

# **2019-2023 Transportation Improvement Program for the Green Bay Urbanized Area**



**Brown County Planning Commission  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
October 2018**



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



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



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On the Cover. Newly reconstructed Humboldt Road (CTH N) from Cornelius Drive to Spartan Road complete with sidewalks and bicycle lanes. The Brown County Planning Commission Board of Directors (MPO Policy Board) approved use of Federal Surface Transportation Block Grant (STBG) Program funds for the project. Local funds were provided by Brown County and the City of Green Bay.

RESOLUTION NO. 2018-08

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION APPROVING THE  
2019-2023 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 2019-2023 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 3<sup>rd</sup> day of October 2018.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Chuck Lamine, AICP, Planning Director

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William Wheeler, FTA	Mary Forlenza, FHWA	Diane Paoni, WisDOT
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**METROPOLITAN PLANNING ORGANIZATION (MPO) STAFF**

Cole Runge	Principal Planner/MPO Director
Lisa J. Conard	Senior Transportation Planner
Ker Vang	Transportation/GIS Planner
Karl Mueller	Transportation/GIS Planner

**OFFICE STAFF**

Kathy Meyer	Administrative Coordinator
Cecelia Runyon	Administrative Secretary



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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 2019–2023. Projects programmed in calendar year 2023 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 (TA) 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 2019-2023 TIP to the Brown County Planning Commission Board of Directors on September 17, 2018. The Board of Directors (the MPO Policy Board) approved the TIP on October 3, 2018. 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 TA, 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 (Section 5307). 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**  
**2019-2023 PROJECTS**

## A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The 2019-2023 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 2019 will appear in the TIP as a Calendar Year 2020 project. Capital projects are listed in the calendar year within which the capital items will be acquired.

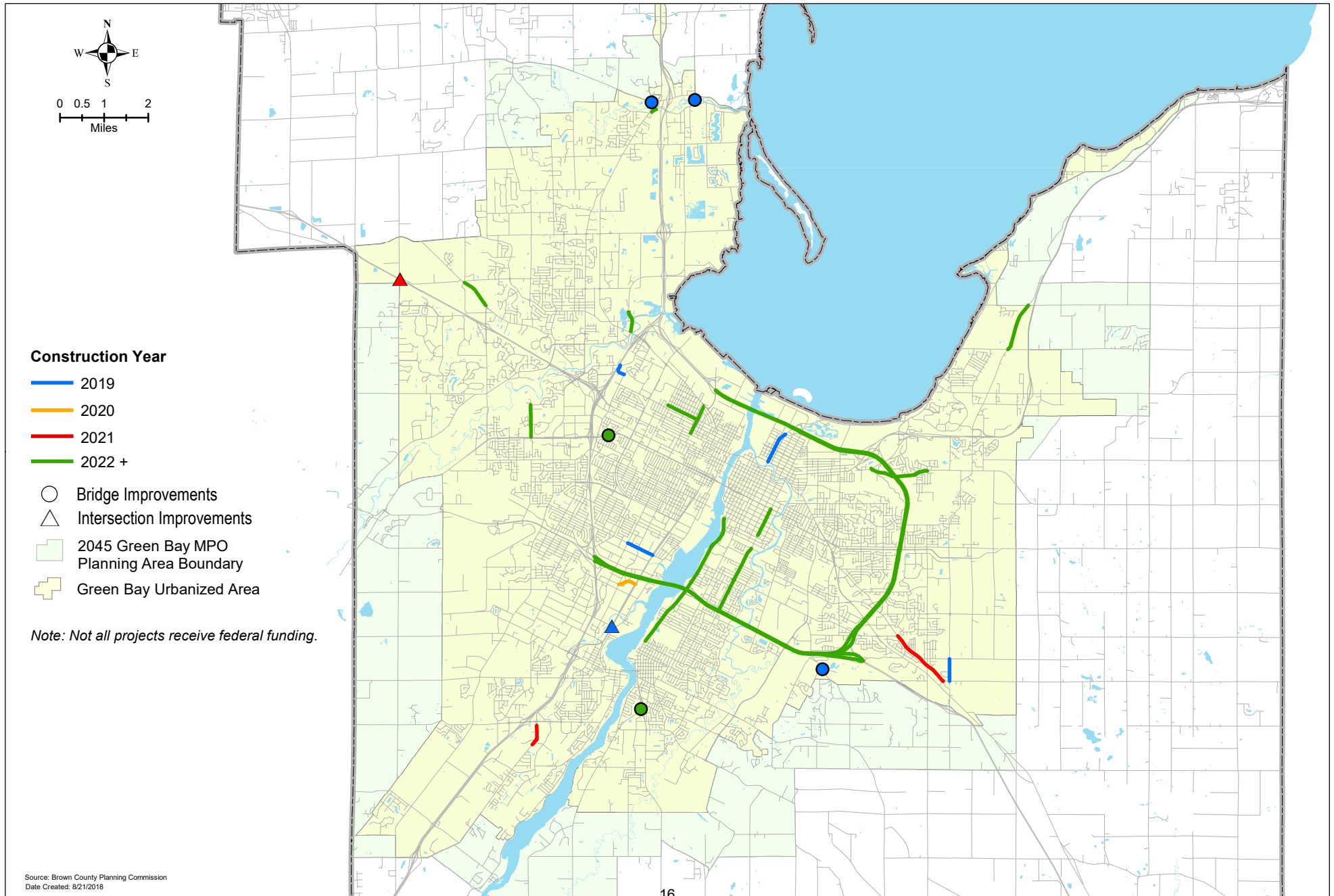
A project location map, Figure A, shows the approved roadway project locations. All right-of-way, preliminary engineering, landscaping, deck overlays, sign refurbishment, and painting projects are not shown on the map. All roadway projects listed on Table II-1 will display a “P” (preservation) or an “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, 2023. 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 currently selects and programs projects on an every-other-year basis (odd years). The MPO's current STBG funding capacity has been set by WisDOT at \$14,114,985 and covers the years 2019-2022. Prior to the current cycle, the program was set at five years with a \$17,643,730 capacity. WisDOT has not determined if the next program cycle will include four or five years of capacity. 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 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				For Information Only Jan - Dec 2023			
			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
158-16-001 (2019)		RE				0				0				0				0				0
158-17-001 (2020)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-18-001 (2021)																						
158-19-001 (2022)	0.00 miles P	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
WisDOT	Grouped Projects Rail/Highway crossing improvements	DESIGN				0				0				0				0				0
158-16-002 (2019)		RE				0				0				0				0				0
158-17-002 (2020)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-18-002 (2021)																						
158-19-002 (2022)	0.00 miles P	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
WisDOT	Grouped Projects Rail crossing protective devices	DESIGN				0				0				0				0				0
158-16-003 (2019)		RE				0				0				0				0				0
158-17-003 (2020)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-18-003 (2021)																						
158-19-003 (2022)	0.00 miles P	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
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
158-16-004 (2019)		RE				0				0				0				0				0
158-17-004 (2020)		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
158-18-004 (2021)																						
158-19-004 (2022)	0.00 miles P	TOTAL	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175
WisDOT	Grouped Projects Preventative Maintenance projects Interstate Highway System	DESIGN				0				0				0				0				0
158-16-005 (2019)		RE				0				0				0				0				0
158-17-005 (2020)		CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-18-005 (2021)																						
158-19-005 (2022)	0.00 miles P	TOTAL	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
WisDOT	Grouped Projects Highway Safety Improvement Program (HSIP)	DESIGN				0				0				0				0				0
158-16-006 (2019)		RE				0				0				0				0				0
158-17-006 (2020)		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-18-006 (2021)	list as STP per WisDOT																					
158-19-006 (2022)	0.00 miles P	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT	Grouped Projects Preventative Maintenance projects on the National Highway System	DESIGN				0				0				0				0				0
158-16-007 (2019)		RE				0				0				0				0				0
158-17-007 (2020)		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-18-007 (2021)																						
158-19-007 (2022)	0.00 miles P	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT	Grouped Projects STP Preventative Maintenance Connecting Highway System	DESIGN				0				0				0				0				0
158-16-008 (2019)		RE				0				0				0				0				0
158-17-008 (2020)		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-18-008 (2021)																						
158-19-008 (2022)	0.00 miles P	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	Grouped Projects Highway Safety Improvement Program OCR Rail-Highway Crossing Safety	DESIGN				0				0				0				0				0
158-16-009 (2019)		RE				0				0				0				0				0
158-17-009 (2020)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-18-009 (2021)																						
158-19-009 (2022)	0.00 miles P	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
			HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				For Information Only Jan - Dec 2023			
			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	284	0	71	355				0				0				0
						0				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 additional STBG funds and a program move from 2020 to 2021.							0				0				0
														0				0				0
														0				0				0
158-16-016 (2021)	1.45 miles P	TOTAL									2,700	0	675	3,375	2,700	0	675	3,375	0	0	0	0
											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				0	227	0	57	284				0				0				0
						0				0				0				0				0
158-18-010 (2018/2019)						0				0				0				0	2,219	0	555	2,774
158-18-011 (2021)	0.53 miles P	TOTAL	0	0	0	0	227	0	57	284	0	0	0	0	0	0	0	0	2,219	0	555	2,774
							STBG-Not Approved												STBG-Not Approved			
Green Bay Metro	<u>Replacement Buses</u> Metro to request funds under both FTA and FHWA STBG. Seven '35' buses in 2019 Three 35' buses in 2021 Three 40' buses in 2022	EQUIP EQUIP EQUIP	2,682	0	671	3,353					1,219	0	305	1,920	1,255	0	314	1,980				0
																						0
Illustrative only	Requesting funds under FHWA & FTA.	TOTAL	2,682	0	671	3,353	0	0	0	0	1,219	0	305	1,920	1,255	0	314	1,980	0	0	0	0
			STBG-Not Approved								STBG-Not Approved				STBG-Not Approved							
Village of Ashwaubenon	Cornier 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
158-14-008 (2019)	0.65 miles P	TOTAL	2,554	0	1,343	3,897	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			STBG-Approved																			
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								0				0				0				0
										0				0				0				0
158-14-003 (2019)	0.30 miles E	TOTAL	656	0	224	880	0	0	0	0	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 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				For Information Only Jan - Dec 2023			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
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	325	325				0	0	0	1,325	1,325				0	0	0	150	150
Illustrative Only	0.55 miles P		Local	0	325	325	0	0	0	0	0	0	1,325	1,325	0	0	0	0	2,378	0	745	3,123
Town of Scott	Bay Settlement Road Church Rd to Van Lanen Rd Reconstruct with bike lanes	DESIGN RE CONST TOTAL				0	0	0	74	74				0	1,647	0	486	2,133				0
Illustrative Only	1.00 miles P			0	0	0	0	0	74	74	0	0	0	0	1,647	0	486	2,133	0	0	0	0
Village of Suamico	Riverside Drive 150' w/o Velp Av to Side St Reconstruction to shared-use facility	DESIGN RE CONST TOTAL				0				0				0				0	1,056	0	264	1,320
Illustrative only	0.27 miles P			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,056	0	264	1,320
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	2,073	0	518	2,591				0	0	0	0	0
Illustrative only	0.86 miles P			0	0	0	0	0	0	0	2,073	0	518	2,591	0	0	0	0	0	0	0	0
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	CONST REVIEW TOTAL	4,063	0	1,016	5,079																0
158-14-001 (2019)	0.87 miles P		485	0	121	607													0	0	0	0
City of Green Bay	Webster Avenue Rail Crossing near Eastman Av RR Switch Relocation (4987-02-66) RR Crossing Surface (4987-02-68) RR Signals and Gates (4987-02-69)	CONST CONST EQUIP TOTAL		RR			138	0	70	208	Note: The rail crossing improvement components of the Webster Avenue project have been identified as separate projects by WisDOT as per the SMA. The amount applied to the MPO STBG balance equals \$4,910,000.											
158-19-010 (2019)							62	50	31	144												0
158-19-011 (2019)							162	0	82	244												0
158-19-012 (2019)	0.87 miles P						361	50	184	595											0	0
			Federal, RR, & local																			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				For Information Only Jan - Dec 2023			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Mather Street 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	1,497	0	374	1,871				0 0 0 0
Illustrative Only			0	0	0	0	0	0	0	0	0	0	0	0	1,497	0	374	1,871	0	0	0	0
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	1,412	0	353	1,765				0 0 0 0
Illustrative Only			0	0	0	0	0	0	0	0	0	0	0	0	1,412	0	353	1,765	0	0	0	0
City of Green Bay	Baird Street East Mason to South City Limits Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	1,096	0	274	1,370				0 0 0 0
Illustrative Only	0.72 miles P		0	0	0	0	0	0	0	0	0	0	0	0	1,096	0	274	1,370	0	0	0	0
City of Green Bay	Humboldt Road University Av to Cornelius Dr Concrete pavement repair with existing sidewalk	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0	424	0	106	530				0 0 0 0
Illustrative Only	1.33 miles P		0	0	0	0	0	0	0	0	0	0	0	0	424	0	106	530	0	0	0	0
Brown County Village of Bellevue (50%/50%)	S. Huron Road (CTH EA) Willow Road to STH 29 Reconstruction to urban section w wide outside curb lanes & sidewalks 4516-07-00, 71	DESIGN RE CONST TOTAL	1,990	0	497	2,487				0				0	0	0	0	0				0 0 0 0
158-14-016 (2019)	0.53 miles E		1,990	0	497	2,487	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	DESIGN RE CONST TOTAL				0 0 0 0	1,617	0	404	2,021	Project initially approved for \$927,675 in STBG funds. Due to a revised cost estimate, the applicant requested additional STBG funds.											0 0 0 0
158-16-019 (2020)	0.31 miles E		0	0	0	0	1,617	0	404	2,021									0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				For Information Only Jan - Dec 2023			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
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				0	417	0	104	521				0				0				0
						0				0				0				0				0
						0				0				0				0	2,870	0	717	3,587
Illustrative Only	0.79 miles P	TOTAL	0	0	0	0	417	0	104	521	0	0	0	0	0	0	0	0	2,870	0	717	3,587
			STBG-Not Approved																			STBG - Not Approved
WisDOT Brown County Village of Hobart Village of Howard	STH 29 Interchange at CTH VV Freeway Conversion	DESIGN RE CONST	400	0	100	500				0				0				0				0
						0				0				0				0				0
						0				0	2,000	0	500	2,500				0				0
Illustrative Only	0.70 miles P	TOTAL	400	0	100	500	0	0	0	0	2,000	0	500	2,500	0	0	0	0	0	0	0	0
			BUILD Requested but not approved- Illustrative																			
WisDOT	STH 32 (Ashland Avenue) Intersection at Parkview Road Safety Improvement	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
			678	112	6	796				0				0				0				0
158-16-012 (2019)	4190-16-73 0.20 miles P	TOTAL	678	112	6	796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			HSIP																			
WisDOT Brown County City of De Pere	STH 32 STH 32 northbound near CTH PP Bridge Replacement B-05-0052 4085-62-71	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,344	336	0	1,680
158-18-013 (2023)	0.08 miles P					0	0	0	0	0	0	0	0	0	0	0	0	0	1,344	336	0	1,680
			NHPP																			
WisDOT	STH 54 (West Mason Street) Beaver Dam Creek Bridge Replace Box Culvert ; design complete 9210-19-00, 71	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
						0				0	0	0	0	0				0	810	202	0	1,012
158-17-011 (2023)	.032 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	202	0	1,012
			NHPP																			
WisDOT	STH 57 (Riverside Dr) North Allouez limits to South Allouez limits Reconstruction 4085-38-00, 21, 71 LET in early 2030	DESIGN RE CONST				0				0				0				0	Rescheduled to 2030			0
						0				0				0				0	10,428	2,532		12,960
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,428	2,532	0	12,960
158-09-801 (2030)	2.89 miles P					0				0				0				0	STBG			
WisDOT	STH 57 (Broadway) Randall Av to North De Pere limits Reconstruction 4085-39-00, 71 LET in early 2030	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,121	374	0	1,495
158-09-802 (2030)	0.46 miles P					0	0	0	0	0	0	0	0	0	0	0	0	0	1,121	374	0	1,495
			STBG																			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				For Information Only Jan - Dec 2023			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 172 STH 54 to I-41 Resurface Design work only 1210-11-00	DESIGN RE CONST TOTAL	424	106	0	530				0				0				0				0
158-18-020	5.08 miles P	NHPP	424	0	106	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County	STH 172 I-41 to I-43 Construction/Resurface - Mill/Overlay  1210-09-71	DESIGN RE CONST TOTAL				0				0				0				0				0
158-18-016 (2025)	6.96 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,120	3,530	0	17,650
WisDOT Brown County	I-43 Sheboygan – Green Bay Living Snow Fence-Various Locations  1227-08-75	DESIGN RE CONST TOTAL				0				0				0				0				0
158-18-019 (2021)	9.41 miles P		0	0	0	0	0	0	0	0	44	11	0	55	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	DESIGN RE CONST TOTAL				0				0				0				0				0
158-16-015 (2025)	11.75 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,454	3,614	0	18,068
WisDOT Brown County Village of Suamico	CTH HS (Velp Ave) located n/o Riverside Dr Suamico River Bridge Replacement B-05-0437 3271-00-71	DESIGN RE CONST				0				0				0				0				0
158-16-022 (2019)	74' P		0	591	156	747	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County Village of Suamico	CTH J (Lakeview Drive) located n/o Riverside Dr Suamico River Bridge Replacement B-05-0443 9286-05-71	DESIGN RE CONST				0				0				0				0				0
158-16-021 (2019)	71' P		603	0	153	756	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County Village of Bellevue	CTH V (Lime Kiln Rd) located n/o Tordeur Ln Bower Creek Bridge Replacement B-05-0441 4603-05-71	DESIGN RE CONST				0				0				0				0				0
158-16-020 (2019)	51' P		602	0	152	754	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### **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 2019, Green Bay Metro is anticipating approximately \$2.3 million in Section 5307 funds, or 27.5 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 2019-2023 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 18 full service fixed routes are in operation, including the pilot X College Express. 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 2019				SFY 2020				SFY 2021				SFY 2022				For Information Only SFY 2023			
			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> Notes: Operating Assistance may be reassigned to capital. Operating Assistance line item does not include farebox or other revenue. Includes expenses of 1% relating to enhancements.	OPER	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				
158-19-101 (2019)		TOTAL	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				
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				
158-19-102 (2019)		TOTAL	530	0	132	662	530	0	132	662	530	0	132	662	530	0	132	662				
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				
158-19-103 (2019)		TOTAL	184	0	46	230	184	0	46	230	184	0	46	230	184	0	46	230				
Green Bay Metro	<u>Replacement Buses</u> Eight 35' buses requested from VW settlement. The funds are being administered by the Wisconsin Department of Administration. No federal funds will be used.	EQUIP	VW Settlement Funds 3,832																			
		TOTAL	Transit Capital Assistance Grant Program from the Volkswagen Environmental Mitigation Trust																			
East Central Wisconsin Regional Planning Commission (ECWRPC)	<u>I-41 Commuter Service Feasibility Study</u> Evaluation of commuter service along the I-41 corridor between Green Bay, Appleton, Oshkosh, & Fond du Lac. This project is being funded with Federal Section 5304 funds & a local match by ECWRPC. No funds are required from Green Bay Metro. Work on project will continue into 2019.	PLAN	120	0	30	150																
158-19-104 (2019)		TOTAL	120	0	30	150																
Green Bay Metro	<u>Replacement Buses</u> Seven 35' buses in 2019 Three 35' buses in 2021 Three 40' buses in 2022	EQUIP	2,682	0	671	3,353					1,219	0	305	1,524	1,255	0	314	1,569				
		EQUIP																				
		TOTAL	2,682	0	671	3,353					1,219	0	305	1,524	1,255	0	314	1,980				
	Requesting funds under FTA and FHWA.		Illustrative only								Illustrative only				Illustrative Only							
Green Bay Metro	<u>Facility</u> Pressure washer Update shop/garage lighting Replace air handling units DPF machine for maintenance (Diesel particulate filter)	EQUIP	20	0	5	25																
		EQUIP	60	0	15	75																
		EQUIP	88	0	22	110																
		EQUIP	56	0	14	70																
158-18-103 (2018)		TOTAL	224	0	56	280																
			Illustrative only																			
Green Bay Metro	<u>ADA Accessible Passenger Shelters, Benches &amp; 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				Illustrative only			
Green Bay Metro	<u>Paratransit Vehicles</u> Twelve in 2020 Four in 2021	EQUIP					960	0	240	1,200	320	0	80	400								
		TOTAL					960	0	240	1,200	320	0	80	400								
			Illustrative only				Illustrative only				Illustrative only				Illustrative only				Illustrative only			
Green Bay Metro	<u>Bus Route Signs</u> Replacement	EQUIP					48	0	12	60												
		TOTAL					48	0	12	60												
			Illustrative only				Illustrative only				Illustrative only				Illustrative only				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 \$176,109 for the 2019 program. Project selection will occur in the second half of 2018.

