

**2018-2022 Transportation Improvement Program
for the
Green Bay Urbanized Area**

**Brown County Planning Commission
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
October 2017**



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration



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RESOLUTION NO. 2017-10

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING THE
2018-2022 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 U.S.C 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, and national origin, in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (P.L. 114-357) 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

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 2018-2022 TIP for the Green Bay Urbanized Area.

NOW, BE IT FURTHER RESOLVED that the MPO planning process is compliant with the requirements of the FAST Act 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 4th day of October 2017.

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 2018–2022. Projects programmed in calendar year 2022 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, Green Bay, 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 MPO Technical Committee) reviewed and made a recommendation for approval of the 2018-2022 TIP to the Brown County Planning Commission Board of Directors on September 18, 2017. The Board of Directors (the MPO Policy Board) approved the TIP on October 4, 2017. Roadway, transit, seniors and individuals 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

Fixing America's Surface Transportation (FAST Act) continues with 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 Block Grant (STBG) Program (formerly STP-U). The STBG Program provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects. Projects receiving STBG dollars may be funded at a federal level between 50 and 80 percent. The remaining funds are provided locally.
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. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. 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. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). 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 (TA). The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant (STBG) Program. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

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.
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 individuals 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.
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, programs 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 THE FAST ACT (The following text has been included in the TIP at the request of Federal Highway Administration)

The FAST Act 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 STBG 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, FHWA, and 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, FHWA, and 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, FHWA, and 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 during the policy board meeting at which action on the amendment can be 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
2018-2022 PROJECTS

A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The 2018-2022 federal-aid approved roadway projects and non-roadway projects can be seen on Tables II-1 through II-4.

Projects contained in the TIP are listed under the calendar year in which they are scheduled to occur. WisDOT programming procedures call for the use of a fiscal year calendar of July 1-June 30. For example, a WisDOT-assigned project let date (the date the contract is awarded) of November 2017 will appear in the TIP as a Calendar Year 2018 project. Capital projects are listed in the calendar year within which the capital items will be acquired.

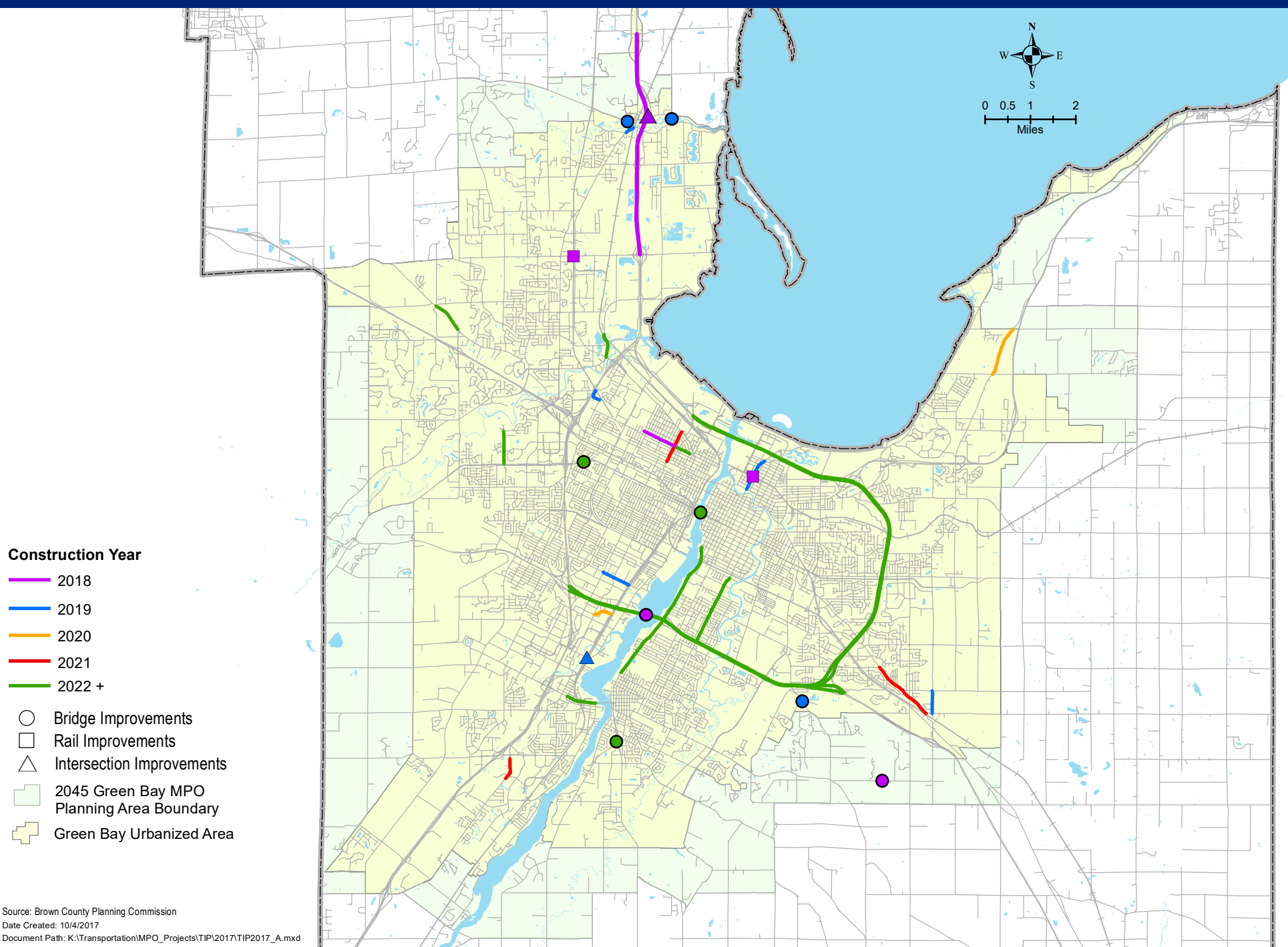
A project location map, Figure A, shows the approved roadway project locations. All right-of-way, preliminary engineering, landscaping, deck overlays, sign refurbishment, and painting projects are not shown on the map. All roadway projects listed on Table II-1 will display a “P” (preservation) or an “E” (expansion) in the project description column. Projects outside of the urban area but within the metropolitan planning boundary are also included in the TIP. The program under which funding is anticipated is noted under the federal total for each project. “Illustrative Only” indicates that funding for the project is not currently available or is proposed for the out year, 2022. 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)
STBG	Surface Transportation Block Grant Program (STBG can be used by the State of Wisconsin for projects on the NHS system. In addition, the MPO receives a direct allocation for use on local projects which are selected and approved by the MPO policy board)
TA	Transportation Alternatives is a set-aside of the Surface Transportation Block Grant Program
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
Section 5311	Rural Transit Assistance Program & portion of former Section 5316 Job Access and Reverse Commute
Section 5339	Bus and Bus Facilities Program (formerly 5309 Capital Program)



Figure A
Project Locations



B. SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

Project Prioritization

Fixing America's Surface Transportation (FAST Act) calls for prioritization of STBG-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 STBG funds in cooperation with FHWA and WisDOT. These procedures were revised by MPO staff and the BCPC Transportation Subcommittee in 2014 and 2015, and the revised procedures were approved by the BCPC Board of Directors in May of 2015.

The MPO's prioritization process ranks STBG-eligible roadway projects based on how thoroughly the projects satisfy specific criteria within the following four categories:

- Multimodal Transportation Safety
- Multimodal Transportation Planning & Facilities
- Transportation System Sustainability & Livability
- Congestion Reduction & System Efficiency

Non-roadway projects continue to 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 continue to be 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, 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. The findings of the prioritization procedure can be seen in Appendix A.

Current Program

The MPO and WisDOT currently program projects on an every-other-year basis, and the program consists of five programming years. The MPO's current five-year STBG funding capacity has been set by WisDOT at \$17,643,730. The STBG Program can be seen in Appendix B.

All roadway projects approved by the Brown County Planning Commission Board of Directors and Wisconsin Department of Transportation appear in Table II-1.

**Table II-1
Roadway Project Listing
(1,000s)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	Grouped Projects Safety	DESIGN	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
158-15-009 (2018)		RE				0				0				0				0				0
158-16-001 (2019)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-17-001 (2020)		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
158-18-001 (2021)	0.00 miles P	HSIP	HSIP				HSIP				HSIP				HSIP				HSIP			
WisDOT	Grouped Projects Rail/Highway crossing improvements	DESIGN				0				0				0				0				0
158-15-010 (2018)		RE				0				0				0				0				0
158-16-002 (2019)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-17-002 (2020)		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-18-002 (2021)	0.00 miles P	STP	STP				STP				STP				STP				STP			
WisDOT	Grouped Projects Rail crossing protective devices	DESIGN				0				0				0				0				0
158-15-011 (2018)		RE				0				0				0				0				0
158-16-003 (2019)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-17-003 (2020)		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-18-003 (2021)	0.00 miles P	STP	STP				STP				STP				STP				STP			
WisDOT	Grouped Projects Enhancements	DESIGN	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25
158-15-012 (2018)		RE				0				0				0				0				0
158-16-004 (2019)		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
158-17-004 (2020)		TOTAL	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175
158-18-004 (2021)	0.00 miles P	STP	STP				STP				STP				STP				STP			
WisDOT	Grouped Projects Preventative Maintenance projects Interstate Highway System	DESIGN				0				0				0				0				0
158-15-013 (2018)		RE				0				0				0				0				0
158-16-005 (2019)		CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-17-005 (2020)		TOTAL	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-18-005 (2021)	0.00 miles P	NHPP	NHPP				NHPP				NHPP				NHPP				NHPP			
WisDOT	Grouped Projects Highway Safety Improvement Program (HSIP)	DESIGN				0				0				0				0				0
158-15-014 (2018)		RE				0				0				0				0				0
158-16-006 (2019)		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-17-006 (2020)	list as STP per WisDOT	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-18-006 (2021)	0.00 miles P	STP	STP				STP				STP				STP				STP			
WisDOT	Grouped Projects Preventative Maintenance projects on the National Highway System	DESIGN				0				0				0				0				0
158-15-015 (2018)		RE				0				0				0				0				0
158-16-007 (2019)		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-17-007 (2020)		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-18-007 (2021)	0.00 miles P	NHPP	NHPP				NHPP				NHPP				NHPP				NHPP			
WisDOT	Grouped Projects STP Preventative Maintenance Connecting Highway System	DESIGN				0				0				0				0				0
158-15-016 (2018)		RE				0				0				0				0				0
158-16-008 (2019)		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-17-008 (2020)		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-18-008 (2021)	0.00 miles P	STP	STP				STP				STP				STP				STP			
WisDOT	Grouped Projects Highway Safety Improvement Program OCR Rail-Highway Crossing Safety	DESIGN				0				0				0				0				0
158-15-017 (2018)		RE				0				0				0				0				0
158-16-009 (2019)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-17-009 (2020)		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-18-009 (2021)	0.00 miles P	HSIP/OCR	HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	Libal Street STH 172 to Kalb St Resurface with bike lanes & some sidewalk	DESIGN RE CONST				0 0 0	284	0	71	355 0 0				0 0 0				0 0 0	2,394	0	599	2,993
Illustrative only	1.60 miles P	TOTAL	0	0	0	0	284	0	71	355	0	0	0	0	0	0	0	0	2,394	0	599	2,993
							STBG- Not Approved												STBG-Not Approved			
Village of Bellevue	Manitowoc Road Allouez Avenue to Kewaunee Rd (STH 29) Rehabilitation with bike lanes & sidewalk 4516-08-71	DESIGN RE CONST					Project approved for \$1,607,909 in STBG funds in 2015. Due to a revised cost estimate, the applicant requested an additional \$1,032,091 in STBG funds and a program move from 2020 to 2021. Approved by MPO Policy Board on 10-4-17.							0 0 0				0 0 0				0 0 0
158-16-016 (2021)	1.45 miles P	TOTAL									0	0	0	0	2,640	0	660	3,300	0	0	0	0
															2,640	0	660	3,300				
											STBG-Approved											
City of De Pere	Lawrence Drive 500' s/o Fortune Av to Scheuring Rd Reconstruction with improved crosswalk & bike lane	DESIGN RE CONST	227	0	57	284				0 0 0				0 0 0				0 0 0				0 0 0
158-18-010 (2018)		TOTAL	227	0	57	284	0	0	0	0	0	0	0	0	2,219	0	555	2,774	0	0	0	0
158-18-011 (2021)							STBG-Approved															
Green Bay Metro	<u>Replacement Buses</u> Two 35' buses in 2018 Three 40' buses in 2019 Three 35' buses in 2021 Three 40' buses in 2022	EQUIP EQUIP EQUIP EQUIP	766	0	192	958	1,183	0	296	1,980					1,219	0	305	1,920	1,255	0	314	1,980
Requesting funds under both FTA and FHWA STBG.		TOTAL	766	0	192	958	1,183	0	296	1,980	0	0	0	0	1,219	0	305	1,920	1,255	0	314	1,980
Illustrative only			Illustrative				Illustrative								Illustrative				Illustrative			
Village of Ashwaubenon	Cormier Road Ashland Av to Oneida St Reconstruct with sidewalk & wide outside lane 9266-11-01	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-14-008 (2019)	0.65 miles P	TOTAL	0	0	0	0	2,554	0	968	3,522	0	0	0	0	0	0	0	0	0	0	0	0
							STBG-Approved															

