0	181
158-09-096 (2014)	0.00 miles P		To be completed in 2014			
WisDOT	STH 29 - CTH J to CTH EB	DESIGN				0
	Freeway conversion, STH 29 relocation, CTH J separation, & south frontage road	RE				0
	9202-07-01, 21-22, 40, 71-73, 82, 84, 88	CONST	1,500	150	0	1,650
	9202-08-73-76, 53, 77-82, 87	TOTAL	1,500	150	0	1,650
158-10-012 (2014) 158-10-013 (2015)	1.34 miles E		To continue into 2015			
WisDOT	STH 29 - CTH J to US 41	DESIGN				0
	Freeway conversion, STH 29 relocation, Packerland Drive	RE				0
	9202-07-02, 23, 41-48, 50-58, 74-83, 85-87, 89, 90; 9202-08-50, 53, 72, 77, 83-85, 95	CONST	330	33	0	363
	1.34 miles E	TOTAL	330	33	0	363
158-10-016 (2014)			To continue into 2015			
WisDOT	STH 29	DESIGN				0
	West County Line to CTH EB	RE				0
	Resurfacing West Bound Lanes	CONST	6,298	1,574	0	7,872
	9202-10-00, 71	TOTAL	6,298	1,574	0	7,872
158-09-022 (2014)	8.04 miles P		To continue into 2015			
WisDOT	STH 32/57	STUDY	440	110	0	550
	Preservation & Access Management					0
	Study in anticipation of proposed southern bridge					0
	4085-45-00	TOTAL	440	110	0	550
158-14-014 (2014)	0.00 miles P		To continue into 2015			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2014			
			Federal	State	Local	Total
WisDOT Green Bay	STH 57 (Monroe Av) South City Limits - Cass Street Design in 2015, Construction in 2021	DESIGN RE CONST	75 0	25 0	0 0	100 0 0
158-13-014 (2015)	1481-08-00 0.58 miles P	TOTAL	75	25	0	100
			Design rescheduled for 2015			
WisDOT	US 41 Morris Av to Memorial Dr Expansion with interchange work Includes Noise Barriers	DESIGN RE CONST	0 0	100 100	0 0	100 0 100
158-10-019 (2014)	1133-03-02-06, 9-18, 21-22, 40-42, 70-90 3.25 miles E	TOTAL	0	200	0	200
			To continue into 2015			
WisDOT	US 41 Orange La to Glory Rd Expansion with interchange work	DESIGN RE CONST				0 0 0
158-10-021 (2014)	1133-06-00, 21-24, 40-44, 46-52, 61-62, 70-91 10.2 miles E	TOTAL	545	1,271	0	1,816
			To continue into 2015			
WisDOT	US 41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST				0 0 0
158-10-023 (2014) 158-13-016 (2016)	1133-09-00, 21-22, 40-41, 71-84, 90, 91 3.03 miles E	TOTAL	743	1,983	0	2,726
			To continue into 2015			
WisDOT	US 41 Interstate Conversion I-94 to I-43	DESIGN RE CONST				0 0 0
Not subject to FC in Green Bay TIP	Sign production and installation (project may be listed in multiple TIPs)		1,989	497	0	2,486
158-13-021 (2015)	1133-03-76 0.00 miles P	TOTAL	1,989	497	0	2,486
			Rescheduled for 2015			
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
158-13-020 (2015)	1450-15-00, 71 1.24 miles P	TOTAL	280	70	0	350
			Rescheduled for 2015			