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.

To provide reasonable certainty that the Mobility Management Program of Brown County's existence will not be determined on a year-to-year basis, the Recipient Coordination and Management Plan was modified in 2017 to reserve 50 percent of the annual project funding (minus the Section 5310 Program administration set-aside of 10 percent) for the program.

The remaining 50 percent is designated for projects that can include the purchase of human service vehicles, program operating expenses, 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 2019			
			Federal	State	Local	Total
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10%  Cycle 43/Calendar Year 2019 Section 5310 allocation is \$176,109	Section 5310	17,611	0	0	17,611
158-19-501 (2019)		TOTAL	17,611	0	0	17,611
			Section 5310 - Approved			
Green Bay Metro	Specialized Transportation Mobility Management Program for Brown County <u>Mobility Coordinator for Brown County (1.0 FTE)</u>  Coordinate and expand transportation services for seniors & individuals w disabilities throughout Brown County. Includes travel training and travel voucher program administration. <u>Note:</u> Non-Federal funds from Green Bay Metro's State 85.20 allocation.	CAPITAL				
		Section 5310	76,004	0	0	76,004
		State 85.21	0	0	0	0
		State 85.20	0	18,002	0	18,002
158-19-502 (2019)		TOTAL	76,004	18,002	0	94,006
			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	36,894	0	20,106	57,000
158-19-503 (2019)		TOTAL	82,494	0	31,506	114,000
			Section 5310 - Approved			
Door-Tran Inc.	Mobility Manager & Transportation Program* Mobility Manager Position (1.75 FTE) & Expenses Program Operations: Volunteer & Vouchers (includes revenue)  Volunteer Coordinator (.80 FTE)  Accountant (0.25 FTE)	CAPITAL	112,393	0	28,093	140,486
		OPER	57,916	0	67,420	125,336
158-19-504 (2019)		TOTAL	170,309	0	95,513	265,822
	* located outside of Green Bay TMA; project does not impact allocation		Section 5310 - Approved			
<u>Forward Service Corporation</u>	Forward Service Corporation is using Section 5311 funds to help low-income workers with a subsidized vanpool, Transportation Coordinators, & 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. The no-interest vehicle repair loan will fill a definite gap as no program exists to provide such loans. The program may be supplemented with Wisconsin Employment Transportation Assistance Program (WETAP) funds.	CAPITAL	213,347	0	53,336	266,683
*Regional 40 County Program Including Service in the Green Bay Urbanized Area		OPER	21,795	0	21,795	43,590
158-19-505 (2019)		TOTAL	235,142	0	75,131	310,273
			Section 5311 and WETAP - Approved			

Notes:

Green Bay Metro request is \$3,245 less than the Management Plan allowable maximum of \$79,249.

Section 5310 funds to cover \$36,894 (64.7%) of Curative Connections Vehicle #2

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

Primary Jurisdiction Project Sponsor	Project Description	Type	Jan - Dec 2019				Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	<u>Doty Elementary School</u>	CONST	49,200		12,300	61,500				0				0	419,224	0	104,806	524,030
	Safe Routes To School (SRTS)					0				0				0				0
	Construct sidewalks & crosswalks east of Doty School on Longview Av & East River Dr					0				0				0				0
158-18-201	4579-01-00, 71	TA - Approved	49,200	0	12,300	61,500	0	0	0	0	0	0	0	0	419,224	0	104,806	524,030
Village of Howard	<u>Velp Avenue Trail Project</u>	CONST				0				0				0	528,192	0	262,718	790,910
	Construct 1.25 mile shared use path mostly parallel to Velp Av connecting Village Hall to the Mountain Bay Trail									0				0				0
										0				0				0
158-18-202	9269-08-00, 71	TA - Approved	0	0	0	0	0	0	0	0	0	0	0	0	528,192	0	262,718	790,910

WisDOT's TA funding opportunity occurs on an every other year basis. The next cycle is scheduled for late fall of 2019/early 2020.