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Howard	Vincent Road Memorial Drive to N Taylor Street Reconstruct to urban section w 10' shared path on south side & bike lanes 9269-00-12	DESIGN RE CONST TOTAL				0	656	0	164	820				0				0				0
158-14-003 (2019)	0.30 miles E		0	0	0	0	656	0	164	820	0	0	0	0	0	0	0	0	0	0	0	0
							STBG-Approved															
Village of Howard	RiverView Drive & Lakeview Drive Velp Av (CTH HS) to 300' n/o the Mountain Bay Trail Reconstruction to urban section with 4.5' bike lanes & sidewalk	DESIGN RE UTIL CONST TOTAL				0	0	0	325	325				0	0	0	1,325	1,325	0	0	150	150
			0	0	0	0	0	0	325	325	0	0	0	0	0	0	1,325	1,325	2,378	0	595	2,973
Illustrative Only	0.55 miles P		0	0	0	0	0	0	325	325	0	0	0	0	0	0	1,325	1,325	2,378	0	745	3,123
							Local								Local				STBG-Not Approved			
Town of Scott	Bay Settlement Road Church Rd to Van Lanen Rd Reconstruct with bike lanes	DESIGN RE CONST TOTAL				0				0	1,580	0	395	1,975				0				0
			0	0	0	0	0	0	0	0	1,580	0	395	1,975	0	0	0	0	0	0	0	0
Illustrative Only							STBG-Not Approved															
Village of Suamico	Riverside Drive 150' w/o Velp Av to Side St Reconstruction to shared-use facility	DESIGN RE CONST TOTAL				0	1,056	0	264	1,320				0	0	0	0	0	0	0	0	0
			0	0	0	0	1,056	0	264	1,320				0	0	0	0	0	0	0	0	0
Illustrative only	0.27 miles P						STBG-Not Approved															
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	0	0	189	189				0				0	2,073	0	518	2,591				0
			0	0	189	189	0	0	0	0	0	0	0	0	2,073	0	518	2,591	0	0	0	0
158-18-012 (2021)	0.86 miles P		Local												STBG-Approved							
City of Green Bay	Mather Street Vroman Street to Roy Avenue Reconstruction of urban section existing sidewalk & widened outside lane LET in late 2017; 4987-02-62	DESIGN RE CONST TOTAL				0	652	0	787	1,439	Note: Met the 50% federal minimum requirement at the time of approval.							0				0
						0	652	0	787	1,439								0				0
158-11-004 (2018)	0.32 miles P		STBG-Approved								0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Webster Avenue University Av to Radisson Street Reconstruct w off-street trail on west side, sidewalk on east side, & bike lanes 4987-02-65 0.87 miles P	DESIGN RE CONST TOTAL				0 0 0 0				0 0 4,910 4,910				0 0 1,228 1,228				0 0 0 0				0 0 0 0
158-14-001 (2019)										STBG-Approved												
City of Green Bay	Mather Street Locust St to Gray St Reconstruction of urban section with recondition of existing sidewalk & addition of bike lanes	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0 0 1,765 1,765
Illustrative Only																						Local-No federal request
City of Green Bay	Country Club Road Indian Hill Dr to West Mason St Frontage Reconstruction w addition of sidewalk & bike lanes	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				0 0 1,871 1,871
Illustrative Only																						Local-No federal request
Brown County Village of Bellevue (50%/50%)	S. Huron Road (CTH EA) Willow Road to STH 29 Reconstruction to urban section w roundabout at Willow Rd & bike lanes & sidewalk 4516-07-00, 71 0.53 miles E	DESIGN RE CONST TOTAL				0 0 0 0				0 0 1,990 1,990				0 0 497 497				0 0 0 0				0 0 0 0
158-14-016 (2019)										STBG-Approved												
Brown County V. of Ashwaubenon (50%/50%)	Vanderperren Way (CTH HH) Holmgren Way to Ashland Avenue Reconstruct with bicycle lanes & sidewalk 9266-11-02 & 03 0.31 miles E	DESIGN RE CONST TOTAL												0 0 1,581 1,581				0 0 395 395				0 0 0 0
158-16-019 (2020)																						
Brown County Village of Howard (50%/50%)	CTH C CTH FF to Greenfield Avenue Reconstruction urban section with 4' bicycle lanes & sidewalk	DESIGN RE CONST TOTAL				0 0 0 0				417 0 0 417				0 0 104 104				0 0 0 0				0 0 2,870 2,870
Illustrative Only																						STBG - Not Approved

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 32 (Ashland Avenue) Intersection at Parkview Road Safety Improvement	DESIGN RE CONST				0 0 0		476	61	0	537			0 0 0				0 0 0				0 0 0
158-16-012 (2019)	4190-16-73 0.20 miles P	TOTAL	0	0	0	0	476	61	0	537	0	0	0	0	0	0	0	0	0	0	0	0
							HSIP															
WisDOT	STH 32 (Main Avenue) City of De Pere 3rd St to 8th St Reconstruction	DESIGN RE CONST				0 0 0					0 0 0			0 0 0				0 0 0				0 0 0
158-10-032 (2030)	4085-32-71 0.82 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,160	1,540	0	7,700
																			6,160	1,540	0	7,700
																			NHPP			
WisDOT	STH 32	DESIGN				0				0				0				0				0
Brown County	STH 32 northbound near CTH PP	RE				0				0				0				0				0
City of De Pere	Bridge Replacement B-05-0052	CONST				0				0				0				0	1,150	288	0	1,438
	4085-62-71		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,150	288	0	1,438
158-18-013 (2022)	0.08 miles P																		NHPP			
WisDOT	STH 54 (Mason St) Bridge over Fox River Bridge Design	DESIGN	4,800	1,200	0	6,000				0				0				0				0
										0				0				0				0
										0				0	0	0	0	0				0
	Rehabilitation in 2027																					
158-18-014 (2018)	9210-18-00 0.73 miles P		4,800	1,200	0	6,000	0	0	0	0	0	0	0	0	0	0	0	0				0
			NHPP																			
WisDOT	STH 54 (West Mason Street) Beaver Dam Creek Bridge	DESIGN	169	0	56	225				0				0				0				0
	Replace Box Culvert	RE				0				0				0				0				0
	9210-19-00, 71	CONST				0				0				0	0	0	0	0	414	104	0	518
158-17-010 (2018)																						
158-17-011 (2022)	.032 miles P	TOTAL	169	0	56	225	0	0	0	0	0	0	0	0	0	0	0	0	414	104	0	518
			NHPP																NHPP			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 57 (Riverside Dr) North Allouez limits to South Allouez limits Reconstruction 4085-38-00, 21, 71 LET in early 2030 2.89 miles P	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				
158-09-801 (2030)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,428	2,532		12,960
																			10,428	2,532	0	12,960
																			STBG			
WisDOT	STH 57 (Broadway) Randall Av to North De Pere limits Reconstruction 4085-39-00, 71 LET in early 2030 0.46 miles P	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				
158-09-802 (2030)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,121	374	0	1,495
																			1,121	374	0	1,495
																			STBG			
WisDOT	STH 172 I-43 to I-41 Fox River Bridge Paint Steel Girders B-5-149 1210-05-60 .61 miles P	DESIGN RE CONST TOTAL				0 0 8,294 8,294				0 0 0 0				0 0 0 0				0 0 0 0				
158-18-015 (2018)			6,635	1,659	0	8,294													0	0	0	0
																			NHPP			
WisDOT	STH 172 I-41 to I-43 Construction/Resurface - Mill/Overlay 1210-09-71 6.96 miles P	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0				
158-18-016 (2025)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,120	3,530	0	17,650
																			14,120	3,530	0	17,650
																			NHPP			
WisDOT	I-41 Green Bay to Oconto Lineville Rd to Norfield Rd Resurface 1130-32-00, 71 LET on 12/12/2017 4.98 miles P	DESIGN RE CONST TOTAL				0 0 12,388 12,388				0 0 0 0				0 0 0 0				0 0 0 0				
158-11-025 (2018)			9,910	2,478	0	12,388													0	0	0	0
																			NHPP			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-41 Green Bay to Oconto CTH B Interchange Operational Improvements 1150-54-71 LET on 12/12/2017 0.00 miles P	DESIGN RE CONST TOTAL				0 0 2,737 2,737				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
158-13-019 (2018)		NHPP	2,171	543	23		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Brown County	I-43 STH 172-Atkinson Dr Manitowoc-Green Bay Construction & Resurface Structures 1227-08-73 11.75 miles P	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	Scheduled for 2025			
158-16-015 (2025)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,860	4,190	0	21,050
																		16,860	4,190	0	21,050	
WisDOT	CTH M (Lineville Rd) near Velp Av Rail Crossing Improvement	DESIGN RE CONST				0 0 202				0 0 0				0 0 0				0 0 0				0 0 0
158-14-013 (2018)	1009-93-62 0.00 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		HSIP/OCR																				
WisDOT Brown County Ledgeview	CTH MM Bridge & Approaches over Bower Creek near Fonferek Glen in Ledgeview P-05-0106 4555-02-71 40' P	DESIGN RE CONST TOTAL				0 0 475 475				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0
158-15-020 (2018)			380	0	95			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		STP-Flex																				
WisDOT	Webster Avenue at Eastman Avenue Wisconsin Central Railroad Replace Signals and Gates 4987-02-69 0.00 miles P	CONST	175	0	175	350				0 0 0				0 0 0				0 0 0				0 0 0
158-18-017 (2018)			175	0	175	350		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Webster Avenue at Eastman Avenue Wisconsin Central Railroad Replace Crossing Surface/Switch 4987-02-68 0.00 miles P	CONST	439	0	67	505				0 0 0				0 0 0				0 0 0				0 0 0
158-18-018 (2018)			439	0	67	505		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		HSIP-Rail																				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				For Information Only Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT Brown County Village of Suamico	CTH HS (Velp Ave) located n/o Riverside Dr Suamico River Bridge Replacement B-05-0437	DESIGN RE CONST				0				0				0				0				0
158-16-022 (2019)	3271-00-71 74' P					0	595	127	21	743				0				0				0
			0	0	0	0	595	127	21	743	0	0	0	0	0	0	0	0	0	0	0	0
							STBG Flex															
WisDOT Brown County Village of Suamico	CTH J (Lakeview Drive) located n/o Riverside Dr Suamico River Bridge Replacement B-05-0443	DESIGN RE CONST				0				0				0				0				0
158-16-021 (2019)	9286-05-71 71' P					0	605	0	151	756				0				0				0
			0	0	0	0	605	0	151	756	0	0	0	0	0	0	0	0	0	0	0	0
							NHPP															
WisDOT Brown County Village of Bellevue	CTH V (Lime Kiln Rd) located n/o Tordeur Ln Bower Creek Bridge Replacement B-05-0441	DESIGN RE CONST				0				0				0				0				0
158-16-020 (2019)	4603-05-71 51' P					0	603	0	151	754				0				0				0
			0	0	0	0	603	0	151	754	0	0	0	0	0	0	0	0	0	0	0	0
							NHPP															

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

In the Green Bay Urbanized Area, Green Bay Metro, the public transportation operator, is the direct recipient. For calendar year 2018, Green Bay Metro is anticipating approximately \$2.3 million in Section 5307 funds, or 27.3 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.

Green Bay Metro operating and capital projects are programmed for a five year period of 2018-2022 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 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 15 full service fixed routes are in operation. Metro operates Monday through Friday from 5:15 a.m. to 9:45 p.m. and on Saturday from 7:15 a.m. to 6:45 p.m. Service is not provided on Sundays or on major holidays, with the exception of Packers game day service.

Paratransit Program

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

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

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

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

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

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	SFY 2018				SFY 2019				SFY 2020				SFY 2021				For Information Only SFY 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Operating Assistance*</u>	OPER	2,347	2,347	2,163	6,858	2,347	2,347	2,206	6,901	2,347	2,347	2,250	6,945	2,347	2,347	2,295	6,990	2,347	2,347	2,341	7,036
	* Does not include farebox or other revenue. Includes expenses of 1% relating to enhancements.	TOTAL	2,347	2,347	2,163	6,858	2,347	2,347	2,206	6,901	2,347	2,347	2,250	6,945	2,347	2,347	2,295	6,990	2,347	2,347	2,341	7,036
158-18-101 (2018)			Section 5307 Approved				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>Capitalized Maintenance</u> Under FAST Act, Metro qualifies for capitalized maintenance	CAPITAL	530	0	132	662	530	0	132	662	530	0	132	662	530	0	132	662	530	0	132	662
		TOTAL	530	0	132	662	530	0	132	662	530	0	132	662	530	0	132	662	530	0	132	662
158-18-102 (2018)			Section 5307 Approved				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>Section 5339 Direct Allocation as per FTA</u> Grouped - variety of capital projects to be approved by FTA	CAPITAL	184	0	46	230	184	0	46	230	184	0	46	230	184	0	46	230	184	0	46	230
		TOTAL	184	0	46	230	184	0	46	230	184	0	46	230	184	0	46	230	184	0	46	230
158-18-103 (2018)			Section 5339 Approved				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro Requesting funds under both FTA and FHWA STBG.	<u>Replacement Buses</u>	EQUIP	766	0	192	958																
	Two 35' buses in 2018	EQUIP					1,183	0	296	1,980												
	Three 40' buses in 2019	EQUIP													1,219	0	305	1,920				
	Three 35' buses in 2021	EQUIP																	1,255	0	314	1,980
	Three 40' buses in 2022	EQUIP																				
		TOTAL	766	0	192	958	1,183	0	296	1,980	0	0	0	0	1219.2	0	305	1,920	1,255	0	314	1,980
			Illustrative only				Illustrative only				Illustrative Only											
Green Bay Metro	<u>ADA Accessible Passenger Shelters, Benches & Pads</u>	EQUIP	21	0	5	26	21	0	5	26	21	0	5	26	21	0	5	26	21	0	5	26
		TOTAL	21	0	5	26	21	0	5	26	21	0	5	26	21	0	5	26	21	0	5	26
			Illustrative only				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>Support Vehicle</u> Three for 2017	EQUIP	64	0	0	80																
		TOTAL	64	0	0	80																
			Illustrative only																			