Table IV-4
2014-2018 TDP Recommendations and Implementation Status

Item	Recommendation	Status
Full Service Routes	Explore route restructuring options to improve service. Identify areas where passenger boardings are low or non-existent.	<p>Green Bay Metro and Brown County Planning Commission (BCPC)/Metropolitan Planning Organization (MPO) staffs continue to monitor and evaluate bus routes using established performance measures.</p> <p>MPO to issue <i>Green Bay Metro Comprehensive Bus Stop Study</i> in late 2014. Staff will identify high- and low-activity stops and other stop characteristics such as accessibility. The results of the study will help Metro justify route restructuring and/or the addition of sidewalks, concrete pads, and possibly shelters at bus stops.</p> <p>Green Bay Metro staff continues to study the feasibility of establishing a hub on the east side.</p>
Operating Assistance and Alternative Funding Sources	The combination of federal and state operating assistance has decreased in recent years and that is not likely to change. Cost saving measures, cost avoidance, and alternate funding sources should continue to be pursued if the Green Bay Transit Commission is to keep the existing level of service.	<p>Cost saving measures have been implemented including reductions in management staff and service cuts (elimination of the last trip of the day, #5 Plum route frequency reduction and elimination on Saturday, and reduction of the #8 Green route on Saturday).</p> <p>Alternative funding sources should continue to be pursued if the Green Bay Transit Commission is to keep the existing level of service. Many draft state Regional Transit Authority (RTA) enabling bills have been introduced over the years but none exist today in Wisconsin.</p>
Bus Fleet	Apply for 40-foot buses as needed to replace existing buses which have exceeded useful life. Replacement of rolling stock is the highest capital priority.	Three new 40-foot buses to be delivered in 2015. Additional buses included in capital improvement program but not funded. Several buses have been retired without replacement.
Paratransit Program	Continue to study the feasibility of taking over the dispatch and scheduling aspect and/or other components of the paratransit program with the goal of reducing the overall cost of the program.	<p>A five-year contract between Green Bay Metro and MV, a private-for-profit transportation company, was executed in 2011. Metro to consider issuing a Request for Proposals (RFP) in 2014 with possible start date of April 2015.</p> <p>Paratransit vehicles included in capital improvements program, but not funded.</p>

APPENDIX A
Prioritization Process

Table A-1
2015-2019 Transportation Improvement Program Projects
Project Listing

	Roadway	Location	Project	Year	Jurisdiction	Project Cost	Federal Funds Requested
1.	Baird Street	East Mason St to South City Limits	Reconstruct w sidewalk & wide outside lane	2018	Green Bay	\$1,370,000	\$1,096,000
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Reconstruct w bike lanes	2019	Scott	\$2,052,000	\$1,641,600
3.	Cherry Street	Adams St to Quincy St	Reconstruct w sidewalk & wide outside lane	2019	Green Bay	\$500,000	\$0
4.	CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	2019	BC/How/Pitts	\$5,100,000	\$4,080,000
5.	Erie Street	Merrill St to George St	Mill & resurface; sidewalk exists	2017	De Pere	\$286,950	\$229,560
6.	Helena Street	Seventh St to Suburban St	Mill & resurface; sidewalk exists	2018	De Pere	\$254,220	\$203,376
7.	Hinkle Street	Larsen Rd to West Mason St Frontage	Reconstruct	2018	Green Bay	\$1,047,000	\$0
8.	Humboldt Rd	University Av to Cornelius Dr	Concrete pavement repair w sidewalk	2015	Green Bay	\$530,000	\$0
9.	Libal Street	STH 172 to Kalb St	Reconstruct w bike lane & sidewalk	2019	Allouez	\$2,921,270	\$2,337,016
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	2019	Bellevue	\$1,770,000	\$1,416,000
11.	Merrill Street	Broadway to Jordon St	Mill & resurface; sidewalk exists	2019	De Pere	\$213,610	\$170,888
12.	Pinecrest Road	Devroy Ln to Mountain Bay Trail	Reconstruct w sidewalk & wide outside lane	2019	Howard	\$2,175,000	\$1,740,000
13.	Ridge Road	St. Agnes Dr to Shirley St	Reconstruct w sidewalk & wide outside lane	2019	Green Bay	\$2,250,000	\$1,800,000
14.	Riverview Drive	Velp Av to 1,300' n/o Glendale Av	Reconstruct w bike lane & sidewalk	2019	Howard	\$2,175,000	\$1,740,000
15.	Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike lane & sidewalk	2016	Green Bay	\$720,000	\$0
16.	Sixth Street	Lande Rd to Grant St	Reconstruct w sidewalk	2019	De Pere	\$1,125,840	\$900,672
17.	Superior Road	Gilbert Dr to Sitka St	Reconstruct w bike lane & sidewalk	2016	Green Bay	\$240,000	\$0
18.	Superior Road	Sitka St to Baird Creek Rd	Mill & resurface; widened outside lane	2015	Green Bay	\$250,000	\$0
Total:						\$24,980,890	\$17,355,112