## **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 2019 and concluding in the spring of 2020. The Green Bay Urbanized Area's four-year TA allocation amount has not been determined.

Projects submitted in late 2017 and approved with \$996,616 in funding for 2018 are found in Table II-4.

**F. WISCONSIN STATE FREIGHT PLAN**

The Wisconsin Department of Transportation (WisDOT) published the approved *Wisconsin State Freight Plan in April 2018*. The following relates to the Green Bay Urbanized Area for 2019-2021:

**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
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none

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

SFY	Operating Railroad	Miles	Project Title	Work Type
none				

## **G. INTERCITY BUS SERVICE – 2018**

### 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

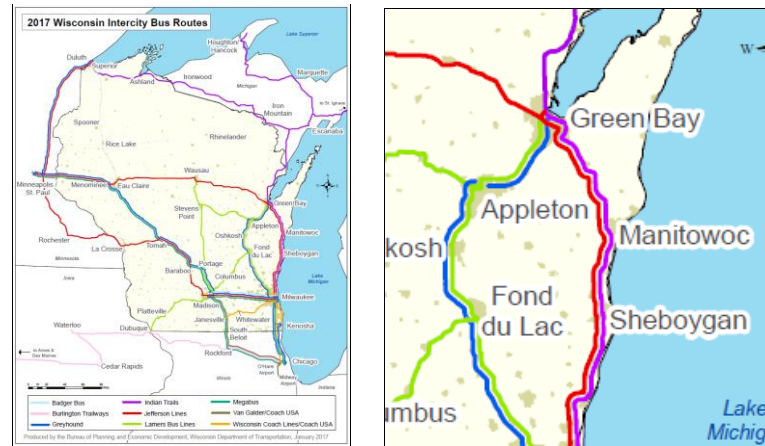
Greyhound provides service between Green Bay and Milwaukee along the I-41 corridor with scheduled stops along the way.

### 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.



## Wisconsin Intercity Bus Routes (WisDOT 2018)



## Intercity Bus Frequency

Service	Provider	Trips per Weekday	Trips per Saturday	Trips per Sunday
Green Bay to Madison	Lamers	1	1	1
Green Bay to Minneapolis	Jefferson Lines	1	1	1
Green Bay to Milwaukee	Indian Trails, Lamers, Greyhound, Jefferson Lines	3 (4 on Friday)	3	4
Green Bay to Upper Peninsula MI	Indian Trails	1	1	1

## **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 may 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 Report Year 2017  
8-Hour Ozone Design Values for 2014-2016**



Ozone	Standard	UW-Green Bay Station
8 Hour	70ppb	66ppb

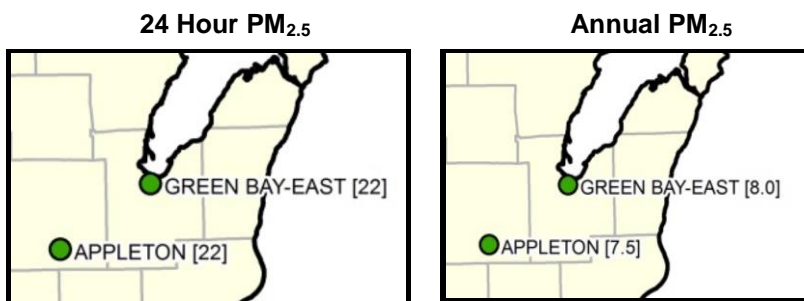
Particulate Matter (PM). PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the air for long 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<sub>10</sub>) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter (PM<sub>2.5</sub>) are referred to as "fine" particles and are believed to pose the greatest health risks. Because of their small size (approximately 1/30th the average width of a human hair), fine particles can lodge deeply into the lungs. Particles with diameters between 2.5 and 10 micrometers are referred to as "coarse."

Where does PM come from? Sources of particles include all types of combustion activities (wood burning, power plants, 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<sub>2.5</sub>? The current 24-hour fine particle standard is 35 µg/m<sup>3</sup> (35.0 micrograms per cubic meter) and the current annual fine particle standard is 12 µg/m<sup>3</sup>. 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.

**Wisconsin Department of Natural Resources Report Year 2017  
24 Hour and Annual PM<sub>2.5</sub> Values for 2014-2016**



PM <sub>2.5</sub>	Standard	Green Bay East High Station
24 Hour	35 µg/m <sup>3</sup>	22 µg/m <sup>3</sup>
Annual	12 µg/m <sup>3</sup>	8 µg/m <sup>3</sup>

### Brown County PM<sub>2.5</sub> 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 <sub>2.5</sub> Emissions by Sector by Short Ton		PM <sub>2.5</sub> Emissions Fuel Combustion by Short Ton		PM <sub>2.5</sub> 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	<b>Total:</b>	<b>301</b>
Miscellaneous	266	Industrial Boilers (Natural Gas)	22		
Mobile	249	<b>Total:</b>	<b>855</b>		
Fires	17				
Solvent	10				
<b>Total:</b>	<b>2,401</b>				

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 2019–2022 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 2023 as fiscal constraint is a four-year requirement.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2019	2020	2021	2022	Total	2019	2020	2021	2022	Total
FHWA	STBG (MPO Allocation)	\$10,109,440	\$1,617,000	\$2,700,000	\$0	<b>\$14,426,440</b>	\$10,109,440	\$1,617,000	\$2,700,000	\$0	<b>\$14,426,440</b>
	STBG (WisDOT)	\$1,215,384	\$854,000	\$854,000	\$854,000	<b>\$3,777,384</b>	1,215,384	854,000	854,000	854,000	<b>\$3,777,384</b>
	STP Flex	0	0	0	0	<b>\$0</b>	0	0	0	0	<b>\$0</b>
	HSIP	918,000	240,000	240,000	240,000	<b>\$1,638,000</b>	918,000	240,000	240,000	240,000	<b>\$1,638,000</b>
	NHPP	2,189,000	560,000	604,000	560,000	<b>\$3,913,000</b>	2,189,000	560,000	604,000	560,000	<b>\$3,913,000</b>
	TA - STBG Set-Aside	49,200	0	0	947,416	<b>\$996,616</b>	49,200	0	0	947,416	<b>\$996,616</b>
	<b>Total</b>	<b>\$14,481,024</b>	<b>\$3,271,000</b>	<b>\$4,398,000</b>	<b>\$2,601,416</b>	<b>\$24,751,440</b>	<b>\$14,481,024</b>	<b>\$3,271,000</b>	<b>\$4,398,000</b>	<b>\$2,601,416</b>	<b>\$24,751,440</b>
FTA	Section 5307	\$2,877,000	\$0	\$0	\$0	<b>\$2,877,000</b>	\$2,877,000	\$0	\$0	\$0	<b>\$2,877,000</b>
	Section 5310	176,109	0	0	0	<b>\$176,109</b>	176,109	0	0	0	<b>\$176,109</b>
	Section 5339	0	0	0	0	<b>\$0</b>	0	0	0	0	<b>\$0</b>
	<b>Total</b>	<b>\$3,053,109</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,053,109</b>	<b>\$3,053,109</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,053,109</b>

\* 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				
	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Operating Expense:</b>	<b>\$7,466,208</b>	<b>\$7,156,064</b>	<b>\$7,309,244</b>	<b>\$8,458,466</b>	<b>\$8,590,213</b>	<b>\$8,668,975</b>	<b>\$8,749,311</b>	<b>\$8,831,254</b>	<b>\$8,914,836</b>
	-2.41%	-4.15%	2.14%	15.72%	1.56%	0.92%	0.93%	0.94%	0.95%
<b>Funding Sources:</b>									
<u>Public Operating Assistance:</u>									
Federal Section 5307/Capitalized Maintenance	\$2,109,947	\$1,812,274	\$1,772,031	\$2,326,078	\$2,326,078	\$2,326,078	\$2,326,078	\$2,326,078	\$2,326,078
State of Wisconsin Section 85.20	2,382,178	2,438,165	2,548,875	2,326,078	2,326,078	2,326,078	2,326,078	2,326,078	2,326,078
City of Green Bay	883,944	879,099	1,022,859	1,561,068	1,592,289	1,624,135	1,656,618	1,689,750	1,723,545
City of De Pere	88,970	84,587	97,878	138,859	141,636	144,469	147,358	150,305	153,311
Village of Allouez	54,866	52,039	54,069	68,756	70,132	71,534	72,965	74,424	75,913
Village of Ashwaubenon	137,132	128,599	152,685	255,698	260,812	266,028	271,349	276,776	282,311
Village of Bellevue	31,108	32,270	37,544	92,528	150,000	153,000	156,060	159,181	162,365
<u>Public Operating Assistance Subtotal:</u>	<u>\$5,688,145</u>	<u>\$5,427,034</u>	<u>\$5,685,941</u>	<u>\$6,769,066</u>	<u>\$6,867,025</u>	<u>\$6,911,323</u>	<u>\$6,956,506</u>	<u>\$7,002,593</u>	<u>\$7,049,602</u>
<u>Revenue:</u>									
Farebox Revenue - Fixed Route Bus	\$899,771	\$896,921	\$709,595	\$660,000	\$673,200	\$686,664	\$700,397	\$714,405	\$728,693
Farebox Revenue - Paratransit Program	549,929	593,127	532,383	564,000	575,280	586,786	598,521	610,492	622,702
Advertising (sale of ads on buses)	121,957	157,825	130,497	100,000	102,000	104,040	106,121	108,243	110,408
Investment Income	4,784	9,345	11,263	9,000	9,180	9,364	9,551	9,742	9,937
Other (partnership income, sale of used oil & parts, etc.)	201,622	71,813	239,564	356,400	363,528	370,799	378,215	385,779	393,494
<u>Revenue Subtotal:</u>	<u>\$1,778,063</u>	<u>\$1,729,030</u>	<u>\$1,623,303</u>	<u>\$1,689,400</u>	<u>\$1,723,188</u>	<u>\$1,757,652</u>	<u>\$1,792,805</u>	<u>\$1,828,661</u>	<u>\$1,865,234</u>
<b>Funding Sources Total:</b>	<b>\$7,466,208</b>	<b>\$7,156,064</b>	<b>\$7,309,244</b>	<b>\$8,458,466</b>	<b>\$8,590,213</b>	<b>\$8,668,975</b>	<b>\$8,749,311</b>	<b>\$8,831,254</b>	<b>\$8,914,836</b>

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

Item	Actual				Estimated	Projected		
	2014	2015	2016	2017	2018	2019	2020	2021
Revenue Passengers (1,000s)	1,429	1,395	1,323	1,243	1,243	1,255	1,268	1,281
Revenue Miles (1,000s)	1,046	1,106	1,137	1,120	1,198	1,266	1,266	1,266
Operating Expense (1,000s)	\$7,651	\$7,466	\$7,031	\$7,309	\$8,458	\$8,627	\$8,800	\$8,976
Farebox Revenue (1,000s)	\$1,398	\$1,450	\$1,490	\$1,242	\$1,420	\$1,448	\$1,477	\$1,507
Expense/Mile	\$7.31	\$6.75	\$6.18	\$6.53	\$7.06	\$6.81	\$6.95	\$7.09
Expense/Passenger	\$5.35	\$5.35	\$5.31	\$5.88	\$6.80	\$6.87	\$6.94	\$7.01
Passenger/Mile	1.37	1.26	1.16	1.11	1.04	0.99	1.00	1.01
Revenue/Passenger	\$0.98	\$1.04	\$1.13	\$1.00	\$1.14	\$1.15	\$1.17	\$1.18
Bus Fleet	35	35	35	34	35	35	35	35
Employees	62.0	63.0	63.0	64.0	69.0	69.0	69.0	69.0

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

<b>Fare Category</b>	<b>1998</b>	<b>2003</b>	<b>2005</b>	<b>2009</b>	<b>2018</b>
<b>Adult</b>					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50
Day Pass					\$3.00
Week Pass					\$12.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00
College 30-Day Pass					\$30.00
<b>Student (K-12)*</b>					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00
Day Pass					\$2.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$22.00
<b>Reduced (Age 65 or older or qualifying Disability w/ ID Card)</b>					
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75
Day Pass					\$1.50
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00
<b>Disabled Veterans w/ Service Connected ID</b>					Free
<b>Green Saturday/Packers Game Day Service</b>					Free

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

<b>Table III-5 Green Bay Metro Bus Fleet</b>				
<b>Bus Quantity</b>	<b>Year</b>	<b>Make</b>	<b>Length</b>	<b>Age in Years</b>
4	2003	New Flyer	30'	15
3	2004	New Flyer	30'	14
9	2009	New Flyer	35'	9
10	2011	Gillig	35'	7
4	2015	Gillig	40'	3
3	2018	New Flyer	35'	0
2	2018	New Flyer	40'	0
<b>35</b>				
<b>Average Age in Years:</b>				<b>7.57</b>