Project Description	Type of Cost	SFY 2018				SFY 2019				SFY 2020				SFY 2021				For Information Only SFY 2022			
		Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
<u>Building Upgrades</u>																					
Replace two boilers w circulating pump	EQUIP	56	0	14	70																
Rehabilitation of shop floor	CONST	80	0	20	100																
	TOTAL	136	0	34	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Illustrative only																			
<u>Computers & Printer</u>																					
Upgrade & printer system for Paratransit IDs	EQUIP	24	0	6	30					10	0	3	13								
Computer & AVL Software Upgrades	EQUIP																				
	TOTAL	24	0	6	30	0	0	0	0	10	0	3	13	0	0	0	0	0	0	0	0
		Illustrative only								Illustrative only											
<u>Facility</u>																					
Rehabilitation and Renovations	CONST	80	0	20	100																
	TOTAL	80	0	20	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Illustrative only																			
<u>Paratransit Vehicles</u>																					
Twelve	EQUIP	600	0	150	750																
	TOTAL	600	0	150	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Illustrative only																			
<u>Bus Route Signs</u>																					
Replacement	EQUIP					48	0	12	60												
	TOTAL	0	0	0	0	48	0	12	60	0	0	0	0	0	0	0	0	0	0	0	0
						Illustrative only															
<u>Automatic Passenger Counters</u>																					
	EQUIP					180	0	45	225												
	TOTAL	0	0	0	0	180	0	45	225	0	0	0	0	0	0	0	0	0	0	0	0
						Illustrative only															

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 individuals 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 Section 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 Board of Directors (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 *Recipient Coordination and Management Plan* identifies the Brown County Planning Commission Board of Directors as having approval authority for the Green Bay Urbanized Area's Section 5310 funds. The Green Bay Urbanized Area receives an annual allocation determined by FTA and WisDOT. It is estimated that Green Bay Urbanized Area will receive a total of \$168,390 for the 2017 program.

Ten percent of the allocation can be used to administer the program, and the rest of the allocation is to be used for eligible projects. The administration allowance is provided to Green Bay Metro to cover the costs associated with the Designated Recipient's responsibilities including but not limited to electronic grant management, record keeping, and reporting.

Eligible applicants include private non-profits and local public bodies. Eligible projects include the purchase of human service vehicles, program operating expenses, mobility management, and non-vehicle capital. Past awards have included the purchase of accessible vehicles for use by Curative Connections in its transportation program, an accessible vehicle for the Disabled American Veterans (DAV) to transport veterans to and from medical appointments, and accessible bus shelters for Green Bay Metro.

The approved Section 5310 program can be seen in Table II-3.

**Table II-3
Specialized Transportation Programming**

Primary Jurisdiction/ Project Sponsor	Project Description	Program	Jan - Dec 2018			
			Federal	State	Local	Total
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10% The Cycle 42/Calendar Year 2018 Section 5310 allocation is \$168,392.	Section 5310	16,840	0	0	16,840
158-18-501 (2018)		TOTAL	16,840	0	0	16,840
			Section 5310 - Approved			
Green Bay Metro	Specialized Transportation Mobility Management Program for Brown County Mobility Coordinator and Travel Trainer positions to coordinate and expand transportation services for seniors & individuals w disabilities throughout Brown County. <u>Note:</u> Non-Federal funds from Brown County's State 85.21 allocation and Green Bay Metro's State 85.20 allocation.	CAPITAL				
		Section 5310	75,776	0	0	75,776
		State 85.21	0	29,044	7,261	36,305
		State 85.20	0	36,305	0	36,305
158-18-502 (2018)		TOTAL	75,776	65,349	7,261	148,386
			Section 5310 - Approved			
Curative Connections *	Vehicles for Transportation Service for seniors & individuals w disabilities One mini-bus with 8 ambulatory/1 wheelchair position One mini-bus with 8 ambulatory/1 wheelchair position	VEHICLE	45,600	0	11,400	57,000
		VEHICLE	30,176	0	26,824	57,000
158-18-503 (2018)		TOTAL	75,776	0	38,224	114,000
			Section 5310 - Approved			
Door-Tran Inc.	Mobility Manager & Transportation Program* Mobility Manager Position (1.5 FTE) & Expenses Program Operations: Volunteer & Vouchers (includes revenue) Volunteer Coordinator (0.75 FTE)	CAPITAL	87,758	0	22,926	110,684
		OPER	34,222	0	45,300	79,522
158-18-504 (2018)		TOTAL	121,980	0	68,226	190,206
			Section 5310 - Approved			
Forward Service Corporation	Forward Service Corporation is using WETAP (Wisconsin Employment Transportation Assistance Program) funds to help low-income workers with a subsidized vanpool, Transportation Coordinators, and no-interest vehicle repair fund. The vanpool will help more than 120 people secure reliable, affordable transportation to work. The subsidy is graduated over 6 months with the riders assuming the full cost of the lease with a 3rd party vendor. The Transportation Coordinators in Green Bay and Oshkosh will serve low-income job seekers, set up vanpools, and work with other community agencies and vanpools to address transportation gaps. The no-interest vehicle repair loan will fill a definite gap as no program exists to provide such loans.	CAPITAL	56,601	56,609	107,833	221,043
*Regional Program including Service in the Green Bay Urbanized Area		OPER	19,065	19,068	89,325	127,458
158-18-505 (2018)		TOTAL	75,666	75,677	197,158	348,501
			Section 5311 and WETAP - Approved			

*Section 5310 requests are \$15,423 over allocation.

**Table II-4
Transportation Alternatives (TA)**

Primary Jurisdiction Project Sponsor	Project Description	Type	Jan - Dec 2018				Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	<u>Webster Elementary School</u> Safe Routes To School (SRTS) Construction of additional sidewalks & crossings in the area surrounding Webster Elementary School.	CONST	350,694	0	87,694	438,388				0				0				0
										0				0				0
										0				0				0
158-15-201 (2018)	4517-05-71		350,694	0	87,694	438,388	0	0	0	0	0	0	0	0	0	0	0	0
			TA - Approved - WisDOT moved to 2018															
										0				0				0
										0				0				0
										0				0				0
	WisDOT's TA funding opportunity occurs on an every other year basis. The next cycle is scheduled for late fall of 2017/ early 2018. Approved projects will be added to the TIP via the Major Amendment process.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

E. SURFACE TRANSPORTATION BLOCK GRANT SET ASIDE FOR TRANSPORTATION ALTERNATIVES (TA)

Eligible Transportation Alternative 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).

Somewhat similar to the Section 5310 program, WisDOT decided that it would not administer the program in urbanized areas in Wisconsin that exceed 200,000 people. Therefore, the Brown County Planning Commission Board of Directors has approval authority for the Green Bay Urbanized Area's TA program.

WisDOT offers the program on an every-other-year basis with the next application cycle beginning in the late fall of 2017 and concluding in the spring of 2018. The Green Bay Urbanized Area's two-year TA allocation amount has not been determined.

Previously approved projects are found in Table II-4.

F. WISCONSIN STATE FREIGHT PLAN

The Wisconsin Department of Transportation (WisDOT) announced the release of the final draft of its State Freight Plan (SFP) and System-plan Environmental Evaluation (SEE) in December of 2016. The following relates to the Green Bay Urbanized Area:

**Wisconsin State Freight Plan
Chapter 9: Investment and Implementation
Recommendations for Brown County**

Appendix 9-1: Wisconsin's Highway/Interstate (Freight) Projects

SFY	HWY	Miles	Project Title	Work Type
2018	I-41	4.98	Green Bay to Oconto	Resurfacing
2018	I-41	----	Green Bay to Oconto	Miscellaneous
2018	various		Region Wide Deck Sealing	Bridge Rehabilitation
2019	none			
2020	none			
2021	none			

Appendix 9-2: Wisconsin's Rail (Freight) Projects

SFY	Operating Railroad	Miles	Project Title	Work Type
none				

G. INTERCITY BUS SERVICE – 2017

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. Section 5311 and state funds are used to offset the cost of operating the services.

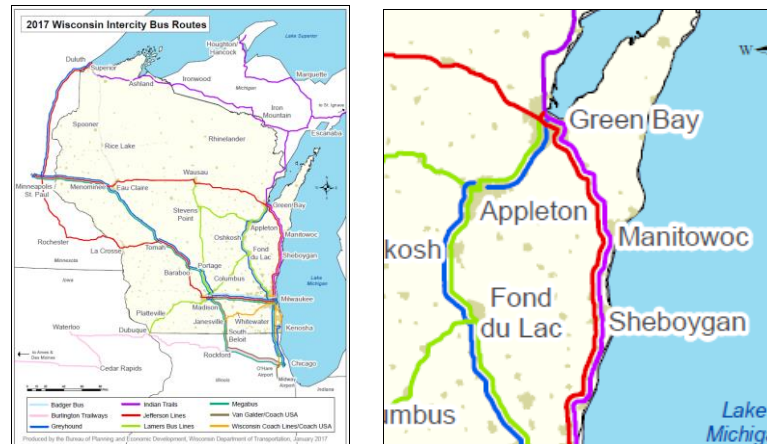
Green Bay to Milwaukee Service

Greyhound provides service between Green Bay and Milwaukee along the I-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 I-41 and I-43. Currently, the Michigan DOT uses federal and state funding to offset the cost of this service.

2017 Wisconsin Intercity Bus Routes



H. 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 Curative Connections 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 dioxides, 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. 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 Ambient Air Quality Standard for Ground Level Ozone? A new standard of 70 parts per billion (ppb) was established in 2015, but the standard of 75ppb set in 2008 is still in effect. The 2015 standard will not be in effect for some time. The graph below shows ground level ozone value at the monitoring site on the UW-Green Bay campus.

**Wisconsin Department of Natural Resources
8-Hour Ozone Design Values for 2013-2015**



Annual fourth-highest daily maximum 8 hour average concentration, averaged over 3 years

Particulate Matter (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, and motor vehicles), crushing or grinding operations, dust from paved or unpaved roads, and certain industrial processes.

What is the National Ambient 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 $12 \mu\text{g}/\text{m}^3$. A monitoring station is located at Green Bay East High School. The standards for 24 Hour and Annual Values are currently met within the Green Bay Urbanized Area.

24 Hour $PM_{2.5}$ Values for 2013-2015



Annual $PM_{2.5}$ Values for 2013-2015



Brown County PM_{2.5} Emissions – EPA 2014

Fuel combustion accounts for the largest emission by source sector. Further breakdown of fuel combustion reveals that industrial boilers are the largest source. Residential emissions are primarily caused by wood burning.

PM _{2.5} Emissions by Sector by Short Ton		PM _{2.5} Emissions Fuel Combustion by Short Ton		PM _{2.5} Emissions Residential by Short Ton	
Source	Total Emissions	Source	Total Emissions	Source	Total Emissions
Fuel Combustion	855	Industrial Boilers (Biomass & Coal)	465	Wood Burning	298
Dust	370	Residential	301	Natural Gas	2
Agriculture	360	Commercial/Institutional	36	Oil	1
Industrial Processes	274	Electric Generation	31	Total:	301
Miscellaneous	266	Industrial Boilers (Natural Gas)	22		
Mobile	249	Total:	855		
Fires	17				
Solvent	10				
Total:	2,401				

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

FAST Act 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 2018–2021 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 2022 as fiscal constraint is a four-year requirement.

Table III-1
Summary of Federal Funding Programmed
Fiscal Constraint Demonstration - Four Year Requirement

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2018	2019	2020	2021	Total	2018	2019	2020	2021	Total
FHWA	STBG (MPO Allocation)	\$652,000	\$10,337,000	\$1,581,000	\$4,713,000	\$17,283,000	\$652,000	\$10,337,000	\$1,581,000	\$4,713,000	\$17,283,000
	STBG (WisDOT)	\$854,000	\$854,000	\$854,000	\$854,000	\$3,416,000	854,000	854,000	854,000	854,000	\$3,416,000
	STP Flex	380,000	595,000	0	0	\$975,000	380,000	595,000	0	0	\$975,000
	HSIP	371,000	716,000	240,000	240,000	\$1,567,000	371,000	716,000	240,000	240,000	\$1,567,000
	NHPP	24,245,000	1,768,000	560,000	560,000	\$27,133,000	24,245,000	1,768,000	560,000	560,000	\$27,133,000
	TA	350,694	0	0	0	\$350,694	350,694	0	0	0	\$350,694
	Total	\$26,852,694	\$14,270,000	\$3,235,000	\$6,367,000	\$50,724,694	\$26,852,694	\$14,270,000	\$3,235,000	\$6,367,000	\$50,724,694
FTA	Section 5307	\$2,877,000	\$0	\$0	\$0	\$2,877,000	\$2,877,000	\$0	\$0	\$0	\$2,877,000
	Section 5310	168,392	0	0	0	\$168,392	168,392	0	0	0	\$168,392
	Section 5339	184,000	0	0	0	\$184,000	184,000	0	0	0	\$184,000
	Total	\$3,229,392	\$0	\$0	\$0	\$3,229,392	\$3,229,392	\$0	\$0	\$0	\$3,229,392

* Several projects were approved under MAP-21 and will be implemented under FAST Act. STP renamed Surface Transportation Block Grant Program in Fast Act.