	Non-Roadway*	Location	Project	Year	Jurisdiction	Project Cost	Federal Funds Requested
1.	Green Bay Metro	Green Bay Urbanized Area	Four 40' low-emission buses	2019	Metro	\$1,804,000	\$1,443,200

* Non-Roadway projects to be ranked based on separate criteria.

Table A-2
2015-2019 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 Bicycle & Pedestrian Plan	Brown County Comprehensive Plan	Capital Improvement Program	Local Plans	Score
1. Baird Street	East Mason St to South City Limits	Reconstruct w sidewalk & wide outside lane	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. Cherry Street	Adams St to Quincy St	Reconstruct w sidewalk & wide outside lane	N/A	N/A	N/A	N/A	Y	Y	Y	C	2.0
4. CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
5. 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
6. Helena Street	Seventh St to Suburban St	Mill & resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
7. Hinkle Street	Larsen Rd to West Mason St Frontage	Reconstruct	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
8. Humboldt Rd	University Av to Cornelius Dr	Concrete pavement repair w sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
9. Libal Street	STH 172 to Kalb St	Reconstruct w bike lane & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
10. 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
11. Merrill Street	Broadway to Jordon St	Mill & resurface; sidewalk exists	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
12. Pinecrest Road	Devroy Ln to Mountain Bay Trail	Reconstruct w sidewalk & wide outside lane	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
13. Ridge Road	St. Agnes Dr to Shirley St	Reconstruct w sidewalk & wide outside lane	N/A	N/A	N/A	N/A	C	C	Y	C	0.0
14. Riverview Drive	Velp Av to 1,300' n/o Glendale Av	Reconstruct w bike lane & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
15. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike lane & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
16. Sixth Street	Lande Rd to Grant St	Reconstruct w sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
17. Superior Road	Gilbert Dr to Sitka St	Reconstruct w bike lane & sidewalk	N/A	N/A	N/A	N/A	Y	Y	Y	Y	4.0
18. Superior Road	Sitka St to Baird Creek Rd	Mill & resurface; widened outside lane	N/A	N/A	N/A	N/A	C	C	Y	C	0.0

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 A-3
2015-2019 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. Cherry Street	Adams St to Quincy St	e/o Jefferson St	2,000	36	1,000	0.12	1.0
4. CTH C (Shawano Av)	CTH FF to Glendale Av	nw/o Sherwood	1,400	37	1,025	0.08	1.0
5. Erie Street	Merrill St to George St	s/o Chicago St	2,900	35	973	0.18	1.0
6. Helena Street	Seventh St to Suburban St	w/o 6th St	950	35	973	0.06	1.0
7. Hinkle Street	Larsen Rd to West Mason St Frontage	n/o Mason St Frontage	4,400	44	1,200	0.23	1.0
8. Humboldt Rd	University Av to Cornelius Dr	e/o University Av	7,900	44	1,200	0.40	2.0
9. Libal Street	STH 172 to Kalb St	n/o St Joseph St	9,600	45	1,228	0.48	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. Merrill Street	Broadway to Jordon St	se/o Broadway	4,300	39	1,075	0.25	1.0
12. Pinecrest Road	Devroy Ln to Mountain Bay Trail	n/o Mountain Bay Trail	1,800	44	1,200	0.09	1.0
13. Ridge Road	St. Agnes Dr to Shirley St	s/o Ninth St	3,700	40	1,100	0.21	1.0
14. Riverview Drive	Velp Av to 1,300' n/o Glendale Av	no count	----	37	1,025	----	1.0
15. Sitka Street	Superior Rd to Ontario Rd	DPW Count	1,500	44	1,200	0.08	1.0
16. Sixth Street	Lande Rd to Grant St	n/o Lande St	2,300	35	973	0.15	1.0
17. Superior Road	Gilbert Dr to Sitka St	n/o Finger Rd	990	44	1,200	0.05	1.0
18. Superior Road	Sitka St to Baird Creek Rd	n/o Finger Rd	990	24	660	0.09	1.0