The 2019-2023 capital improvement program developed by Green Bay Metro staff includes the following:

In 2019 through 2023, 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 2019 through 2023, Metro will request funding to purchase and/or replace the following items:

- Pressure washer
- Shop/garage lighting
- Air handling units
- DPF (Diesel particulate filter) machine
- ADA accessible passenger shelters, benches and pads
- ADA paratransit vehicles
- 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 Expenditure Inflation Factor	Justification
<b>Federal/State</b>	various	various	2019+	1.7%	WisDOT Bureau of Planning & Economic Development
<b>Brown County</b>	STBG Program	various	2019+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
<b>Green Bay</b>	STBG Program	Webster St	2019	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
<b>Ashwaubenon</b>	STBG Program	Cormier Rd	2019	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
<b>Howard</b>	STBG Program	Vincent Rd	2019	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
<b>De Pere</b>	STBG Program	Lawrence Dr	2019+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
<b>Bellevue</b>	STBG Program	Manitowoc Rd	2019+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions*
<b>Green Bay Metro</b>	Section 5307	operating	2019+	2% or less	Projected service levels and past experience
	various	capital items	2019+	2% or less	Current cost with little or no inflation
<b>Recipients</b>	Section 5310	vehicles	2019+	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**



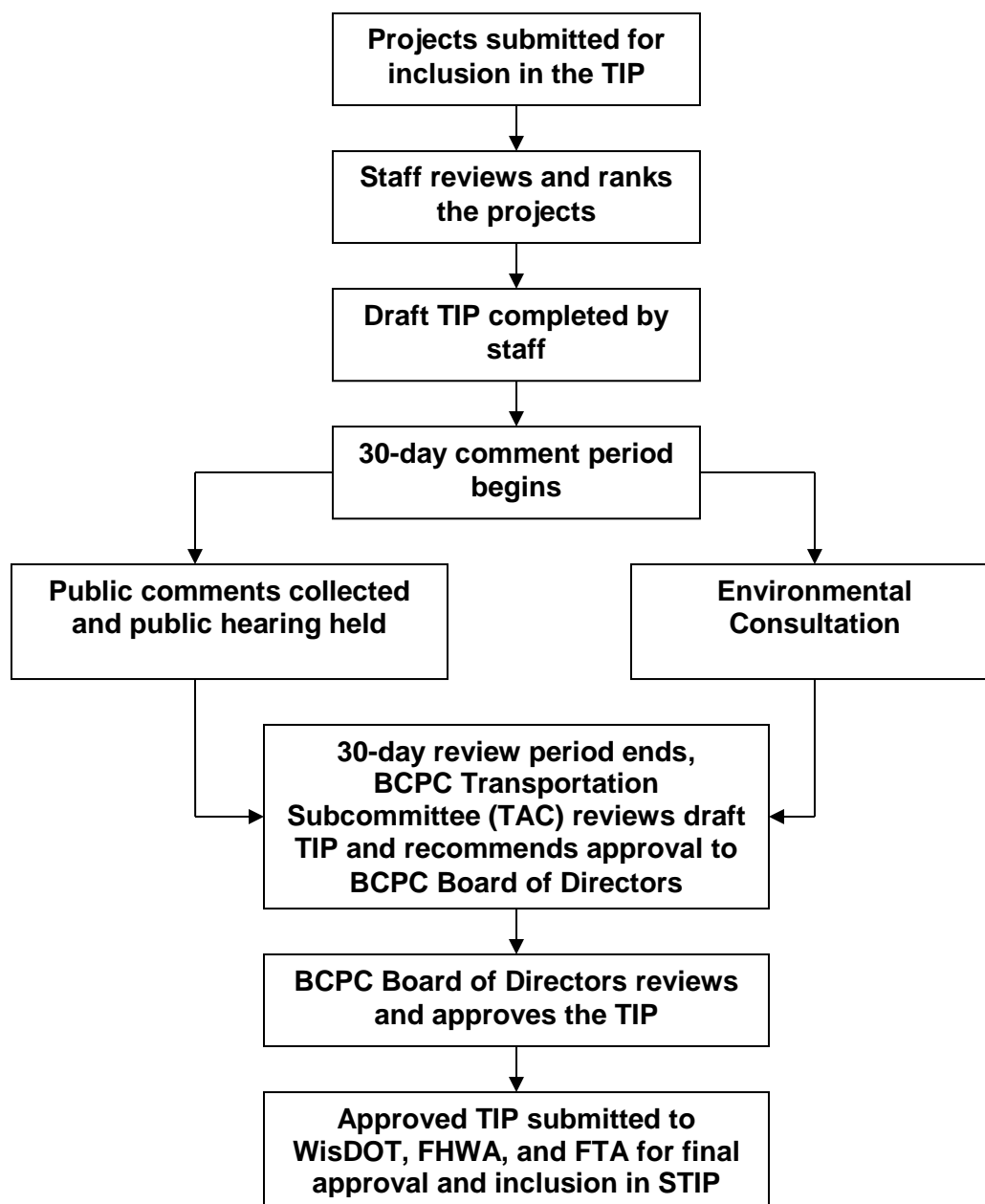
## **A. OVERALL TRANSPORTATION PLANNING PROCESS**

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 *2019-2023 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 2019-2023 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 210 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 2018:

August 22	30-day public review and comment period begins (August 22-September 20).
August 22	1 <sup>st</sup> Notice of 30-day Review Period, Request for Comments, and Public Hearing on Draft TIP published.
August 29	2 <sup>nd</sup> Notice published.
September 5	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
September 17	Environmental Consultation meeting with Resource Agencies.
September 17	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 20	30-day public review and comment period ends. If significant comments are received they will be provided to the Transportation Subcommittee.
October 3	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 - 2018**  
 (Transportation Network Companies such as Uber and Lyft are not included.)

1 Awesome Cab 215 Kings Way Seymour WI 54165 (920) 639-8687	American Shuttle 800 Cedar Street Green Bay WI 54301 (920) 713-4521	Comfort Travel 1029 Sunset Beach Rd Suamico WI 54173 (920) 490-7667	Green Bay Taxi 1823 Nancy Avenue Green Bay WI 54303 (920) 438-9939	Oneida Shuttle 2170 Airport Drive Green Bay WI 54313 (920) 429-3452	Wheelchair Transportation 1269 Langlade Avenue Green Bay WI 54304 (920) 494-3333
1st Choice Shuttle/Taxi 2995 Holmgren Way #12 Green Bay WI 54304 (920) 471-6061	Anytime Taxi 553 Mech St Green Bay WI 54302 (920) 629-6982	DW Shuttle 106 Oakton Lane Green Bay WI 54311 (920) 713-4959	GT Mobility & Services 844 Ontario Rd Green Bay WI 54311 (920) 491-8384	Packerland Shuttle/Taxi 2151 Old Martin Rd De Pere WI 54115 (920) 327-2880	
A-1 Medi Mobile 2819 University Avenue Green Bay WI 54311 (920) 469-3559	Arms of Angels 1658 Silhouette Lane De Pere WI 54115 (920)-360-3202	Dynasty Transportation 840 S Jackson Street Green Bay WI 54301 (920) 857-3401	It's Your Taxi & Shuttle 3940 Bell Bridge Rd Oconto WI 54153 (920) 373-5222	Royal Shuttle & Taxi PO Box 28103 Green Bay WI 54311 (920) 327-2453	
A & J Mobility 1330 Mid Valley Dr De Pere WI 54115 (920) 632-4882	Astro Shuttle/Astro Taxi PO Box 12143 Green Bay WI 54302 (920) 499-9119	Elite Shuttle LLC 2930 Beth Dr Green Bay WI 54311 (920) 265-8471	Kewaunee Taxi 927 Miller St Kewaunee WI 54216 (920) 327-0714	Taxi Green Bay WI 221 Huth Street #103 Green Bay WI 54302 (920) 204-7082	
Abby Vans 1115 W. 4th St Neillsville WI 54456 1 (800) 236-8438	Bay Bus Shuttle LLC 846 Lime Kiln Rd Green Bay WI 54303 (920) 432-5555	First Choice Shuttle 516 Baird Creek Rd Green Bay WI 54311 (920) 471-6061	Lamers 2937 Monroe Road De Pere WI 54115 (920) 336-7220	Transtar Medical 120 W Main Street Campbellsport WI 53010 1 (800) 972-8080	
Ace Cab/Cab Checker 1217 S Maple Avenue Green Bay WI 54304 (920) 435-1111/435-1100	Checker 1212 S Maple Avenue Green Bay WI 54304 (920) 435-7454	First Student 1840 Lime Kiln Rd Green Bay WI 54311 (920) 438-9939	Native Cab 3017 Gemini Rd Green Bay WI 54311 (920) 492-9294	Yellow Cab of Brown County 1212 S Maple Avenue Green Bay WI 54304 (920) 435-8444	

### **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 \$20,780 in the country.

Persons in Household	2018 Poverty Guidelines
1	\$12,140
2	\$16,460
3	\$20,780
4	\$25,100
5	\$29,420
6	\$33,740
7	\$38,060
8	\$42,380
Each Additional Person add \$4,320	

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 Population as a Percent of Total Population