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

See Table III-5 for the bus fleet.

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

	Actual				Estimated	Projected		
	2013	2014	2015	2016	2017	2018	2019	2020
Operating Expense:	\$7,228,164 0.71%	\$7,650,535 5.84%	\$7,466,208 -2.41%	\$7,156,064 -4.15%	\$8,614,092 20.37%	\$8,692,480 0.91%	\$8,772,436 0.92%	\$8,853,991 0.93%
Funding Sources:								
<u>Public Operating Assistance:</u>								
Federal Section 5307/Capitalized Maintenance	\$2,148,235	\$2,174,586	\$2,109,947	\$1,812,274	\$2,347,340	\$2,347,340	\$2,347,340	\$2,347,340
Federal Section 5310 Enhanced Mobility								
State of Wisconsin Section 85.20	2,218,070	2,219,546	2,382,178	2,438,165	2,347,340	2,347,340	2,347,340	2,347,340
City of Green Bay	1,040,024	1,282,643	883,944	879,099	1,601,200	1,633,224	1,665,888	1,699,206
City of De Pere	118,775	140,799	88,970	84,587	145,829	148,746	151,721	154,755
Village of Allouez	72,883	83,074	54,866	52,039	78,683	80,257	81,862	83,499
Village of Ashwaubenon	84,957	189,524	137,132	128,599	238,180	242,944	247,802	252,759
Village of Bellevue	28,582	35,397	31,108	32,270	56,680	57,814	58,970	60,150
Oneida Tribe of Indians	108,199	0	0	0	0	0	0	0
<u>Public Operating Assistance Subtotal:</u>	<u>\$5,819,724</u>	<u>\$6,125,569</u>	<u>\$5,688,145</u>	<u>\$5,427,034</u>	<u>\$6,815,253</u>	<u>\$6,857,664</u>	<u>\$6,900,924</u>	<u>\$6,945,049</u>
<u>Revenue:</u>								
Farebox Revenue - Fixed Route Bus	\$924,269	\$1,017,708	\$899,771	\$896,921	\$859,000	\$876,180	\$893,704	\$911,578
Farebox Revenue - Paratransit Program	366,310	380,479	549,929	593,127	561,000	572,220	583,664	595,338
Advertising (sale of ads on buses)	88,980	88,486	121,957	157,825	100,000	102,000	104,040	106,121
Investment Income	13,277	9,585	4,784	9,345	9,000	9,180	9,364	9,551
Other Revenues (sale of used oil & parts, etc.)	15,604	28,708	201,622	71,813	269,839	275,236	280,740	286,355
<u>Revenue Subtotal:</u>	<u>\$1,408,440</u>	<u>\$1,524,966</u>	<u>\$1,778,063</u>	<u>\$1,729,030</u>	<u>\$1,798,839</u>	<u>\$1,834,816</u>	<u>\$1,871,512</u>	<u>\$1,908,942</u>
Funding Sources Total:	\$7,228,164	\$7,650,535	\$7,466,208	\$7,156,064	\$8,614,092	\$8,692,480	\$8,772,436	\$8,853,991

* 2016 operating expenses were substantially under budgeted amount due to low diesel fuel prices, decreases in the number of paratransit trips provided by MV, and additional service budgeted but not implemented.

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

Item	Actual				Estimated	Projected		
	2013	2014	2015	2016	2017	2018	2019	2020
Revenue Passengers (1,000s)	1,482	1,429	1,395	1,323	1,240	1,252	1,265	1,278
Revenue Miles (1,000s)	1,071	1,046	1,106	1,137	1,178	1,178	1,178	1,178
Operating Expense (1,000s)	\$7,228	\$7,651	\$7,466	\$7,031	\$8,614	\$8,786	\$8,962	\$9,141
Farebox Revenue (1,000s)	\$1,281	\$1,398	\$1,450	\$1,490	\$1,420	\$1,448	\$1,477	\$1,507
Expense/Mile	\$6.75	\$7.31	\$6.75	\$6.18	\$7.31	\$7.46	\$7.61	\$7.76
Expense/Passenger	\$4.88	\$5.35	\$5.35	\$5.31	\$6.95	\$7.02	\$7.09	\$7.16
Passenger/Mile	1.38	1.37	1.26	1.16	1.05	1.06	1.07	1.08
Revenue/Passenger	\$0.86	\$0.98	\$1.04	\$1.13	\$1.15	\$1.16	\$1.17	\$1.18
Bus Fleet	35	35	35	35	34	34	34	34
Employees	64.0	62.0	63.0	63.0	64.0	65.0	65.0	65.0

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

Fare Category	1998	2003	2005	2009	2018
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
College 30-Day Pass					\$30.00
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

* Green Bay Area Public School students ride for free with a valid student id card. Green Bay Metro is reimbursed by the school district.

Table III-5 Green Bay Metro Bus Fleet					
Bus Quantity	Year	Make	Length	Seats	Age in Years
9	2003	New Flyer	30'	25	14
3	2004	New Flyer	30'	25	13
9	2009	New Flyer	35'	29	8
10	2011	Gillig	35'	29	6
4	2015	Gillig	40'	40	2
	Two to be delivered in 2018		35'		
	Two to be delivered in 2018		40'		
35					
Average Age in Years:					8.71

The 2018-2022 capital improvement program developed by Green Bay Metro staff includes the following:

In 2018 through 2022, Green Bay Metro will receive Section 5339 funds to cover smaller-scale capital improvements. Improvements could include facility repair and/or smaller capital items.

In 2018 through 2021, Metro will request funds to purchase 35' and 40' buses to replace the 30' 2003 and 2004 New Flyer buses that have exceeded their useful lives.

Also in the years 2018 through 2022, Metro will request funding to replace two boilers with circulating pumps, rehabilitate the shop floor, and purchase the following items:

- ADA computer software and equipment
- AVL software upgrades
- Bus vacuum system
- Forklift
- Back-up generator
- Bus stop signs

Financial Estimates with Inflation Factors

FAST Act 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 Justification for Federally Funded Projects

Jurisdiction	Funding Source	Project	Program Year(s)	Annual Inflation Factor	Justification
Federal/State	various	various	2018+	1.8%	WisDOT Bureau of Planning & Economic Development
Brown County	STBG Program	various	2019+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
Green Bay	STBG Program	various	2018+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
Ashwaubenon	STBG Program	Cormier Rd	2019	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
Howard	STBG Program	Vincent Rd	2019	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
Green Bay Metro	Section 5307	operating	2018+	2% or less	Projected service levels and past experience
	various	capital items	2018+	2% or less	Current cost with little or no inflation
Recipients	Section 5310	vehicles	2018+	0%	WisDOT contract rate used; actual cost

*Source: <http://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/STBG-instr.pdf>

CHAPTER IV
TRANSPORTATION PLANNING PROCESS

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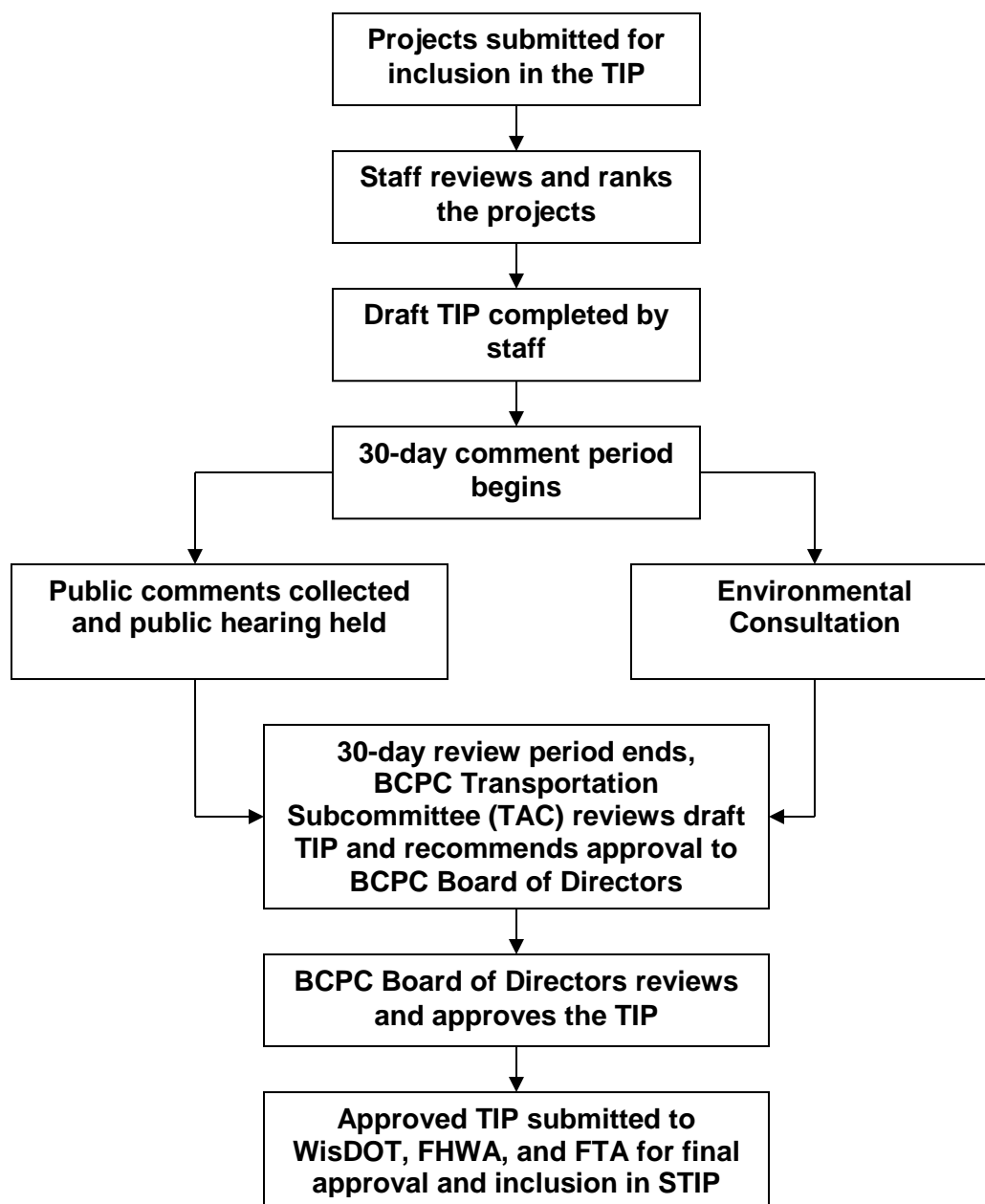
A. OVERALL TRANSPORTATION PLANNING PROCESS

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 *2018-2022 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 2018-2022 Transportation Improvement Program*. See Appendix C for a copy of the notice. This notice informs the public of the availability of the draft TIP and solicits public input. The notice also details the dates of all significant meetings and hearing regarding the TIP.

In addition, MPO staff forwards information to over 190 individuals or entities that comprise the MPO Public Participation Process list. A copy of the letter can be seen in Appendix D. The MPO also posts information on Facebook and Twitter.

Draft copies of the TIP are made available for a period of approximately 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 E for the transcript of the public hearing and Appendix F for a list of all comments received during the 30 day public review period.

TIP DEVELOPMENT AND APPROVAL SCHEDULE

The following is a schedule of events for 2017:

August 23	30-day public review and comment period begins (August 23-September 21).
August 23	1 st Notice of 30-day Review Period, Request for Comments, and Public Hearing on Draft TIP published.
August 30	2 nd Notice published.
September 6	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
September 18	Environmental Consultation meeting with Resource Agencies.
September 18	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 21	30-day public review and comment period ends. If significant comments are received they will be provided to the Transportation Subcommittee.
October 4	Brown County Planning Commission Board of Directors meeting – consideration of comments from the public review and hearing, environmental consultation, and Transportation Subcommittee recommendation.
October 30	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 “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. 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
Green Bay Urban Area - Private Transportation Companies
Taxi and Accessible Vehicle Services
(Transportation Network Companies such as Uber and Lyft, are not included.)