Table A-4
2015-2019 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.	Cherry Street	Adams St to Quincy St	3	4.0
4.	CTH C (Shawano Av)	CTH FF to Glendale Av	2	4.5
5.	Erie Street	Merrill St to George St	4	3.5
6.	Helena Street	Seventh St to Suburban St	4	3.5
7.	Hinkle Street	Larsen Rd to West Mason St Frontage	3	4.0
8.	Humboldt Rd	University Av to Cornelius Dr	3	4.0
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.	Merrill Street	Broadway to Jordon St	4	3.5
12.	Pinecrest Road	Devroy Ln to Mountain Bay Trail	3	4.0
13.	Ridge Road	St. Agnes Dr to Shirley St	3	4.0
14.	Riverview Drive	Velp Av to 1,300' n/o Glendale Av	6	2.5
15.	Sitka Street	Superior Rd to Ontario Rd	3	4.0
16.	Sixth Street	Lande Rd to Grant St	3	4.0
17.	Superior Road	Gilbert Dr to Sitka St	3	4.0
18.	Superior Road	Sitka St to Baird Creek Rd	3	4.0

Table A-5
2015-2019 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.	Cherry Street	Adams St to Quincy St	No	Yes	1.0
4.	CTH C (Shawano Av)	CTH FF to Glendale Av	No	Yes	1.0
5.	Erie Street	Merrill St to George St	No	Yes	1.0
6.	Helena Street	Seventh St to Suburban St	No	Yes	1.0
7.	Hinkle Street	Larsen Rd to West Mason St Fronta	No	Yes	1.0
8.	Humboldt Rd	University Av to Cornelius Dr	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.	Merrill Street	Broadway to Jordon St	No	Yes	1.0
12.	Pinecrest Road	Devroy Ln to Mountain Bay Trail	No	Yes	1.0
13.	Ridge Road	St. Agnes Dr to Shirley St	No	Yes	1.0
14.	Riverview Drive	Velp Av to 1,300' n/o Glendale Av	No	Yes	1.0
15.	Sitka Street	Superior Rd to Ontario Rd	No	Yes	1.0
16.	Sixth Street	Lande Rd to Grant St	No	Yes	1.0
17.	Superior Road	Gilbert Dr to Sitka St	No	Yes	1.0
18.	Superior Road	Sitka St to Baird Creek Rd	No	Yes	1.0

Table A-6
2015-2019 Transportation Improvement Program Projects
Criterion #5 Number of Years in the TIP