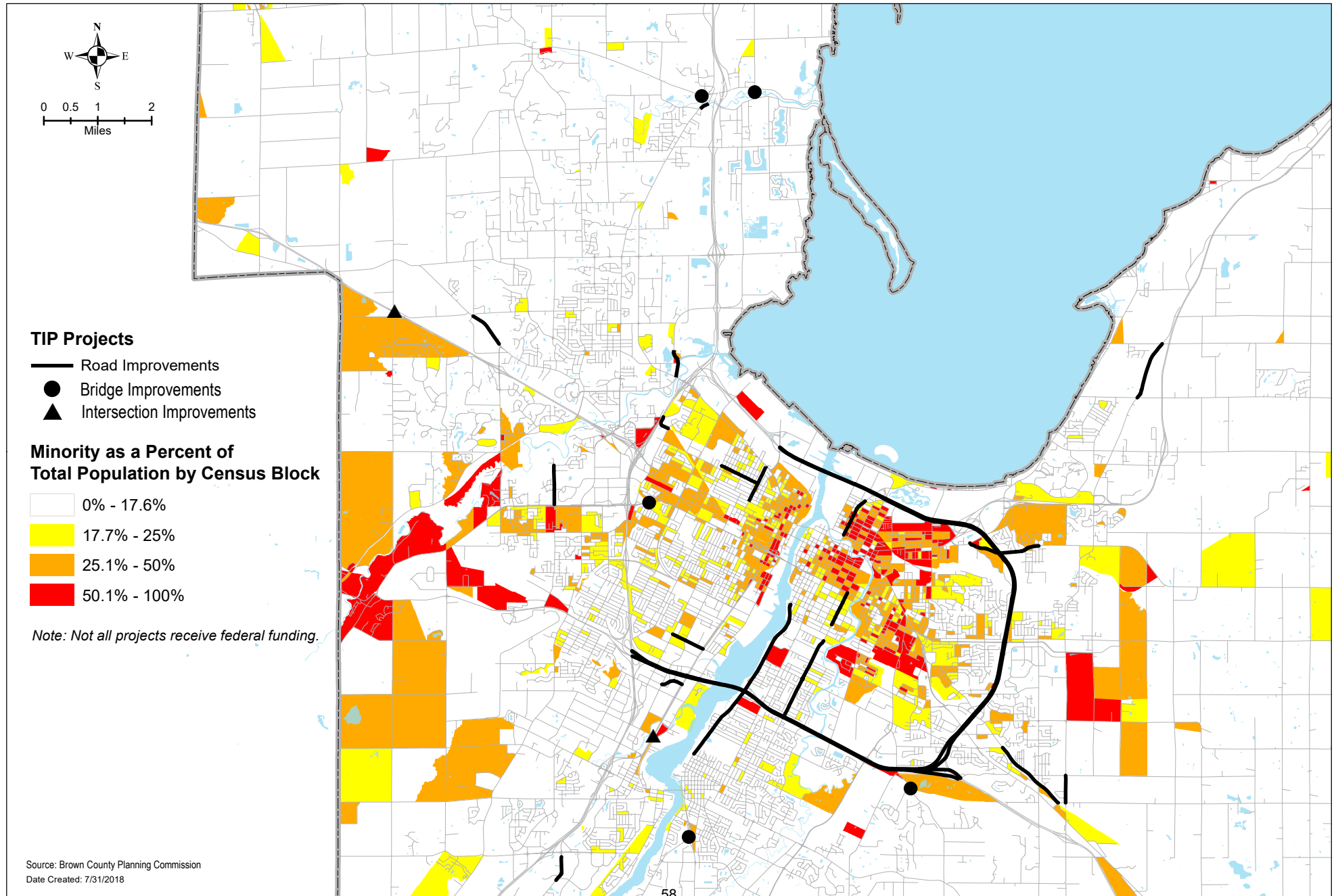


Figure D

# Project Locations and Income

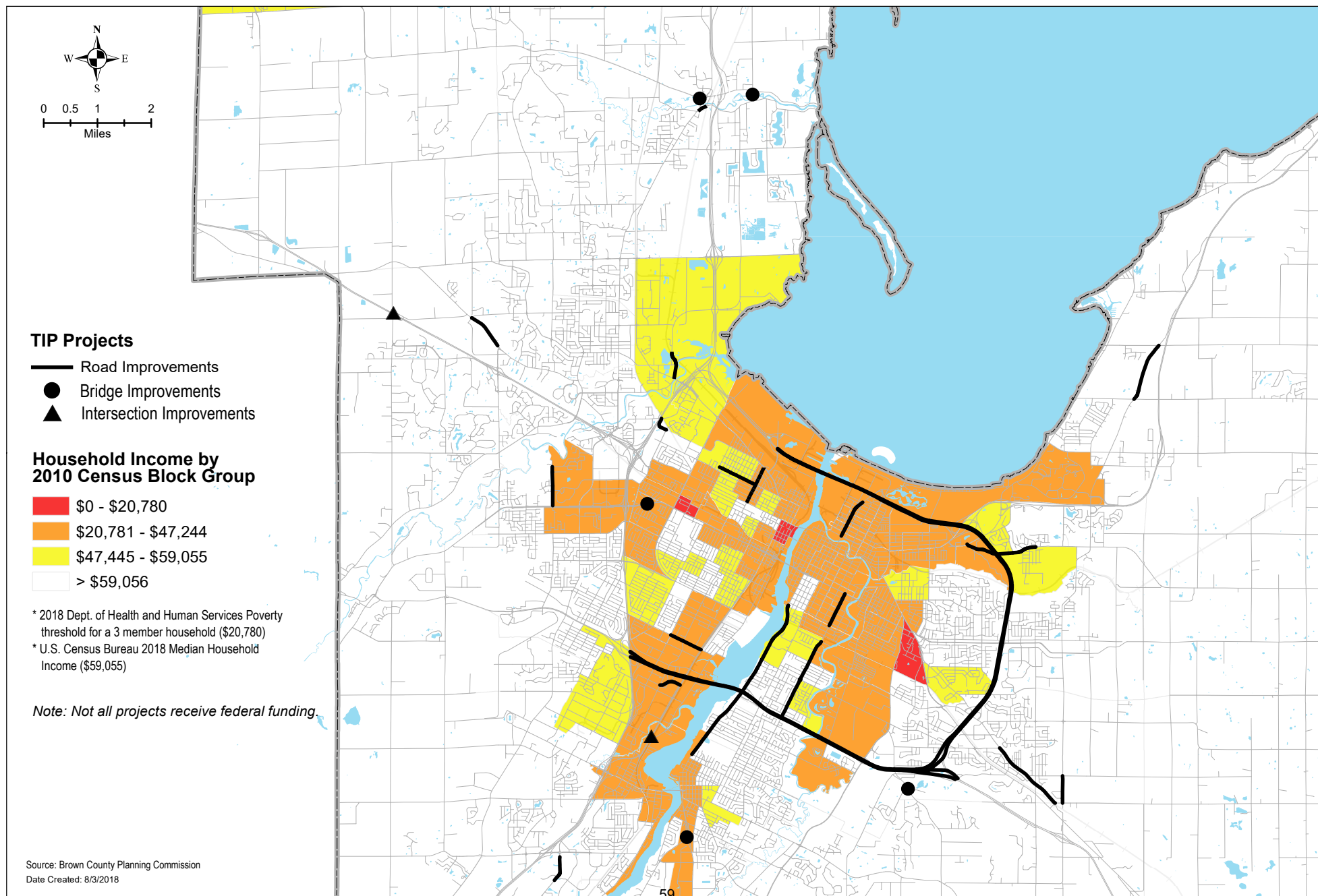


Figure E

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

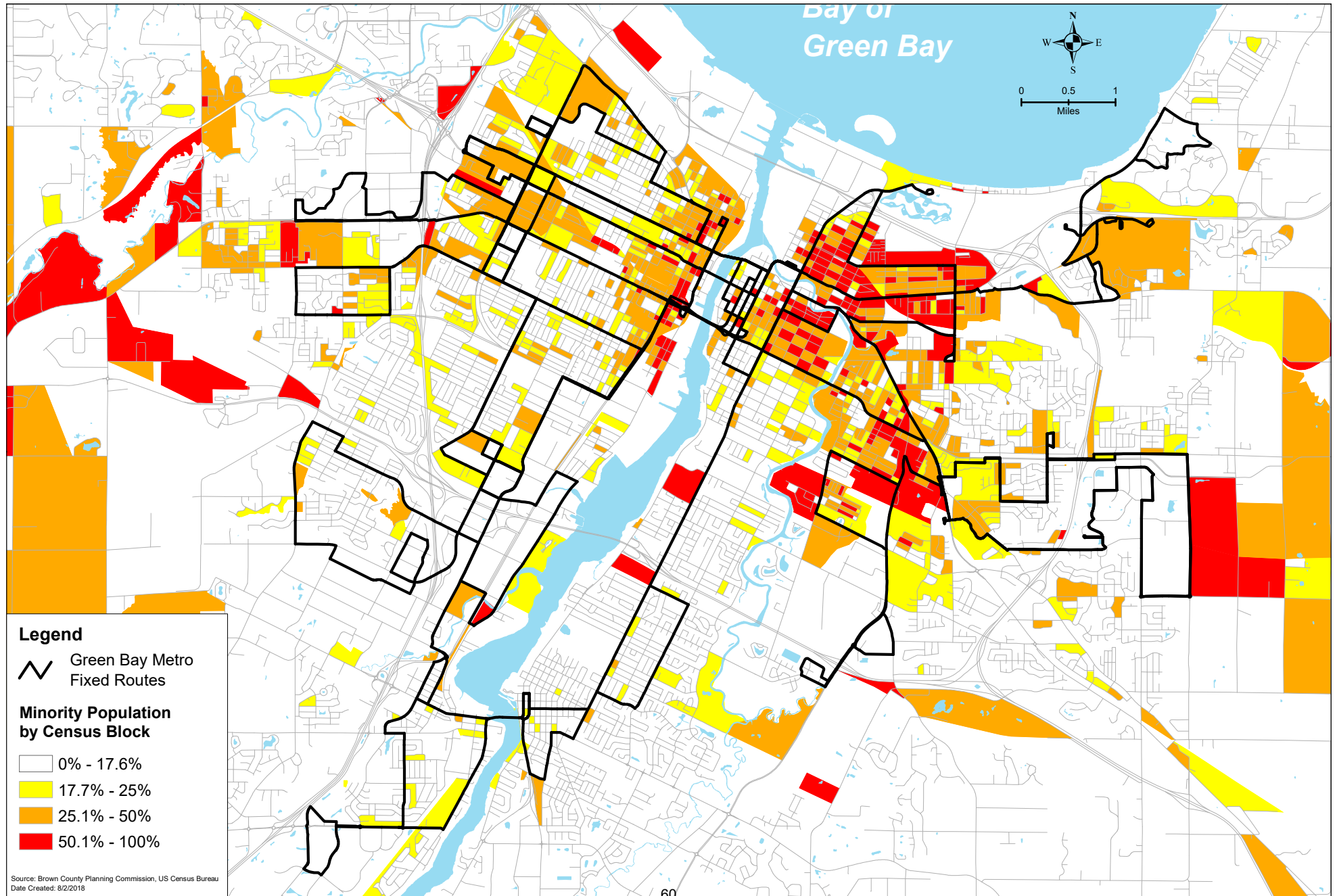
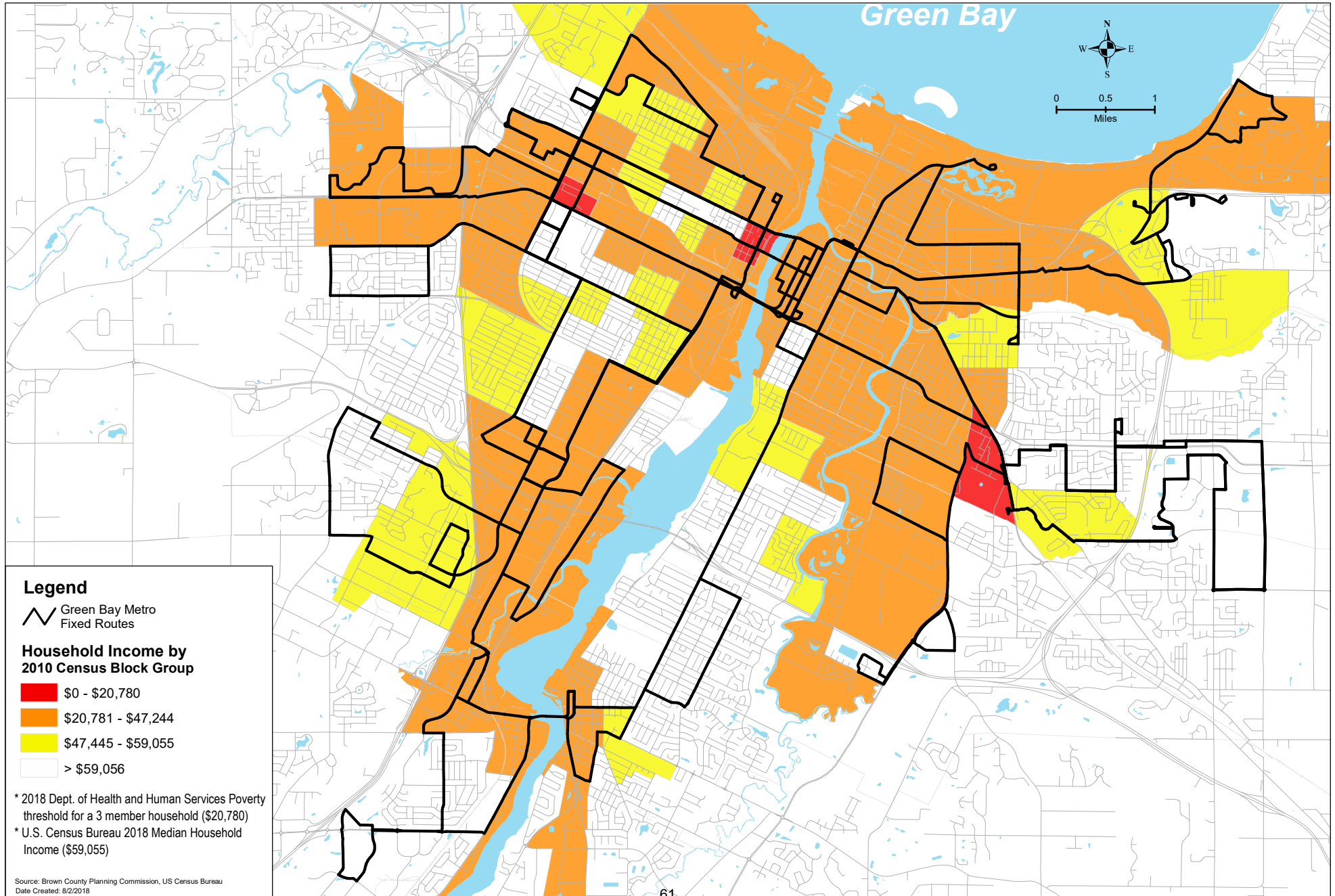