1 Awesome Cab 118 Washington Street Green Bay WI 54301 (920) 639-8687	American Shuttle 800 Cedar Street Green Bay WI 54301 (920) 713-4521	Checker Yellow 1212 S Maple Avenue Green Bay WI 54304 435-1111/435-1100	First Choice Shuttle 2437 Babcock Road Green Bay WI 54313 (920) 471-6061	Limo Shuttle 2600 S Ashland Avenue Green Bay WI 54304 (920) 494-3931	Transporter Livery Service 613 Hubbard Street #2 Green Bay WI 54303 (920) 328-3988
1st Choice Shuttle/Taxi 2995 Holmgren Way #12 Green Bay WI 54304 (920) 471-6061	Arms of Angels 1658 Silhouette Lane De Pere WI 54115 (920)-360-3202	Comfort Travel 1029 Sunset Beach Rd Suamico WI 54173 (920) 490-7667	First Student 1840 Lime Kiln Rd Green Bay WI 54311 (920) 438-9939	Medi-Van of Green Bay 2525 Indian Hill Dr Green Bay, WI 54313 (920) 465-4488	Tundra Valley Taxi 1124 State Street Green Bay WI 54304 (920) 713-7433
A-1 Medi Mobile 2819 University Avenue Green Bay WI 54311 (920) 469-3559	Astro Shuttle/Astro Taxi 2803 Packerland Drive Green Bay WI 54313 (920) 499-9119	Dairyland Taxi 2077 Airport Dr Green Bay WI 54304	Green Bay Taxi 1823 Nancy Avenue Green Bay WI 54303 (920) 438-9939	Oneida Shuttle Transportation 2170 Airport Drive Green Bay WI 54313 (920) 429-3452	Wheelchair Transportation 1269 Langlade Avenue Green Bay WI 54304
A & J Mobility 1330 Mid Valley Dr De Pere WI 54115	BayBus Shuttle LLC 846 Lime Kiln Rd Green Bay WI 54303 (920) 432-5555	DW Shuttle 106 Oakton Lane Green Bay WI 54311 (920) 713-4959	GT Mobility & Services 844 Ontario Rd Green Bay WI 54311	Out and About 1627 Murphy Drive Green Bay WI 54303 (920) 366-4030	Yellow Cab of Brown County 1701 Morrow Street Green Bay WI 54302 (920) 435-1111
Able Taxi and Tours LLC 1950 Cofrin Drive #9165 Green Bay WI 54302 (920) 265-7760	Bay City Transport Inc 416 Clinton Street Green Bay WI 54303 (920) 432-5555	Dynasty Transportation 840 S Jackson Street Green Bay WI 54301 (920) 857-3401	It's Your Taxi & Shuttle 1818 Beech Tree Dr Green Bay WI 54304 (920) 373-5222	Packerland Shuttle/Taxi 2151 Old Martin Rd De Pere WI 54115 (920) 327-2880	
Ace Cab/Cab Checker 1217 S Maple Avenue Green Bay WI 54304 435-1111/435-1100	Bring It! Errands & Delivery 421 S Military Av Green Bay WI 54304	Elite Shuttle LLC 2010 Memorial Drive Green Bay WI 54303 (920) 265-8471	Lamers 2937 Monroe Road De Pere WI 54115 (920) 336-7220	Taxi Green Bay WI 221 Huth Street #103 Green Bay WI 54302 (920) 204-7082	

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 17.6 percent of the population as a whole).

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

Threshold: Average income per households within a census block group that are equal or lower than poverty guidelines on a number of persons per household basis. Brown County has an average of approximately 2.5 people per household. The US Department of Health and Human Services Poverty Guidelines suggest a three person household has a poverty threshold of \$20,420 in the country.

Persons in Household	2016 Poverty Guidelines
1	\$12,060
2	\$16,240
3	\$20,420
4	\$24,600
5	\$28,780
6	\$32,960
7	\$37,140
8	\$41,320
Each Additional Person add \$4,180	