Route	Location	TIP Development Year						Number of Years	Score
		2013	2012	2011	2010	2009	2008		
1.	Baird Street	East Mason St to South City Limits	Y	Y	N	N	N	2	2.0
2.	Bay Settlement Road	Church Rd to Van Lanen Rd	Y	Y	Y	Y	Y	6	5.0
3.	Cherry Street	Adams St to Quincy St	N	N	N	N	N	0	0.0
4.	CTH C (Shawano Av)	CTH FF to Glendale Av	Y	N	N	N	N	1	1.0
5.	Erie Street	Merrill St to George St	N	N	N	N	N	0	0.0
6.	Helena Street	Seventh St to Suburban St	Y	N	N	N	N	1	1.0
7.	Hinkle Street	Larsen Rd to West Mason St Frontage	Y	Y	Y	Y	N	4	4.0
8.	Humboldt Rd	University Av to Cornelius Dr	Y	Y	Y	Y	N	4	4.0
9.	Libal Street	STH 172 to Kalb St	Y	N	N	N	N	1	1.0
10.	Manitowoc Road	Allouez Av (CTH O) to STH 29	Y	Y	Y	Y	N	4	4.0
11.	Merrill Street	Broadway to Jordon St	N	N	N	N	N	0	0.0
12.	Pinecrest Road	Devroy Ln to Mountain Bay Trail	N	N	N	N	N	0	0.0
13.	Ridge Road	St. Agnes Dr to Shirley St	N	N	N	N	N	0	0.0
14.	Riverview Drive	Velp Av to 1,300' n/o Glendale Av	N	N	N	N	N	0	0.0
15.	Sitka Street	Superior Rd to Ontario Rd	Y	Y	Y	N	N	3	3.0
16.	Sixth Street	Lande Rd to Grant St	N	N	N	N	N	0	0.0
17.	Superior Road	Gilbert Dr to Sitka St	Y	N	N	N	N	1	1.0
18.	Superior Road	Sitka St to Baird Creek Rd	Y	Y	Y	Y	Y	6	5.0

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.

If projects appeared as part of an amendment for the 2014-2018 TIP, it is included under the TIP developed in 2013.

Table A-7
2015-2019 Transportation Improvement Program Projects
Criterion #6 Consideration of Multi-Modal Transportation

Route	Location	Improvement	Pedestrian	Bicycle	Transit	Score
1. Baird Street	East Mason St to South City Limits	Reconstruct w sidewalk & wide outside lane	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. Cherry Street	Adams St to Quincy St	Reconstruct w sidewalk & wide outside lane	Y	N	Y	3.0
4. CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	Y	Y	Y	5.0
5. Erie Street	Merrill St to George St	Mill & resurface; sidewalk exists	Y	N	Y	3.0
6. Helena Street	Seventh St to Suburban St	Mill & resurface; sidewalk exists	Y	N	Y	3.0
7. Hinkle Street	Larsen Rd to West Mason St Frontage	Reconstruct	N	N	Y	1.0
8. Humboldt Rd	University Av to Cornelius Dr	Concrete pavement repair w sidewalk	Y	N	Y	3.0
9. Libal Street	STH 172 to Kalb St	Reconstruct w bike lane & sidewalk	Y	Y	Y	5.0
10. Manitowoc Road	Allouez Av (CTH O) to STH 29	Reconstruct w bike & sidewalk	Y	Y	Y	5.0
11. Merrill Street	Broadway to Jordon St	Mill & resurface; sidewalk exists	Y	N	Y	3.0
12. Pinecrest Road	Devroy Ln to Mountain Bay Trail	Reconstruct w sidewalk & wide outside lane	Y	N	Y	3.0
13. Ridge Road	St. Agnes Dr to Shirley St	Reconstruct w sidewalk & wide outside lane	Y	N	Y	3.0
14. Riverview Drive	Velp Av to 1,300' n/o Glendale Av	Reconstruct w bike lane & sidewalk	Y	Y	Y	5.0
15. Sitka Street	Superior Rd to Ontario Rd	Reconstruct w bike lane & sidewalk	Y	Y	Y	5.0
16. Sixth Street	Lande Rd to Grant St	Reconstruct w sidewalk	Y	N	Y	3.0
17. Superior Road	Gilbert Dr to Sitka St	Reconstruct w bike lane & sidewalk	Y	Y	Y	3.0
18. Superior Road	Sitka St to Baird Creek Rd	Mill & resurface; widened outside lane	N	N	Y	1.0