Figure F

# Green Bay Metro System and Income

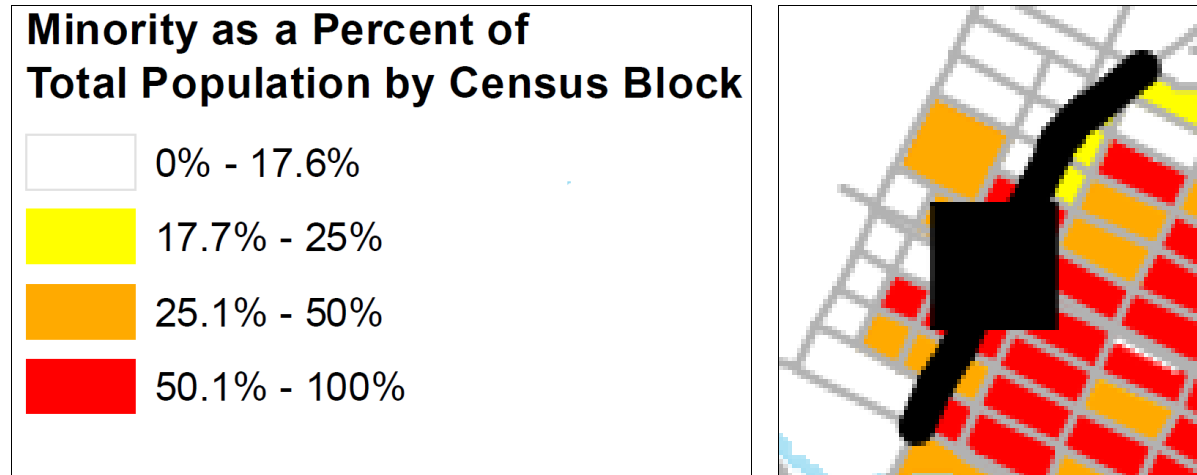


### Equity Analysis

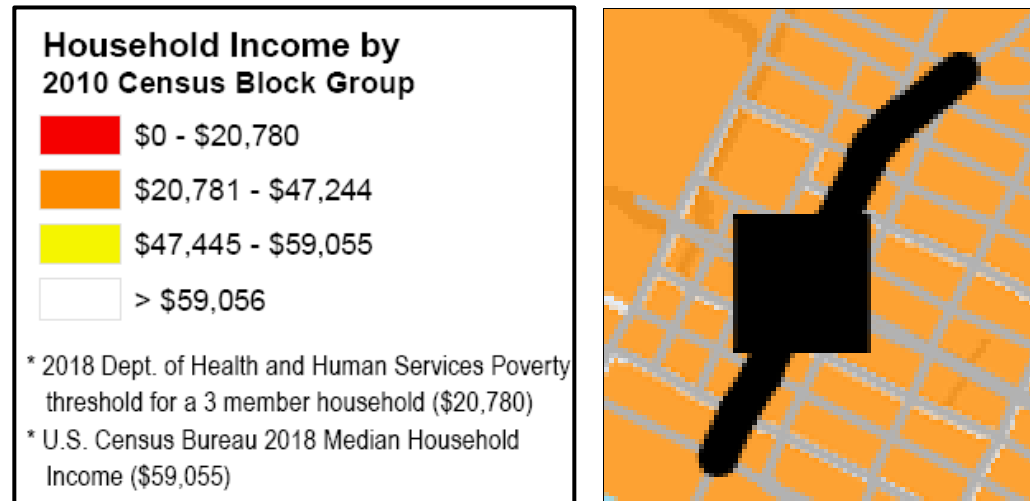
The following projects in the 2019-2023 TIP are located in areas with relatively high minority populations and/or low-income households:

**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.

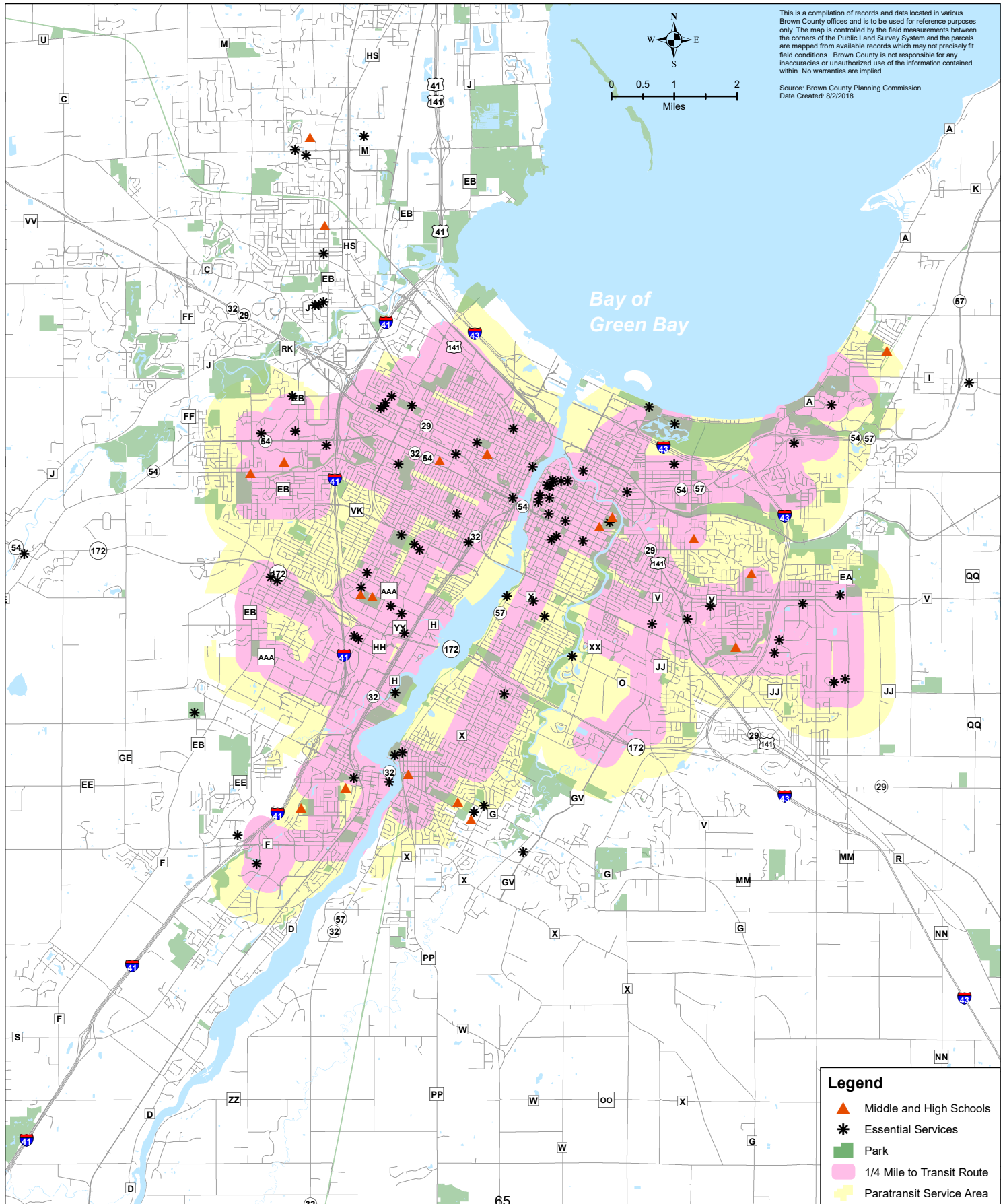


Figure H

## 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.

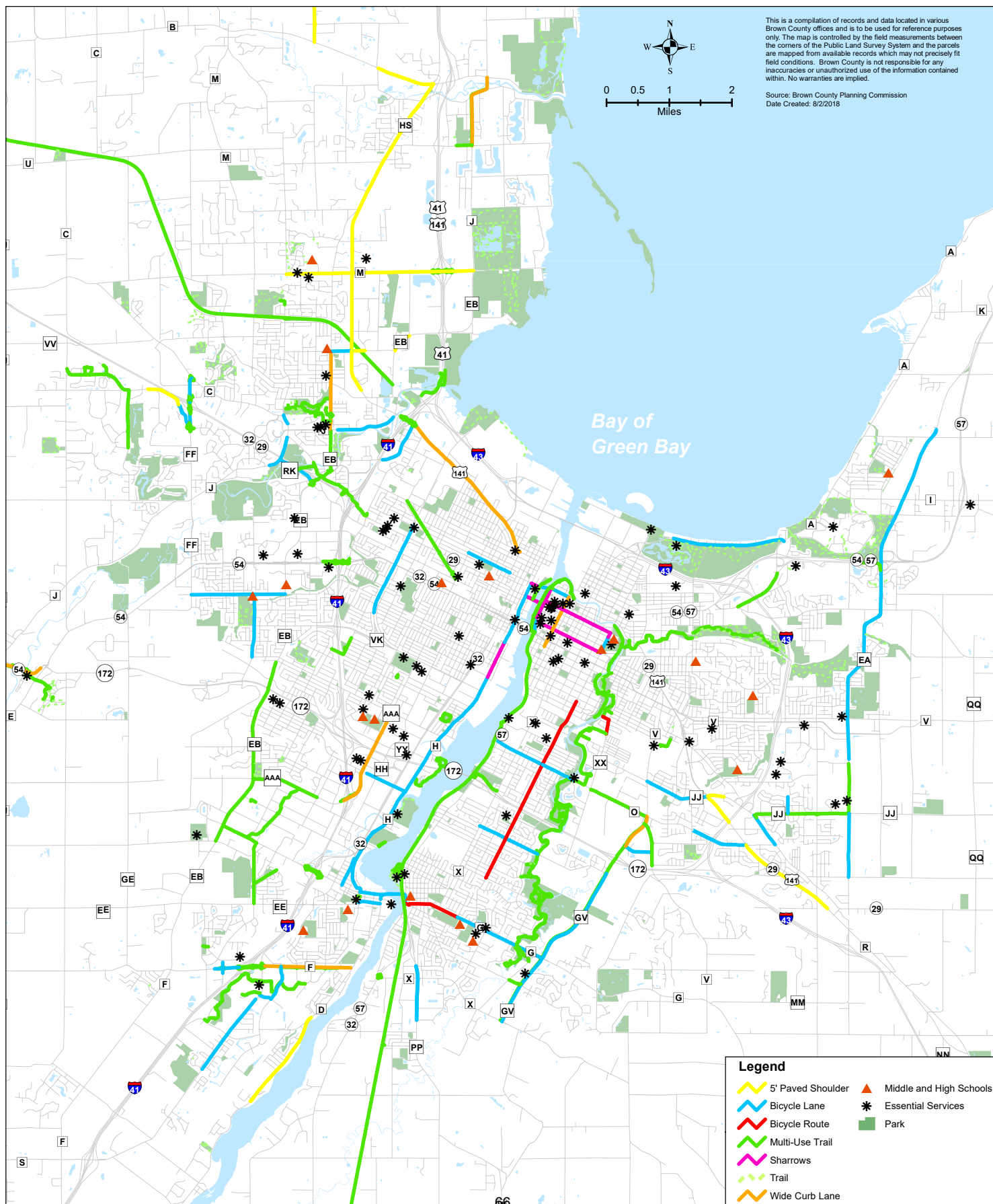
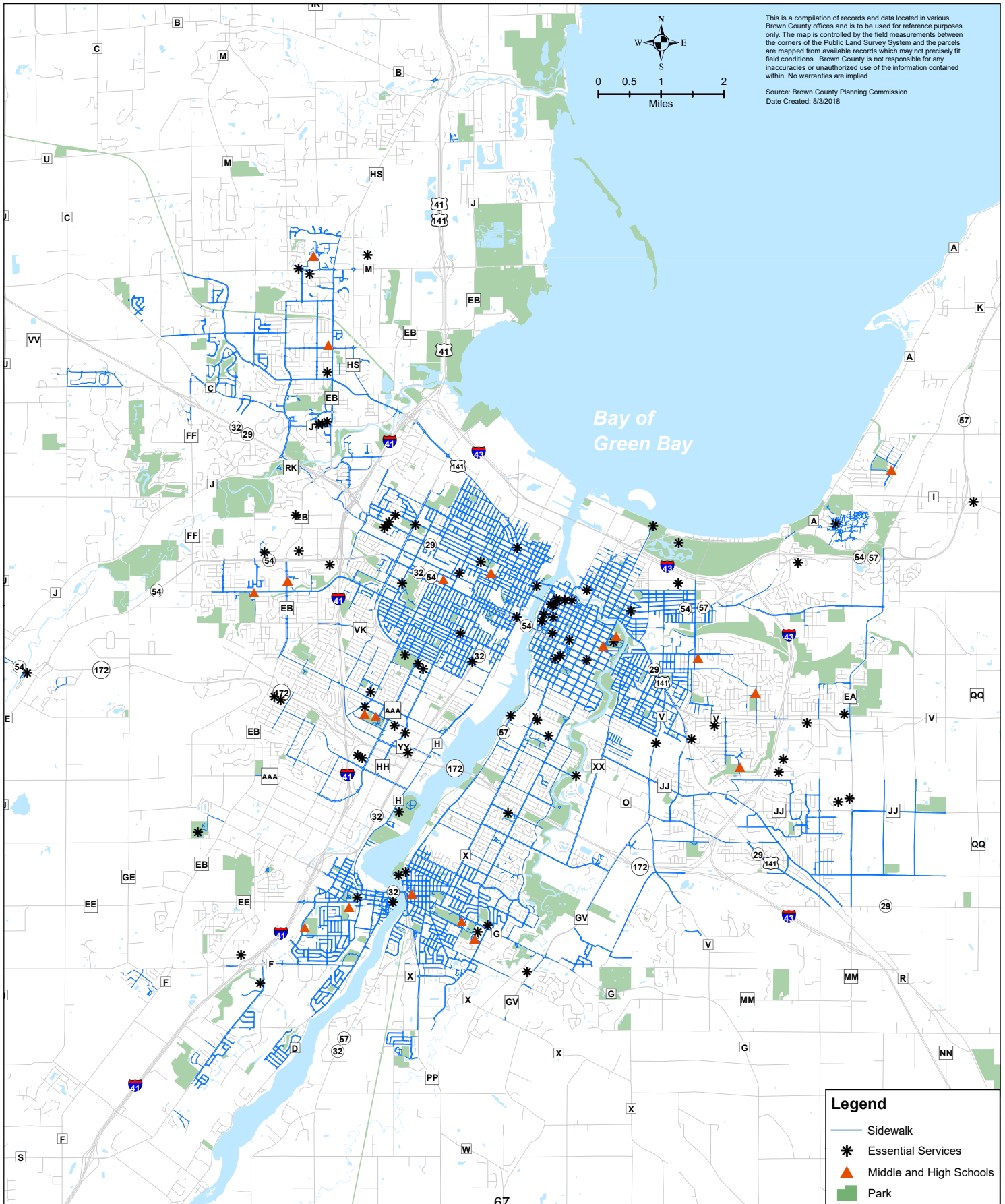