Source: US Department of Health and Human Services

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

Project Locations and Minority as a Percent of Total Population

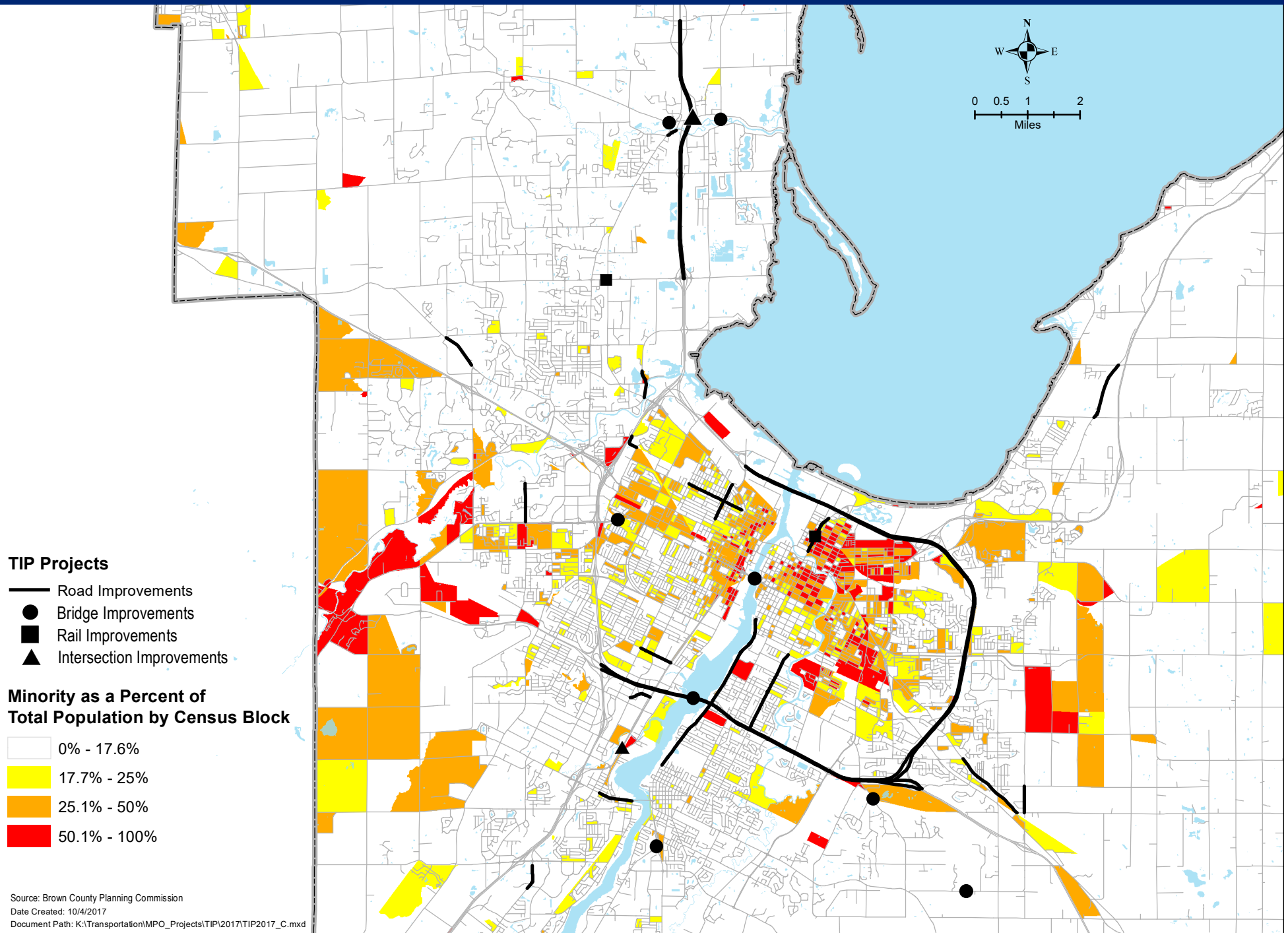




Figure D

Project Locations and Medium Household Income

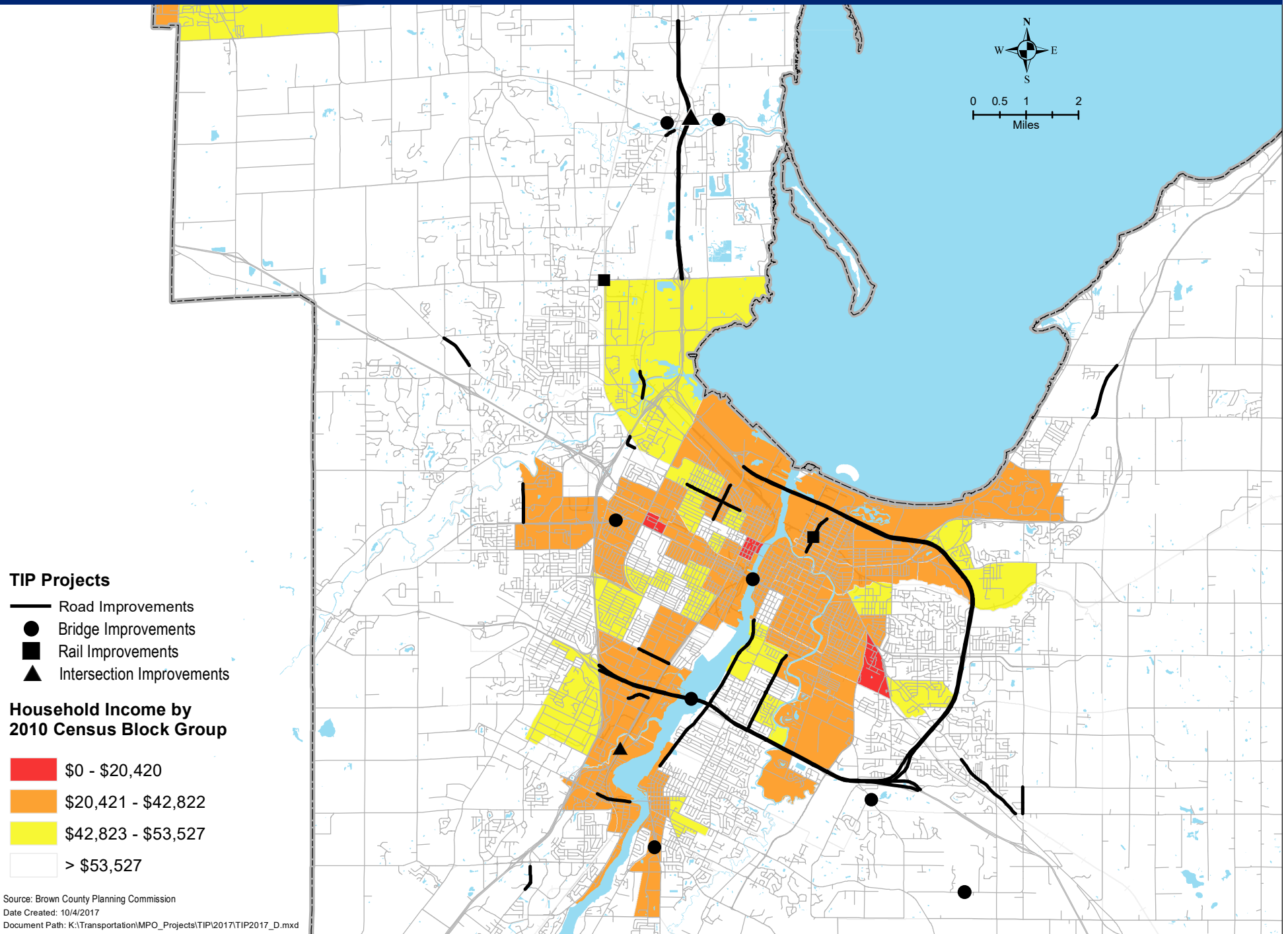




Figure E

Green Bay Metro System and Minority as a Percent of Total Population

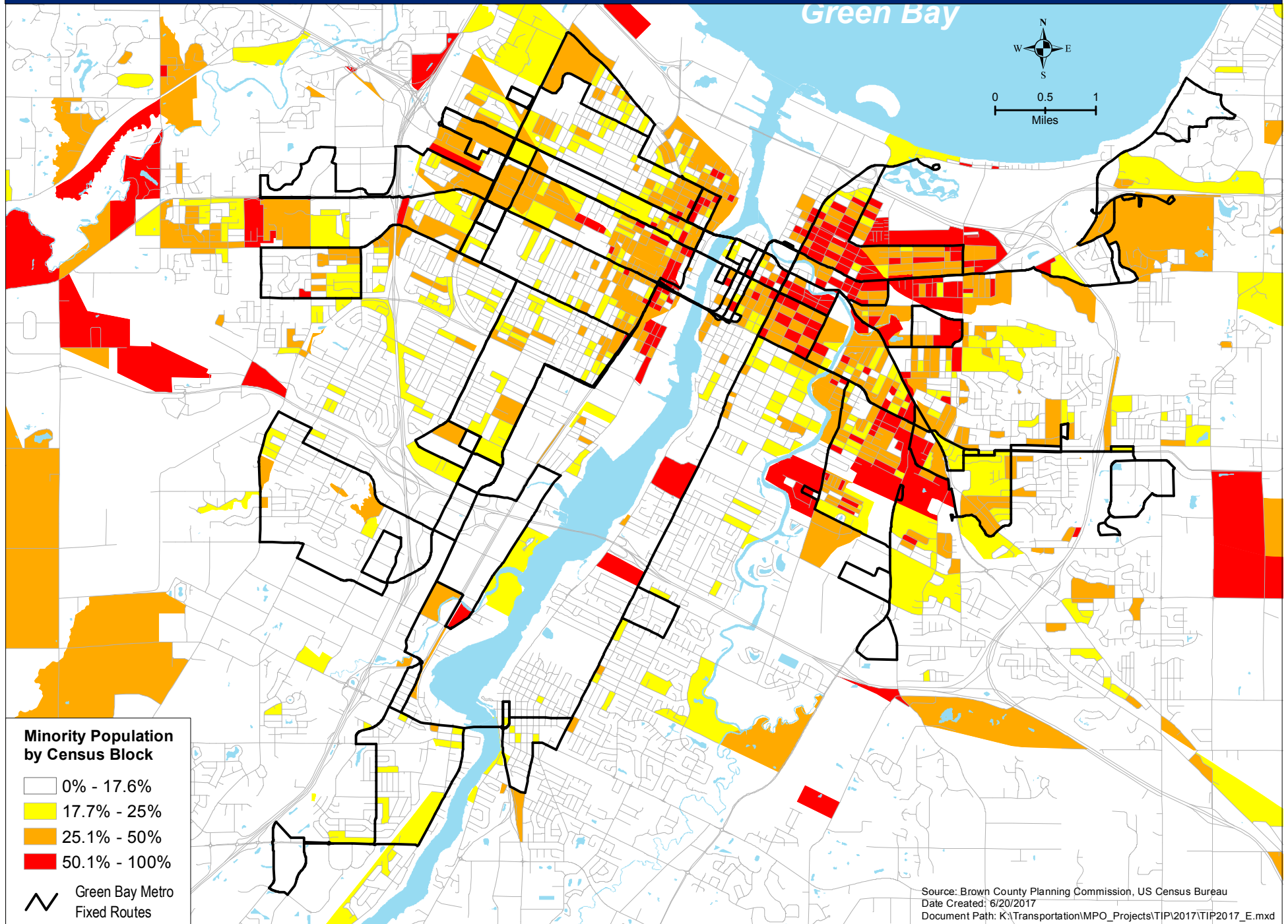
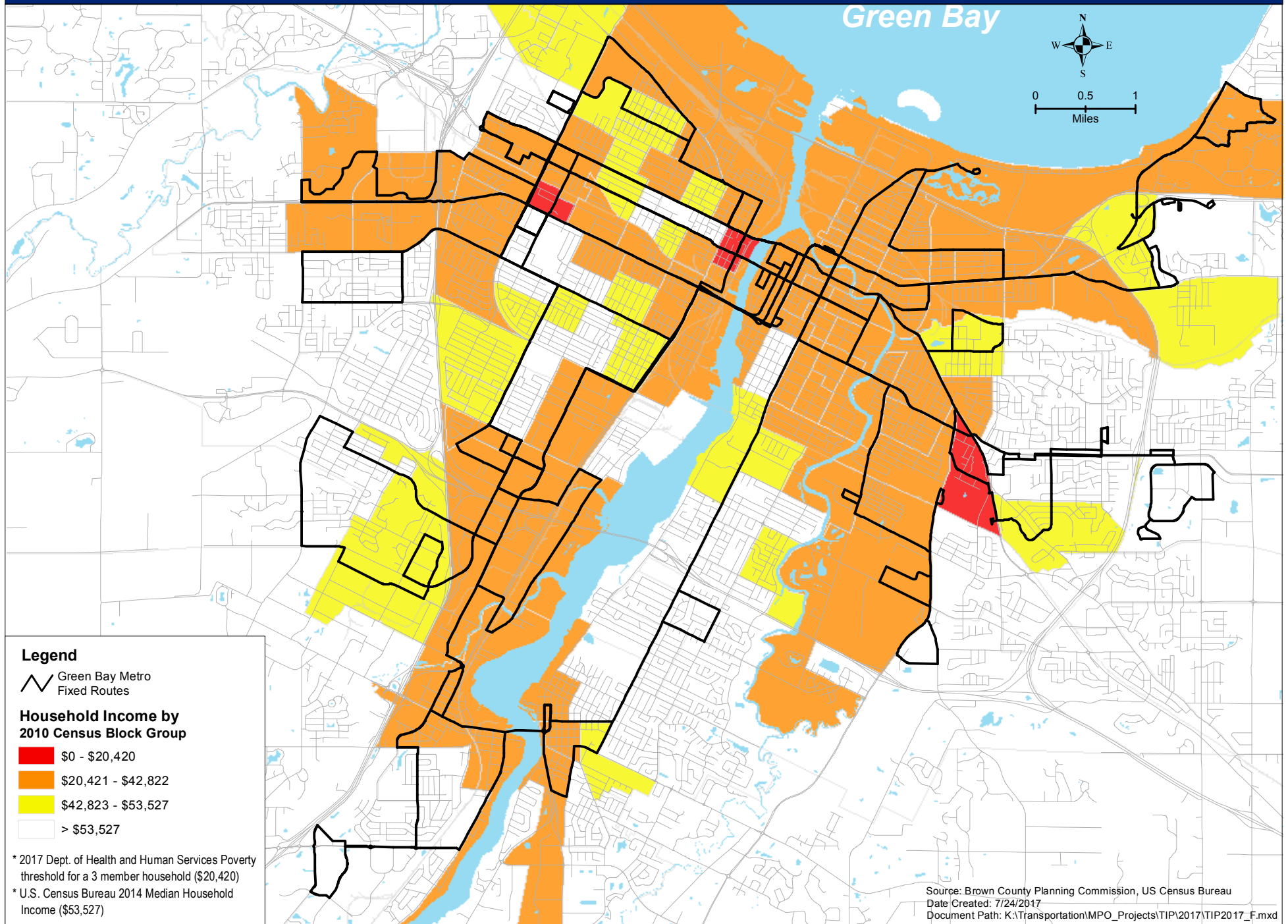




Figure F

Green Bay Metro System and Income

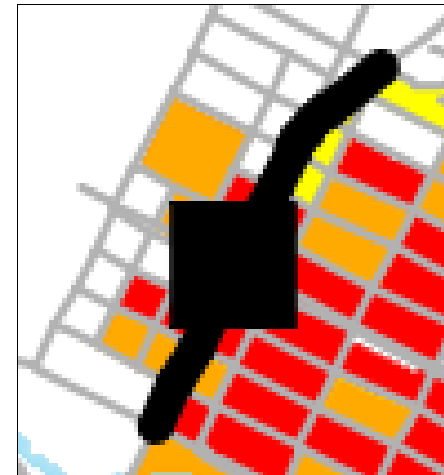
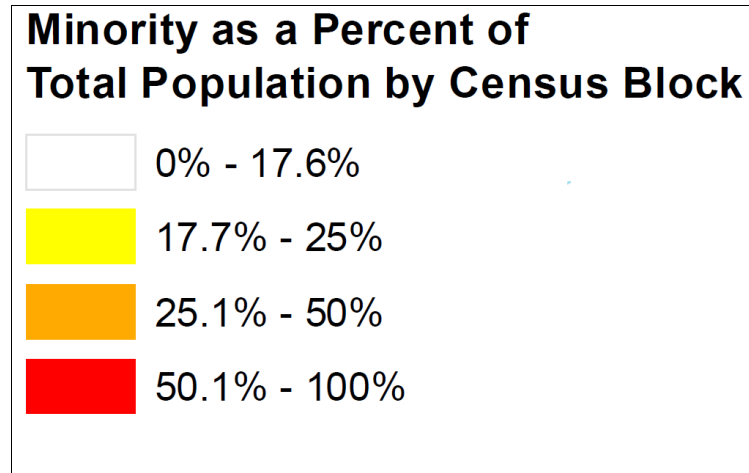


Equity Analysis

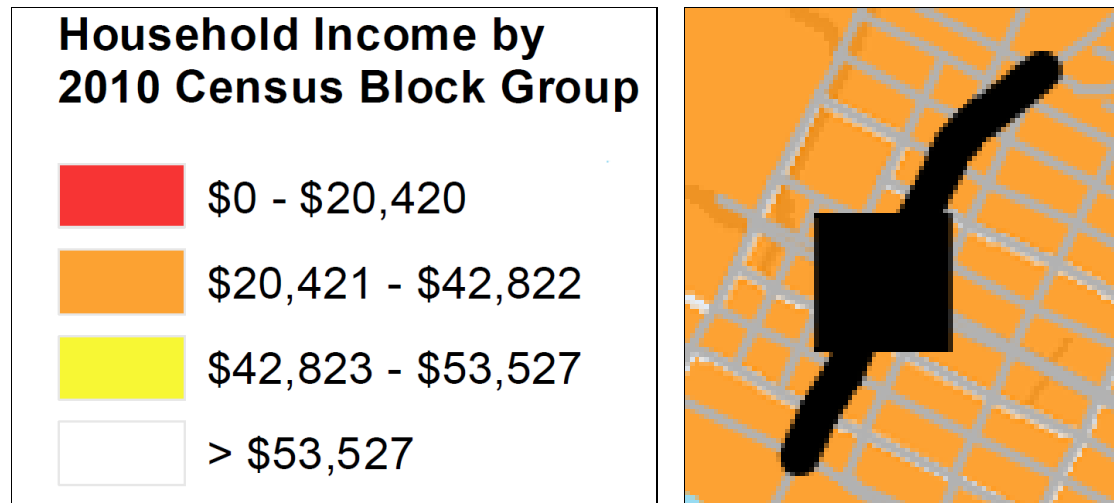
The following projects in the 2018-2022 TIP are located in areas with relatively high minority populations and/or low-income households:

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.

Minority Population



Household Income



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 wide outside curb lanes and an off-street trail with few bicyclist/motorist conflicts.

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.

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.

Ladders of Opportunity

The U.S. Department of Transportation encourages State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. This includes:



- Access to work for individuals lacking ready access to transportation, especially in low-income communities.
- Economic opportunities by offering transit access to employment centers, educational and training opportunities, and other basic needs.
- Partnerships and coordinated planning among state and local governments and social/human services and transportation providers to improve coordinated planning and delivery of workforce development, training, education, and basic services to veterans, seniors, youths, and other populations.

To assess the extent to which the Metropolitan Planning Area's multimodal transportation system currently provides access to essential services, MPO staff identified and mapped approximately 85 essential services within the 2045 planning boundary and analyzed how well these services are served by public transit, paratransit, bicycle facilities, and sidewalks/trails. This information is summarized in the following maps:



Figure G

Public Transit Access to Essential Services

Analysis of public transit service to employment, health care, education, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.

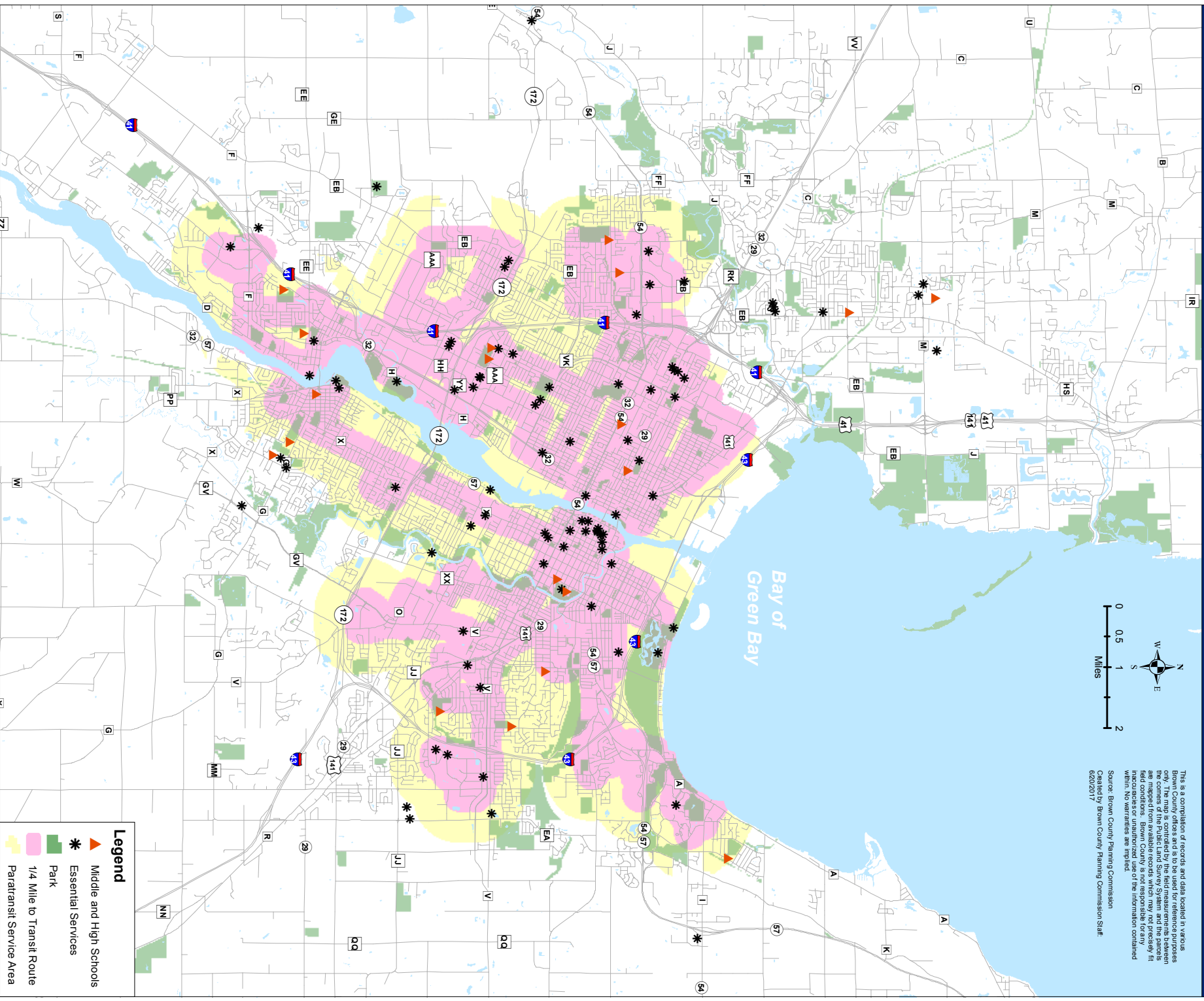
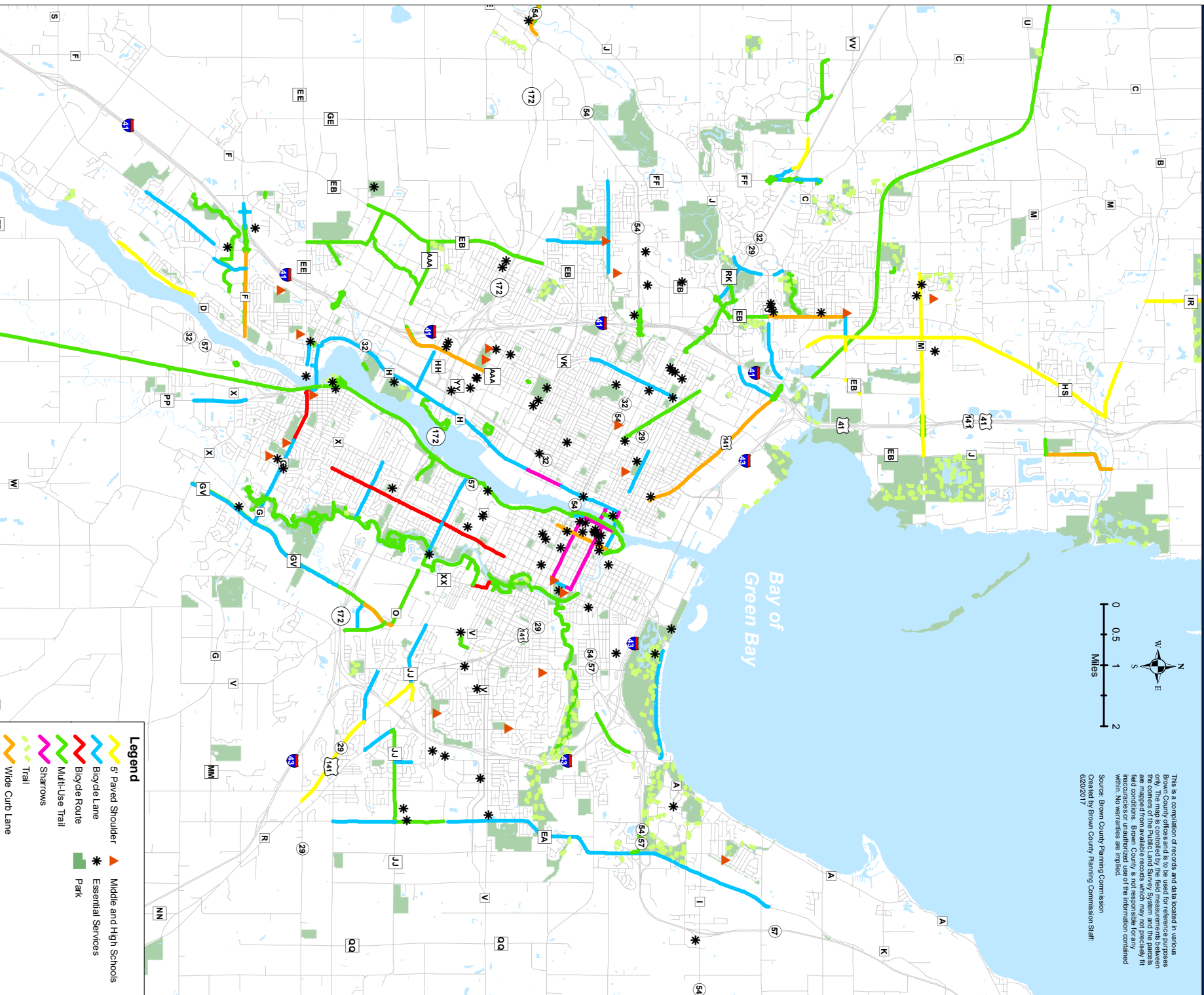