Table A-8
2015-2019 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.	Cherry Street	Adams St to Quincy St	0.0
4.	CTH C (Shawano Av)	CTH FF to Glendale Av	0.0
5.	Erie Street	Merrill St to George St	0.0
6.	Helena Street	Seventh St to Suburban St	0.0
7.	Hinkle Street	Larsen Rd to West Mason St Frontage	0.0
8.	Humboldt Rd	University Av to Cornelius Dr	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.	Merrill Street	Broadway to Jordon St	0.0
12.	Pinecrest Road	Devroy Ln to Mountain Bay Trail	0.0
13.	Ridge Road	St. Agnes Dr to Shirley St	0.0
14.	Riverview Drive	Velp Av to 1,300' n/o Glendale Av	0.0
15.	Sitka Street	Superior Rd to Ontario Rd	0.0
16.	Sixth Street	Lande Rd to Grant St	0.0
17.	Superior Road	Gilbert Dr to Sitka St	0.0
18.	Superior Road	Sitka St to Baird Creek Rd	0.0

Table A-9
2015-2019 Transportation Improvement Program Projects
Total Score and Rank of Roadway Projects

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)	Total Score & Rank
1. 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
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
2. Humboldt Rd	University Av to Cornelius Dr	4.0	2.0	4.0	1.0	4.0	3.0	0.0	18.0
2. Sitka Street	Superior Rd to Ontario Rd	4.0	1.0	4.0	1.0	3.0	5.0	0.0	18.0
5. CTH C (Shawano Av)	CTH FF to Glendale Av	4.0	1.0	4.5	1.0	1.0	5.0	0.0	16.5
5. Libal Street	STH 172 to Kalb St	4.0	2.0	3.5	1.0	1.0	5.0	0.0	16.5
7. Hinkle Street	Larsen Rd to West Mason St Frontage	4.0	1.0	4.0	1.0	4.0	1.0	0.0	15.0
8. Superior Road	Gilbert Dr to Sitka St	4.0	1.0	4.0	1.0	1.0	3.0	0.0	14.0
9. Helena Street	Seventh St to Suburban St	4.0	1.0	3.5	1.0	1.0	3.0	0.0	13.5
9. Riverview Drive	Velp Av to 1,300' n/o Glendale Av	4.0	1.0	2.5	1.0	0.0	5.0	0.0	13.5
11. Pinecrest Road	Devroy Ln to Mountain Bay Trail	4.0	1.0	4.0	1.0	0.0	3.0	0.0	13.0
11. Sixth Street	Lande Rd to Grant St	4.0	1.0	4.0	1.0	0.0	3.0	0.0	13.0
13. Erie Street	Merrill St to George St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
13. Merrill Street	Broadway to Jordon St	4.0	1.0	3.5	1.0	0.0	3.0	0.0	12.5
15. Baird Street	East Mason St to South City Limits	0.0	2.0	4.0	1.0	2.0	3.0	0.0	12.0
15. Superior Road	Sitka St to Baird Creek Rd	0.0	1.0	4.0	1.0	5.0	1.0	0.0	12.0
17. Cherry Street	Adams St to Quincy St	2.0	1.0	4.0	1.0	0.0	3.0	0.0	11.0
18. Ridge Road	St. Agnes Dr to Shirley St	0.0	1.0	4.0	1.0	0.0	3.0	0.0	9.0

Table A-10
2015-2019 Transportation Improvement Program Projects
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. Green Bay Metro								
Four 40' low-emission buses	\$1,443,200	2	3	3	1	3	3	15

* 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).