Figure I

## 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, 2018 and June 30, 2018:

- Staff conducted research and provided Green Bay Metro with information for an update of Metro's Title VI and Limited English Proficiency (LEP) Plan.
- 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 31<sup>st</sup> of each year.

Obligated transportation projects in the Green Bay Urbanized Area amounted to approximately \$103,000,000 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**

<b>Facility</b>	<b>Segment</b>	<b>Project Type</b>	<b>Project Status</b>
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	To be completed in 2017
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	The MPO, Federal agencies, State agencies, local agencies and local communities are in the process of finalizing the EIS and IAJR; construction not programmed; Federal, State, and local funding not programmed

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

### **1. 2018-2022 Transportation Improvement Program**

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

The current project status of the previously programmed 2018 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 2018.

Metro will reconfigure and improve the main Transitway on University Avenue in 2018. Metro will also take delivery of five new buses in the fall of 2018.

#### **c. Transportation Alternatives (TA) including the former Safe Routes to School (SRTS) Program**

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.

The Green Bay School District's safe routes to school plan project has started and will be completed in 2019.

The Doty Elementary School SRTS project, which includes the installation of sidewalks and bumpouts, is scheduled for 2019.

The Velp Avenue Trail Project that includes a multiuse path near Velp Avenue between the Howard Village Hall and the Mountain-Bay Trail is scheduled for 2022.

#### **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 2018.

### **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.

The Green Bay Transit Commission is scheduled to approve the 2019-2023 TDP in late 2018.

**Table IV-3  
Status of 2018 Road Construction Projects**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Status		Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2018				Status
			Federal	State	Local	Total						Federal	State	Local	Total	
City of De Pere	Lawrence Drive 500' s/o Fortune Av to Scheuring Rd Reconstruction with improved crosswalk & bike lane design in 2018, construction in 2021	DESIGN	227	0	57	284	Approval Pending		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	CONST	9,910	2,478	0	12,388	Project to be completed in 2018
158-18-010 (2018) 158-18-011 (2021)		TOTAL	227	0	57	284			158-11-025 (2018)		TOTAL	9,910	2,478	0	12,388	
Green Bay Metro	Three 35' buses in 2018 Two 40' buses in 2018	EQUIP EQUIP	1,150 776	0 0	287 194	1,437 970	Buses to be delivered in the fall of 2018		WisDOT	I-41 Green Bay to Oconto CTH B Interchange Operational Improvements 1150-54-71 LET on 12/12/2017 0.00 miles P	CONST	2,171	543	23	2,737	Project to be completed in 2018
		TOTAL	1,926	0	481	2,407			158-13-019 (2018)		TOTAL	2,171	543	23	2,737	
City of Green Bay	Gray Street Dousman St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane	DESIGN	0	0	189	189	Design work to occur in 2018		WisDOT	CTH M (Lineville Rd) near Velp Av Rail Crossing Improvement  1009-93-62 0.00 miles P	CONST	131	71	0	202	Project cancelled. A future county project will change typical section. The improvements will be delayed until then.
158-18-012 (2021)	0.86 miles P	TOTAL	0	0	189	189			158-14-013 (2018)		TOTAL	131	71	0	202	
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	CONST	652	0	787	1,439	Project to be completed in 2018		WisDOT	CTH MM Bridge & Approaches over Bower Creek near Fonferek Glen in Ledgeview P-05-0106 4555-02-71 40' P	CONST	380	0	95	475	Project to be completed in 2018
158-11-004 (2018)	0.32 miles P	TOTAL	652	0	787	1,439			158-15-020 (2018)		TOTAL	380	0	95	475	
WisDOT	STH 54 (Mason St) Bridge over Fox River Bridge Design  Rehabilitation in 2027 9210-18-00 0.73 miles P	DESIGN	4,800	1,200	0	6,000	Design work to occur in 2018 (7/25/18)		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	Project LET date of 11/25/18 - work to occur in conjunction with roadway project in CY 2019.
158-18-014 (2018)			4,800	1,200	0	6,000			158-18-017 (2018)			175	0	175	350	
WisDOT	STH 54 (West Mason Street) Beaver Dam Creek Bridge Replace Box Culvert 9210-19-00, 71	DESIGN	169	0	56	225	Design work to occur in 2018 (5/25/18)		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	Project LET date of 11/25/18 - work to occur in conjunction with roadway project in CY 2019.
158-17-010 (2018) 158-17-011 (2022)	0.032 miles P	TOTAL	169	0	56	225			158-18-018 (2018)			439	0	67	505	

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

<b>Item</b>	<b>Recommendation</b>	<b>Status</b>
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. Three 35' and two 40' buses will be delivered in the fall of 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. Green Bay Metro exercised a one year option for the period March 30, 2018 – March 31, 2019. One additional option year remains available.

## J. PERFORMANCE MEASURES REQUIREMENT

### Introduction

MAP-21 and the FAST Act require the incorporation of Performance-Based Planning and Programming (PBPP) be used in development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

### Performance Goals

**23 USC 150: National performance measure goals are:**

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS)
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

## Performance Measures

MAP-21/FAST Act Performance Measures as established in 49 USC 625 and 23 CFR 490 are:

- Safety
  - Number of fatalities
  - Fatalities per 100 million vehicle miles traveled
  - Number of serious injuries
  - Serious injuries per 100 million vehicle miles traveled
  - Number of non-motorized fatalities and non-motorized serious injuries
- Infrastructure (referred to as PM 2)/Pavement and Bridge Conditions on the NHS
  - Percentage of pavements of the Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
  - Percentage of NHS bridges classified as in Good condition
  - Percentage of NHS bridges classified as in Poor condition
- System Performance on NHS (referred to as PM 3)/NHS Travel and Freight Reliability
  - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
  - Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Freight Movement (included in the NHS Travel and Freight Reliability)
  - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
- Transit/Transit State of Good Repair and Transit Asset Management
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
  - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
  - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
  - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
- CMAQ - Congestion Reduction (as applicable). Brown County is considered an attainment area for air quality standards and is not subject to these measures.
  - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
  - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
  - Emissions Measure: Total Emission Reductions

## Established MPO Targets

### Safety

On February 7, 2018, the BCPC Board of Directors (MPO Policy Board) approved safety performance measures that are consistent with 2018 WisDOT's targets for each of the five Highway Safety Improvement Program (HSIP) performance measures. The Safety Targets were incorporated into the *2018-2022 TIP* via major amendment on June 6, 2018. Safety measures must be updated annually.

### WisDOT and MPO Safety Targets

Measure	2018 Safety Target (approved 2-7-2018)	2019* Safety Target (proposed)	Reduction Goal
Number of Fatalities	556.1	555.7	2%
Number of Serious Injuries	3,023.9	2,967.6	2%
Rate of Fatalities per 100 million VMT	0.917	0.915	5%
Rate of Serious Injury per 100 million VMT	4.997	4.785	5%
Number of Non-Motorized Fatalities and Serious Injuries	343.3	342.0	5%

\*2019 Safety Target approved by WisDOT. MPO scheduled to take action on proposed targets on 12-5-2018.

Examples of safety improvement projects that are in the MPO's 2019-2023 TIP include:

- Safety improvements at the high crash intersection of STH 32 (Ashland Avenue) and Parkview Road in the City of De Pere.
- Reconstruction of Vanderperren Way from Holmgren Way to Ashland Avenue in the Village of Ashwaubenon to include bicycle lanes.
- Installation of signals and gates at several high volume rail crossings throughout the Green Bay Urbanized Area.

These and other projects contained in the 2019-2023 TIP are designed to help achieve the five safety performance targets.



### **Pavement and Bridge Conditions on the National Highway System (NHS)**

The U.S. Department of Transportation established performance measures for the assessment of pavement and bridge conditions on the National Highway System (NHS). A map of the Green Bay area's NHS routes can be found on the following page.

The Wisconsin Department of Transportation (WisDOT) established statewide targets for pavement and bridge conditions on the NHS in accordance with federal law. MPOs must also establish targets for pavement and bridge conditions on the portions of the NHS within their Metropolitan Planning Areas.

MPOs must establish their NHS pavement and bridge condition targets by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's statewide pavement and bridge condition targets or commit to developing quantifiable pavement and bridge condition targets for the Metropolitan Planning Area.

The Green Bay MPO agreed to plan and program projects that contribute toward the accomplishment of WisDOT's 2019-2021 NHS pavement and bridge condition targets for the following performance measures:

#### **NHS Pavement Condition Targets**

<b>Measure</b>	<b>Base (2016)</b>	<b>2-Year Target (2019)</b>	<b>4-Year Target (2021)</b>
Interstate – Percentage of pavements in “good” condition	64.4%	NA	≥ 45%
Interstate – Percentage of pavements in “poor” condition	1.3%	NA	≤ 5%
Non-Interstate NHS – Percentage of pavements in “good” condition	33.3%	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage of pavements in “poor” condition	3.7%	≤ 12%	≤ 12%

#### **NHS Bridge Condition Targets**

<b>Measure</b>	<b>Base (2017)</b>	<b>2-Year Target (2019)</b>	<b>4-Year Target (2021)</b>
Percentage of NHS bridges by deck area in “good” condition	57.2%	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “poor” condition	1.6%	≤ 3%	≤ 3%

## Green Bay Urbanized Area National Highway System (NHS) Routes



Examples of NHS pavement and bridge improvement projects that are in the MPO's 2019-2023 TIP include:

- Reconstruction of STH 57 in Allouez and De Pere from the north village limits to Randall Avenue in De Pere.
- Reconstruction of a box culvert on Beaver Dam Creek on STH 54 (West Mason Street)
- Significant resurfacing on I-43 and STH 172
- Bridge replacement on STH 32 (northbound) near CTH PP

These and other projects contained in the 2019-2023 TIP are designed to improve conditions on the NHS system.

### **National Highway System (NHS) Travel and Freight Reliability**

The U.S. Department of Transportation established performance measures for the assessment of travel and freight movement reliability on the National Highway System (NHS).

The Wisconsin Department of Transportation (WisDOT) established statewide targets for travel and freight movement reliability on the NHS in accordance with federal law. MPOs must also establish targets for travel and freight movement reliability on the portions of the NHS within their Metropolitan Planning Areas.

MPO must establish their NHS travel and freight reliability targets by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's statewide travel and freight reliability targets or commit to developing quantifiable travel and freight reliability targets for the Metropolitan Planning Area.