Figure H
Bicycle Access to Essential Services
Analysis of bicycle facilities to employment, health care, education, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.

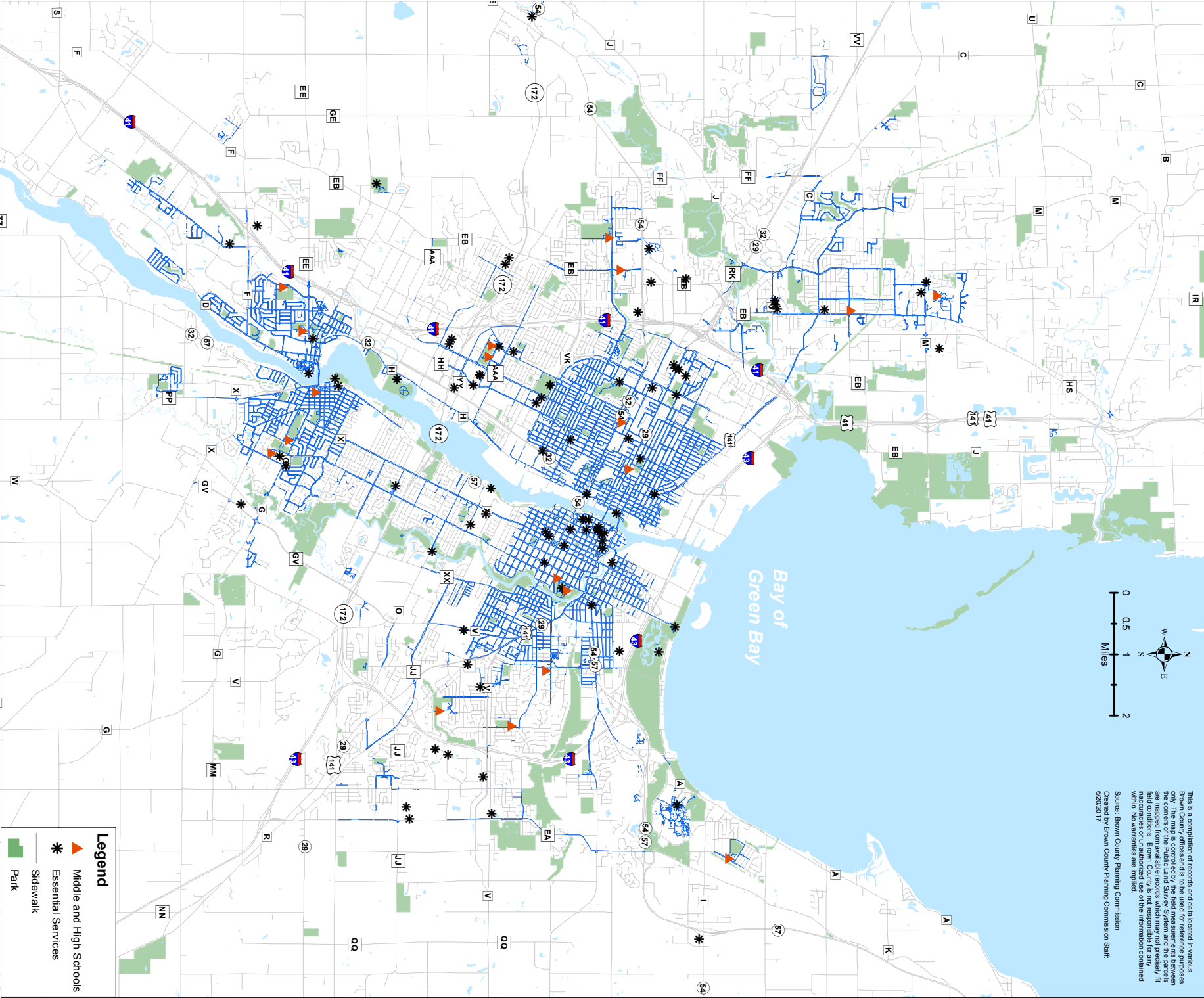


This is a compilation of records, and data located in various Brown County offices and is to be used for reference purposes only. The information is not intended to be used for legal purposes. The contents of the Public Land Survey System and the parcels are mapped from available records which may not precisely fit field conditions. Brown County is not responsible for any errors or omissions in the information contained within. No warranties are implied.

Source: Brown County Planning Commission
Created by Brown County Planning Commission Staff:
02/07/2017



Figure 1
Sidewalk Access to Essential Services
Analysis of sidewalk access to employment, health care, education, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.



Essential services in the metropolitan area, for the most part, accessible by fixed route bus and paratransit services. However, essential services are served to a lesser extent by bike and foot. To increase access to essential services the following are recommended:

- Implement transit service in the Village of Howard.
- Increase transit service frequency.
- Study, and if found feasible, implement demand-response transportation services to accommodate early start/late start shift schedules.
- Implement the recommendations in the Brown County Bicycle and Pedestrian Plan.

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, 2017 and June 30, 2017:

- Staff completed the *Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update*.
- Staff updated the MPO Title VI and Non-Discrimination Program's board and committee composition tables in response to membership changes.
- Staff participated in two meetings of the Northeast Wisconsin Regional Access to Transportation Committee.

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 G.

Public review period and public hearing participation.

Environmental resource agency representatives were invited to submit comments during the TIP's 30 day public review period and to participate in the public hearing.

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

Environmental resource agency representatives were invited to these meetings to provide input before the TIP was 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 Obligated Transportation Projects.

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 approximately \$41,000,000 in 2017.

H. LONG-RANGE TRANSPORTATION PLAN

Green Bay Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan

In 2015, 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.

The long-range plan must be updated and approved every five years.

Table IV-2
GREEN BAY MPO 2045 LONG-RANGE TRANSPORTATION PLAN
MAJOR HIGHWAY IMPROVEMENT PROJECTS

Facility	Segment	Project Type	Project Status
I-41 Expansion	Orange Lane to CTH M	Upgrade to interstate standards & upgrade interchanges	Completed.
CTH EA (S. Huron Road)	Willow Road - STH 29	Construct new arterial	Programmed for 2019.
CTH EA (S. Huron Road)	STH 29 - I-43	Construct new arterial	Not programmed.
STH 29	west of CTH FF to CTH U	Access control - STH 29/CTH VV conversion to a diamond interchange; STH 29/N Pine Tree Rd to be extended over STH 29; Milltown Rd realignment; Old Highway 29 realignment, and overpass at STH 29/CTH U	Engineering on hold; construction not programmed.
South Bridge & Arterials	Packerland Dr. (CTH EB) to CTH GV	Identify and preserve corridor; construct limited access arterial	Brown County, federal agencies, state agencies, and local communities are in the process of developing the EIS and IAJR; design activities are programmed in Brown County's CIP.

I. SHORT-RANGE TRANSPORTATION PLANS

1. 2017-2021 Transportation Improvement Program

a. Roadway Improvement Projects

The current project status of the previously programmed 2017 roadway improvement projects can be seen in Table IV-3.

b. Green Bay Metro Operating and Capital Improvement Projects

Metro is scheduled to receive approximately \$2.3 million in federal operating/capitalized maintenance assistance in 2017.

Metro will reconfigure and improve the main Transitway on University Avenue in 2017. Smaller capital items to be ordered and/or delivered in 2017 include replacing three support vehicles, AVL, updated security cameras and facility access, garage roof repairs, asphalt parking lots, replacement of the metal grates in maintenance bays, and rehabilitation of the shop floor.

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

The Green Bay School District's four K-8 safe routes to school plans are scheduled to be prepared in 2018.

The Webster Elementary Safe Routes to School (SRTS) project is scheduled to be completed in 2018. The project includes the construction of new sidewalks and street crossings in the area surrounding Webster Elementary School in the Village of Allouez.

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

The request by Curative Connections for two vehicles and the request by Green Bay Metro to fund a portion of the Mobility Management program were approved in 2017.

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 2017 Road Construction Projects**

Project Sponsor	Project Description	Project Status	Project Sponsor	Project Description	Project Status
City of De Pere	Erie Street O'Keefe Rd to Virginia Dr Mill & Resurface (design complete) sidewalk exists 4985-00-54 0.62 miles P	To be completed in 2017.	WisDOT	STH 172 Webster Ave - I-43 Construction/Miscellaneous Median Cable Guard 1210-12-71 1.85 miles P	To be completed in 2017.
158-14-005 (2017)			158-16-014 (2017)		
City of De Pere	Helena Street Sixth to Suburban Mill & Resurface (design complete) sidewalk exists 4985-00-58 0.55 miles P	To be completed in 2017.	WisDOT	I-43 Manitowoc to Green Bay Bridge Overlay Work LET on 12/13/16 1227-08-71 9.36 miles P	To be completed in 2017.
158-14-006 (2017)			158-11-041 (2017)		
City of De Pere	Allard Street Grant Street to Reid Street Mill & Resurface (design complete) 4985-00-52 0.25 miles P	To be completed in 2017.	WisDOT	STH 32/57 Preservation & Access Management Study will determine potential impacts of the proposed Southern Bridge. 4085-45-00 0.00 miles P	To be completed in 2018.
158-11-001 (2017)			158-14-014 (2018)		
Green Bay Metro	Two 40' replacement buses Two 35' replacement buses	Funding Transferred to the FTA. Buses to be ordered in 2017	WisDOT	STH 32 (Ashland Avenue) 8th St to Potts Av Resurfacing LET in late 2016 4190-16-71 2.31 miles P	To be completed in 2017.
158-16-017 (2017)			158-09-087 (2017)		
Green Bay Metro	Transitway Reconstruction	Funding Transferred to the FTA. Project to begin in 2017.	WisDOT	STH 32 (Ashland Avenue) 8th St to Potts Av Replacement of existing structures LET in late 2016 4190-16-72 2.31 miles P	To be completed in 2017.
158-17-013 (2017)			158-07-029 (2017)		
Brown County V. of Ashwaubenon (50%/50%)	Vanderperren Way (CTH HH) Holmgren Way to Ashland Avenue Reconstruct with bicycle lanes & sidewalk 9266-11-02 & 03 0.31 miles E	Design to be completed in 2017. Construction scheduled for 2020.	WisDOT	STH 32 (Ashland Avenue) Canadian National RR Crossing/Bridge located near Ashland Av s/o Baeten Rd 4190-16-50, 51-56 0.09 miles P	Delayed by Canadian National. WisDOT is anticipating completion in 2018.
158-16-019 (2017 & 2020)			158-09-086 (2018)		
WisDOT	Upgrade of control systems on the Nitschke Bridge; installation of equipment for remote operations of the Tilleman & Nitschke Bridges from Walnut St Bridge 4987-07-71, 72 0.00 miles P	Project began in 2016 and will be completed in 2017.	WisDOT	STH 32 (8th Street) Main Av to Ashland Av Reconstruct 4085-42-71 LET in late 2016 0.45 miles P	To be completed in 2017.
158-16-025 (2017 & 2020)			158-13-011 (2017)		
WisDOT	STH 29 (Kewaunee Rd) Main St to East County Line Resurface 4125-08-00, 71 7.83 miles P	To be completed in 2017. 77	WisDOT	STH 32 (Main Avenue) City of De Pere 3rd St to 8th St Reconstruction 4085-32-71 0.82 miles P	Design to be completed in 2017. Construction moved out to 2030.
158-13-009 (2017)			158-12-012 (2017) 158-10-032 (2030)		

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. MPO issued the <i>Green Bay Metro Comprehensive Bus Stop Study</i> in 2015. Staff identified 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>MPO staff issued a report in 2015 that examines establishing a second hub on the east side. A draft report was issued in the fall of 2015.</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 service cuts (elimination of the last trip of the day, #5 Plum route frequency reduction and elimination of service in the area served by #5 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.	Four new 40-foot buses were delivered in the fall of 2015. An additional two 40' and two 35' buses were funded with delivery in 2018. Additional buses included in capital improvement program but not funded.
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.	A contract between Green Bay Metro and MV, a private-for-profit transportation company, was executed in 2011 and again in 2015. The expiration date of the contract is March 30, 2018.