** Received 15 of 17 possible points.

APPENDIX B

Notice of Request for Comments and Public Hearing


PRESS-GAZETTE
 media
A GANNETT COMPANY

NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING FOR THE 2015-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE GREEN BAY DISTRICT, WISCONSIN

All interested persons are invited to seek and/or be added to a public hearing for the year 2015-2019 TIP. The TIP is a plan to improve transportation infrastructure projects eligible for federal funding. Copies of the draft TIP will be available at:

Brown County Planning Commission
 500 E. Walnut St., Room 101
 Green Bay, WI 54301

The public hearing will take place on:
 Wednesday, September 3, 2014
 Green Bay, WI
 101 University Ave.
 Green Bay, WI 54301
 6:30 p.m.

The public review period for the TIP is scheduled for August 26 to September 19, 2014.

Unless otherwise noted, this notice is the final program of projects. Other comments should be mailed to: Lisa L. Conrad, Brown County Planning Commission, PO Box 10404, Green Bay, WI 54302-0404 by September 19, 2014.

Published by:
 Sandy Green
 County Clerk
 10:00 August 29 & 27, 2014 0904212

STATE OF WISCONSIN
BROWN COUNTY

BROWN COUNTY PLANNING - LEGALS

305 E WALNUT ST STE 320
 GREEN BAY WI 543015027

Samantha Green

Being duly sworn, she deposes and says that she is an authorized representative of the Green Bay Press Gazette, a newspaper Green Bay, Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein as:

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BROWN COUNTY PLANNING AND LAND SERVICES

(Signed) *S. Green*

Legal Clerk

(Date) 8/27/14



Signed and sworn before me

E. D

My commission expires 5-20-17

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APPENDIX C

Copy of the correspondence sent to Public Participation list (over 150 individuals or entities)

Dear Interested Party,

Each year the Brown County Planning Commission (BCPC)/Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area prepares the annual Transportation Improvement Program (TIP) report. Included in the TIP are transportation projects proposed for the next five year period in which federal funds may be used. Projects include roadway, transit, transportation services for seniors and individuals with disabilities, and transportation alternatives such as bicycle lanes, sidewalks, and trails. The BCPC is required to hold a 30-day public review period and public hearing for the TIP.

At the same time, the MPO will be holding the public review period and public hearing on the Green Bay Metro 2015 Program of Projects. These projects are individually listed in the TIP document.

The public review period for the TIP and Metro's Program of Projects is scheduled from August 20 to September 19, 2014. The public hearing is scheduled for Wednesday, September 3, 2014, at 6:30 p.m. at the Green Bay Metro Transportation Center, 901 University Avenue, Green Bay, WI 54313. The TIP and Program of Projects will then be presented to the Brown County Planning Commission Board of Directors for final approval on October 1, 2014.

A copy of the Draft 2015-2019 TIP can be found at the following:

<http://www.public.applications.co.brown.wi.us/Plan/PlanningFolder/Transpotation/TIP/2015-2019%20Draft%20TIP1.pdf>

If you wish to submit comments about the contents of the TIP and/or Metro Program of Projects, you can submit them by telephone, email, or US mail. You can also submit comments through the Brown County Planning Commission/Green Bay MPO Facebook Page.

If you have questions, please feel free to contact me.

Regards,

Lisa J. Conard, Senior Planner
Brown County Planning Commission/Green Bay MPO
305 East Walnut Street, Room 320
PO Box 23600
Green Bay, WI 54305-3600
Phone: (920) 448-6489
Email: Conard_LJ@co.brown.wi.us
Website: www.co.brown.wi.us/planning

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APPENDIX D

Public Hearing Transcript

TRANSCRIPT OF THE PUBLIC HEARING ON THE 2015-2019 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREEN BAY URBANIZED AREA AND ON THE 2015 GREEN BAY METRO PROGRAM OF PROJECTS

Wednesday, September 3, 2014

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 Aaron Schuette.

At 6:40 p.m., L. Conard opened the public hearing for the *2015-2019 Transportation Improvement Program (TIP)* and the *2015 Green Bay Metro Program of Projects*.