The Green Bay MPO agreed to plan and program projects that contribute toward the accomplishment of WisDOT's 2019-2021 NHS travel and freight reliability targets for the following performance measures:

#### **NHS Travel Reliability Targets**

<b>Measure</b>	<b>Base (2017)</b>	<b>2-Year Target (2019)</b>	<b>4-Year Target (2021)</b>
Percent of person-miles traveled that are reliable on interstates	97.9%	94.0%	90.0%
Percent of person-miles traveled that are reliable on the non-interstate NHS	93.9%	NA	86.0%

#### **NHS Freight Reliability Targets**

<b>Measure</b>	<b>Base (2017)</b>	<b>2-Year Target (2019)</b>	<b>4-Year Target (2021)</b>
Truck Travel Time Reliability Index on interstates	1.16	1.40	1.60

Examples of NHS Travel and Freight Reliability improvement projects that are in the MPO's 2019-2023 TIP include:

- Reconstruction of STH 57 in Allouez and De Pere from the north village limits to Randall Avenue in De Pere.
- Significant resurfacing on I-43 and STH 172.

These and other projects contained in the 2019-2023 TIP are designed to improve conditions on the NHS system.

### Transit State of Good Repair and Transit Asset Management

The U.S. Department of Transportation requires the establishment of state of good repair and transit asset management (TAM) performance targets by public transit providers that receive federal funds.

Green Bay Metro is the TAM sponsor for the following public transportation programs in the Green Bay Urbanized Area:

- Section 5307 Formula Grant
- Section 5339 Bus and Bus Facilities Grant
- Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Grant

Green Bay Metro has established its state of good repair and TAM performance targets through the development of a TAM Plan, and MPOs must establish targets that are consistent with the targets identified in TAM Plans within their urbanized areas.

The Green Bay MPO agreed to plan and program projects that contribute toward the accomplishment of the state of good repair and TAM performance targets that are identified in Green Bay Metro's TAM Plan.

These targets are summarized below.

Measure	Base (2018)	Target (2019)
Number of accidents per 100,000 revenue miles	TBD	0.7
On-time performance	TBD	93%
Number of vehicles out of service for 30 or more days	TBD	1
Percentage of total trips missed due to major breakdown	TBD	<5
Percentage of vehicles beyond their useful lives as defined by the Federal Transit Administration	27%	27%
Pieces of equipment beyond their useful lives as defined by the Federal Transit Administration	5	5
Condition of Green Bay Metro's Transportation Center based on the Transit Economic Requirements Model (TERM) rating system of 1 (poor) to 5 (Excellent)	4.3	3.0

Examples of transit capital projects that are in the MPO's 2019-2023 TIP include:

- Funding request for seven buses in 2019, three buses in 2021, and three buses in 2022
- Funding request for equipment including a pressure washer, improved shop/garage lighting, air handling unit, and diesel particulate filter machine for the maintenance area.

These and other projects contained in the 2019-2023 TIP will help meet the TAM targets.

## **Green Bay MPO Performance-Based Planning and Programming Processes**

### Long-Range Plan

The most recent *Green Bay Metropolitan Planning Organization 2045 Long-Range Transportation Plan* was published in October 2015. The plan contains many transportation system performance measures, and the MPO develops, presents, and distributes an annual Transportation System Performance Measures Status Report.

### Transportation Improvement Program (TIP)

TIPs are developed annually, and TIP amendments are developed as needed. The TIPs and TIP amendments contain a variety of transportation system improvement projects for five-year periods.

A significant component of the TIP includes projects funded under the federal Surface Transportation Block Grant (STBG) Program. The MPO's STBG project selection criteria were created to prioritize the selection of projects that are consistent with recommendations in the MPO's Long-Range Transportation Plan, Congestion Management Process (CMP), and other major policy documents.

The STBG roadway project selection criteria are based on the following four categories:

1. Multimodal Transportation Safety
2. Multimodal Transportation Planning and Facilities
3. Transportation System Sustainability and Livability
4. Congestion Reduction and System Efficiency

### Congestion Management Process (CMP)

The MPO Congestion Management Process (CMP) contains a number of performance measures. They target:

1. Highways and Streets – Existing Conditions
2. Highways and Streets – Future Conditions
3. Public Transit
4. Bicycle and Pedestrian Transportation
5. Freight Transportation

To view any of the above reports, go to <https://www.co.brown.wi.us/> and click on departments, planning, and transportation.



## APPENDIX A

### Projects Submitted in 2018 for Funding Consideration in 2019 and Beyond




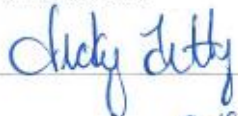
Primary	Location	Jurisdiction	Project Cost Estimate (100%)		Requested STBG Funding at 80% Maximum	
			Design	Construction	Design	Construction
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	\$284,000	\$2,774,000	\$227,200	\$2,219,200
CTH C	CTH FF to Greenfield Av	BC/Howard	\$521,000	\$3,587,000	\$416,800	\$2,869,600
Libal Street	STH 172 to Kalb St	Allouez	\$355,000	\$2,993,000	\$284,000	\$2,394,400
Country Club Road	Indian Hill Dr to West Mason Frontage Rd	Green Bay	---	\$1,871,000	---	\$1,496,800
Baird Street	East Mason St to South City Limits	Green Bay	---	\$1,370,000	---	\$1,096,000
Riverside Drive (V. Suamico)	150' w/o Velp Av to Side St	Suamico	---	\$1,320,201	---	\$1,056,161
Mather Street	Locust St to Gray St	Green Bay	---	\$1,765,000	---	\$1,412,000
Riverview Drive & Lakeview Drive	Velp Av to 300' n/o the Mountain Bay Trail	Howard	---	\$2,973,000	---	\$2,378,400
Humboldt Road	University Av to Cornelius Dr	Green Bay	---	\$530,000	---	\$424,000
Bay Settlement Road	Church Rd to Van Lanen Rd	Scott	---	\$1,974,690	---	\$1,579,752
Green Bay Metro	Seven 35' buses in 2019	GB/DP/Ash/All/Bell		\$3,353,000		\$2,682,400
Green Bay Metro	Three 35' buses in 2021	GB/DP/Ash/All/Bell		\$1,524,000		\$1,219,200
Green Bay Metro	Three 40' buses in 2022	GB/DP/Ash/All/Bell		\$1,569,000		\$1,255,200
			<b>\$1,160,000</b>	<b>\$27,603,891</b>	<b>\$928,000</b>	<b>\$22,083,113</b>

**APPENDIX B**  
**STBG Funded Projects Programmed by Policy Board**

			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		\$656,000				\$656,000
4516-08-71	Manitowoc Rd - Allouez Av to Kewaunee Rd	V Bellevue				\$2,700,000		\$2,700,000
9266-11-03	Vanderperren Way (CTH HH) - Holmgren to Ashland	Brown County & V Ash			\$1,617,000			\$1,617,000
<b>Total:</b>			<b>\$651,640</b>	<b>\$10,109,440</b>	<b>\$1,617,000</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$15,078,080</b>
<b>Percent of the total allocated by year:</b>			<b>4.3%</b>	<b>67.0%</b>	<b>10.7%</b>	<b>17.9%</b>	<b>0.0%</b>	

## APPENDIX C

### Notice of Request for Comments and Public Hearing

 <b>PRESS-GAZETTE</b> media <small>A GANNETT COMPANY</small>	<b>RECEIVED</b>  SEP 07 2018  BROWN COUNTY PLANNING AND LAND SERVICES	
<b>STATE OF WISCONSIN</b> <b>BROWN COUNTY</b>		
<b>BROWN COUNTY PLANNING LEGALS</b>  305 E WALNUT ST STE 320 GREEN BAY WI 543015027		
<p>Being duly sworn, doth depose and say that she/he is an authorized representative of the Green Bay Press Gazette, a newspaper published in Green Bay, Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on:</p> <p>Account Number: GWM-284368 Order Number: 000106896 No. of Affidavits: 1 Total Ad Cost: \$76.56 Published Dates: 08/22/18, 08/29/18</p>		
(Signed)  Legal Clerk	(Date) <u>8/31/18</u>	
	Signed and sworn before me  My commission expires <u>9-19-21</u>	
<b>BROWN COUNTY PLANNING LEGALS</b> Re: Sept. 5 at 6:30		
<hr/>		
<small>GANNETT WI MEDIA 435 EAST WALNUT ST. PO BOX 23430 GREEN BAY, WI 54305-3430</small>	<b>GANNETT</b> Wisconsin Media <small>Delivering Customers. Driving Results.</small>	<small>PHONE: 920-431-8298 FAX: 877-943-0443 EMAIL: <a href="mailto:legals@greenbaypressgazette.com">legals@greenbaypressgazette.com</a></small>

**NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE DRAFT 2019-2023 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 2019-2023 TIP. The TIP contains a five-year program of highway, transit, transportation services for seniors 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 5, 2018  
Green Bay Metro  
301 University Ave.  
Green Bay, WI 54302  
6:30 p.m.

The public review period for the TIP is scheduled for August 22 to September 20, 2018. Unless otherwise noticed, this serves as the final program of projects. Written comments should be mailed to:

Lisa J. Conant, Brown County Planning Commission, PO Box 23600, Green Bay, WI 54305-3600 by September 20, 2018.  
Published by:  
Sandy Juno  
County Clerk  
Run: August 22, 29, 2018: WNA:KLP

## APPENDIX D

### Public Participation Document sent to Interested Parties (over 210 individuals or entities)

Dear Interested Party:

You are invited to comment and are advised of a public hearing on ***Draft 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area***. A digital version of the 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 22, 2018 and September 20, 2018. If you would like to submit comments, please mail or email your comments by September 20, 2018, 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](mailto: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 amendment will take place on:

**Wednesday, September 5, 2018 at 6:30 p.m.**  
Green Bay Metro Transportation Center  
901 University Avenue  
Green Bay, WI 54302

The Draft 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area will be presented to the Brown County Planning Commission Board of Directors (MPO Policy Board) for approval consideration on:

**Wednesday, October 3, 2018 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.

Sincerely,

Lisa J. Conard, Senior Planner  
Brown County Planning Commission/Green Bay MPO  
305 East Walnut Street, Room 320  
Green Bay, WI 54301  
Phone: (920) 448-6489  
Email: [Conard\\_LJ@co.brown.wi.us](mailto:Conard_LJ@co.brown.wi.us)  
Website: [www.co.brown.wi.us/planning](http://www.co.brown.wi.us/planning)

## APPENDIX E

**Public Hearing Transcript  
Minutes  
BROWN COUNTY PLANNING COMMISSION  
BOARD OF DIRECTORS  
Wednesday, September 5, 2018  
Green Bay Metro Transportation Center  
901 University Avenue, Commission Room  
Green Bay, WI 54302  
6:30 p.m.**

**OLL CALL:**

Paul Blindauer	<u>X</u>	Kathleen Janssen	<u>X</u>	Glen Severson	<u>X</u>
Brian Brock	<u>X</u>	Dotty Juengst	<u>X</u>	Ray Suennen	<u>Exc.</u>
Norbert Dantine, Jr.	<u>X</u>	Dave Kaster	<u>X</u>	Norbert Van De Hei	<u>X</u>
Bernie Erickson	<u>X</u>	Michelle Kerr	<u>X</u>	Jason Ward	<u>X</u>
Kim Flom	<u>X</u>	Patty Kiewiz	<u>Exc</u>	Matthew Woicek	<u>X</u>
Steve Grenier	<u>X</u>	Aaron Linssen	<u>X</u>	Reed Woodward	<u>X</u>
Mark Handeland	<u>X</u>	Michael Malcheski	<u>X</u>		
Matthew Harris	<u>Abs.</u>	Austin Miloszewicz	<u>Abs.</u>		
Frederick Heitl	<u>X</u>	Gary Pahl	<u>X</u>	Br. Co. Board- Rural (Vacant)	
Phil Hilgenberg	<u>X</u>	Terry Schaeuble	<u>Abs.</u>	City of Green Bay (Vacant)	

**Others Present:** Chuck Lamine, Cole Runge, Lisa Conard, Devin Yoder and Kathy Meyer

**Item #7. Overview and Public Hearing:** *Draft 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area and the Green Bay Metro 2019 Program of Projects.*

L. Conard provided an overview of the Draft 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area and the Green Bay Metro 2019 Program of Projects via PowerPoint.

L. Conard stated we also provide the public hearing for the 2019 Green Bay Metro Program of Projects.

L. Conard summarized the TIP Schedule.

L. Conard opened up the hearing 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 2019-2023 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.

### **ORDER OF BUSINESS:**

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the *Draft 2019-2023 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

The meeting was adjourned at 10:00 a.m.

## 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

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

#### Federal-aid Transit Programs

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