APPENDIX A

Projects Submitted in 2017 for Funding Consideration

Primary	Location	Jurisdiction	Points	Project Cost Estimate (100%)		Requested STBG Funding at 80% Maximum	
				Design	Construction	Design	Construction
CTH C	CTH FF to Greenfield Av	BC/Howard	54/100	\$521,000	\$3,587,000	\$416,800	\$2,869,600
Libal Street	STH 172 to Kalb St	Allouez	54/100	\$355,000	\$2,993,000	\$284,000	\$2,394,400
Country Club Road ****	Indian Hill Dr to West Mason Frontage Rd	Green Bay	47/100	---	\$1,871,000	---	---
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	46/100	\$284,000	\$1,753,000	\$227,200	\$1,402,400
Riverside Drive (V. Suamico)	150' w/o Velp Av to Side St	Suamico	44/100	---	\$1,320,201	---	\$1,056,161
Mather Street ****	Locust St to Gray St	Green Bay	44/100	---	\$1,765,000	---	---
Riverview Drive & Lakeview Drive	Velp Av to 300' n/o the Mountain Bay Trail	Howard	41/100	---	\$2,973,000	---	\$2,378,400
Bay Settlement Road	Church Rd to Van Lanen Rd	Scott	32/100	---	\$1,974,690	---	\$1,579,752
Green Bay Metro	Two 35' buses in 2018	GB/DP/Ash/All/Bell	15/17		\$958,000		\$766,400
Green Bay Metro	Three 40' buses in 2019	GB/DP/Ash/All/Bell	15/17		\$1,479,000		\$1,183,200
Green Bay Metro	Three 35' buses in 2021	GB/DP/Ash/All/Bell	15/17		\$1,524,000		\$1,219,200
Green Bay Metro	Three 40' buses in 2022	GB/DP/Ash/All/Bell	15/17		\$1,569,000		\$1,255,200
				\$1,160,000	\$23,766,891	\$1,856,000	\$27,785,426

**** The City of Green Bay is not seeking Federal funding at this time.

APPENDIX B

Projects Approved for STBG Funding


			Surface Transportation Block Grant State Municipal Agreement (SMA) Dollar Amount					
WisDOT ID	MPO Approved Project	Jurisdiction	SFY 2018	SFY 2019	SFY 2020	SFY 2021	SFY 2022	Total
4987-02-62	Mather St - Vroman St to Roy Av	C Green Bay	\$651,640					\$651,640
4516-07-71	S. Huron Rd (CTH EA) - Willow Rd to STH 29	Brown County & V Bellevue		\$1,989,440				\$1,989,440
4987-02-65	Webster Av - University Av to Radisson St	C Green Bay		\$4,910,000				\$4,910,000
9266-11-01	Cormier Rd - Oneida St to Ashland Av	V Ashwaubenon		\$2,554,000				\$2,554,000
9269-00-12	Vincent Rd - N Taylor to Memorial Dr	V Howard		\$655,965				\$655,965
4516-08-71	Manitowoc Rd - Allouez Av to Kewaunee Rd*	V Bellevue				\$2,640,000		\$2,640,000
4987-02-55	Vanderperren Way (CTH HH) - Holmgren to Ashland*	Brown County & V Ash			\$1,580,926			\$1,580,926
TBD	Gray St - Reed St to Velp Av	C Green Bay				\$2,072,800		\$2,072,800
TBD	Lawrence Dr - 500' s/o Fortune to Scheuring Rd - Design	De Pere		\$227,200				\$227,200
TBD	Lawrence Dr - 500' s/o Fortune to Scheuring Rd - Construction	De Pere					\$1,296,513	\$1,296,513
Total:			\$651,640	\$10,336,605	\$1,580,926	\$4,712,800	\$1,296,513	\$18,578,484
Percent of the total allocated by year:			3.5%	55.6%	8.5%	25.4%	7.0%	
Green Bay MPO - Five Year Program (WisDOT requested the MPO to allocate \$5,218.855 in October 2017 which resulted in a five-year program total above \$17,643,730)								\$17,643,730

* Not at 80% Federal Funding

* SFY 2020 - no additional capacity per WisDOT

APPENDIX C

Notice of Request for Comments and Public Hearing



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SEP 06 2017

BROWN COUNTY PLANNING
AND LAND SERVICES


STATE OF WISCONSIN
BROWN COUNTY

BROWN COUNTY PLANNING LEGALS

305 E WALNUT ST STE 320
GREEN BAY WI 543015027

Being duly sworn, doth depose and say that she/he 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 on

ccount Number: GWM-284368
Order Number: 0002334897
No. of Affidavits: 1
Total Ad Cost: \$70.81
Published Dates: 08/23/17, 08/30/17

(Signed)  Legal Clerk

Signed and sworn before me

TARA MONDLOCH
Notary Public
State of Wisconsin

My commission expires Aug 6, 2021

(Date) 8-30-17

NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE DRAFT 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE GREEN BAY URBANIZED AREA

All interested persons are invited to comment and are advised of a public hearing on the Draft 2018-2022 TIP. The TIP contains a five-year program of highway, transit, transportation services for persons and persons with disabilities, and transportation enhancement projects eligible for federal funds.

Copies of the draft TIP will be available at:

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

The public hearing will take place on:
Wednesday, September 6, 2017
Green Bay Metro
801 University Ave.
Green Bay, WI 54302
6:30 p.m.

The public review period for the TIP is scheduled for August 23 to September 21, 2017.

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

Written comments should be mailed to:
Commission, PO Box 20860, Green Bay, WI 54305-2000 by September 21, 2017.

Published by
Sandy Jaro
County Clerk
Rec: Aug 23, 2017 WNAKLP

BROWN COUNTY PLANNING LEGALS
Re: TIP 2018-2022

GANNETT WI MEDIA
435 EAST WALNUT ST.
PO BOX 23430
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APPENDIX D

Public Participation Document sent to Interested Parties (over 190 individuals or entities)

Dear Interested Party:

You are invited to comment and are advised of a public hearing on ***Draft 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area***. A digital version of the Draft document can be viewed by clicking on the following link:

Link provided

If you would like to review a hard copy of the document, copies are available for review at:

Brown County Planning Commission
Planning and Land Services Department
305 East Walnut Street, Room 320
Green Bay, WI 54301

The public review period and comment period will occur between August 23, 2017, and September 21, 2017.

If you would like to submit comments, please mail or email your comments by September 21, 2017, to:

Lisa J. Conard, Senior Planner
Brown County Planning Commission
Planning and Land Services Department
PO Box 23600
Green Bay, WI 54305-3600
conard_lj@co.brown.wi.us

You can also submit comments by telephone or through the Brown County Planning Commission/Green Bay MPO Facebook Page. The telephone number and Facebook link are shown at the end of this message.

A public hearing regarding the draft TIP will take place on:

Wednesday, September 6, 2017 at 6:30 p.m.
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI 54302

Thank you for your interest in the Green Bay MPO.

APPENDIX E

Public Hearing Transcript

Minutes

BROWN COUNTY PLANNING COMMISSION

BOARD OF DIRECTORS

Wednesday, September 6, 2017

Green Bay Metro Transportation Center

901 University Avenue, Commission Room

Green Bay, WI 54302

6:30 p.m.

4. Overview and Public Hearing: Draft 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard provided an overview of the Draft 2018-2022 TIP for the Green Bay Urbanized Area via PowerPoint.

Fixing America's Surface Transportation (FAST Act), the current federal transportation law, requires that MPO prepare a TIP annually.

A TIP contains a five-year program of projects including the following:

- Highway & road projects
- Public transit – operating & capital
- Transportation services for seniors & individuals with disabilities including vehicles, mobility management and operations
- Transportation facilities – bicycle lanes, sidewalks, trails and Safe Routes to School (SRTS) activities

L. Conard noted that the TIP includes projects that fall under nine different federal funding programs.

Programs that the MPO determines what projects are funded include:

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives (TA)
- Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

Programs that the federal highway or federal transit determines what projects are funded include:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)

- Highway Safety Improvement Program – Railroad Safety (HSIP)
- Section 5307 – Urbanized Area Formula Grants Program
- Section 5339 – Bus and Bus Facilities Program

L. Conard reviewed some of the projects that have been funded with federal funds.

- I-41 Expansion
- Green Bay Metro has applied for both capital items and operations
- Specialized Transportation Vehicles
- Bus Shelters
- Mobility Management Program
- Transportation Alternatives – Fox River Trail

L. Conard indicated that last year, over \$49 million in federal transportation funds were invested in the urbanized area.

Year	Federal Funds*
2016	\$49,186,270
2015	\$15,752,581
2014	\$42,046,606
2013	\$122,343,609
2012	\$84,605,218

* Project may extend beyond urban area boundary.

L. Conard stated that one of the programs that the MPO has authority over is the Surface Transportation Block Grant (STBG) Program. It's a federal funding program allocated to the urbanized areas based on a population formula. L. Conard stated that a variety of transportation projects are eligible. MPO staff works with local entities to identify projects that are eligible. Projects are ranked and staff works with the Transportation Subcommittee to come up with a list of recommendations and staff brings those recommendations to the BCPC Board, typically every other year in October.

L. Conard reviewed the funding cycle and programming. We are given \$17 million to spend over a 5-year period, and every two years we revisit that \$17 million. However, past years projects have been approved that still haven't been constructed, and L. Conard indicated there were 7 projects totaling \$13 Million. L. Conard stated the WisDOT has not given staff the exact dollar amount for this cycle, but will be approximately \$4.3 Million.

L. Conard stated that staff will return at the October meeting and ask the board to allocate that \$4.3 Million to specific projects. L. Conard reviewed some of the STBG eligible projects.

L. Conard reviewed the TIP process:

TIP Schedule

1. Staff collects project information from area agencies & jurisdictions & writes the draft document – June & July
2. 30-day Public Review & Comment Period – August 23rd – Sept. 21st
3. Staff provides TIP overview to the BCPC BOD & conducts the Public Hearing - September 6th
4. Environmental Consultation with Resource Agencies – Sept. 18th
5. BCPC Transportation Subcommittee – Sept. 18th
6. BCPC BOD approval consideration – Oct. 4th
7. Staff demonstration of Fiscal Constraint to WisDOT, FTA, & FHWA
8. Approval consideration by WisDOT – late fall/early winter
9. Incorporation into the STIP - publication in early 2018

L. Conard opened up the public hearing for the TIP and program projects for comment.

L. Conard asked three times if anyone wished to speak. Hearing no comment, L. Conard closed the public hearing.

APPENDIX F
Public Review Comments

No comments were received.

APPENDIX G

**Minutes
Environmental Consultation for the
Draft 2018-2022 Transportation Improvement Program (TIP)
for the Green Bay Urbanized Area by the
Brown County Planning Commission
Monday, September 18, 2017
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:30 a.m.**

Attendees: None.

Brown County Planning Commission Staff: Lisa J. 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 2018-2022 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

The meeting was adjourned at 10:00 a.m. as no one attended.

APPENDIX H

Transition in Programming from MAP-21 to FAST Act Funding Programs

Federal-aid highway and transit funding programs changed effective December 4, 2015 as a result of the transportation reauthorization act *Fixing America's Surface Transportation Act* (FAST Act). The following table indicates how pre-FAST Act funding programmed in the TIP relates to FAST Act programs.

Federal-aid Highway Programs

FAST Act	Associated Prior Act
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Block Grant with subcategories for Urban, Flex,, Bridge, and Transportation Alternatives	STP, Bridge (non-NHS), TAP, TE, SRTS
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Highway Safety Improvement Program – Railroads (HSIP-RR)	Railway Highway Grade Crossing
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ

Federal-aid Transit Programs

FAST Act	Associated Prior Act
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)