L. Conard stated that the TIP contains a five-year program of highway, transit, elderly and disabled, and enhancement transportation improvement projects eligible for federal funds and the Green Bay Metro 2015 Program of Projects includes projects for which federal transit funds under Section 5307, Section 5310, and/or Section 5339 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. Any 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 6:42 p.m.

APPENDIX E

Public Review Comments

Comment Received on 9/10/2014 from Environmental Resource Agency

Hello Lisa,

Thank you for the opportunity to review the 2015-2019 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/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

Thank you again for the opportunity to review the draft TIP for 2015-2019.

Thanks,

-Matt

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

You replied to this message on 9/10/2014 11:42 AM.

From: Malicki, Matthew - DOT <Matthew.Malicki@dot.wi.gov>

Sent: Wed 9/10/2014 11:30 AM

To: Conard, Lisa J.; Miller, Tom W.

Cc: Malicki, Matthew - DOT

Subject: Draft 2015-2019 Transportation Improvement Program (TIP) Comment

Hello Lisa,

Thank you for the opportunity to review the 2015-2019 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:

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Thank you again for the opportunity to review the draft TIP for 2015-2019.

Thanks,

-Matt

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

APPENDIX F

MINUTES

Environmental Resource Agency Consultation Meeting
for the
Draft 2015-2019 Transportation Improvement Program (TIP)
for the Green Bay Urbanized Area
by the Brown County Planning Commission
September 15, 2014
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:00 a.m.

Attendees: None.

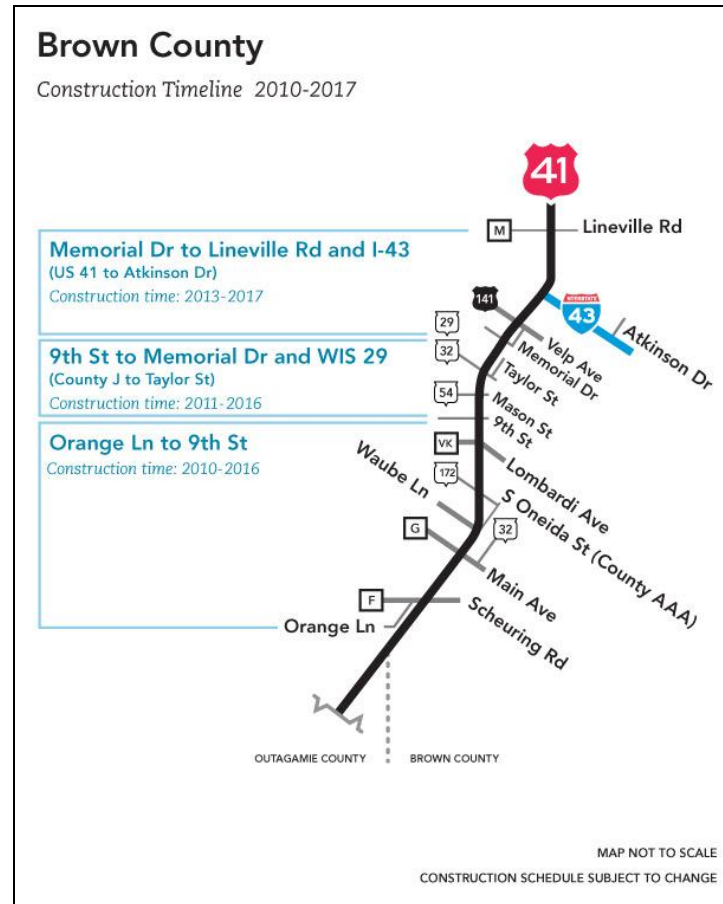
Brown County Planning Commission Staff: Lisa Conard

ORDER OF BUSINESS:

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the draft *2015-2019 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

APPENDIX G

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



APPENDIX H

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

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

Federal-aid Transit Programs

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