

2020-2023 Transportation Improvement Program for the Green Bay Urbanized Area



**Brown County Planning Commission
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
October 2019**



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration



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



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On the Cover. Webster Avenue under construction. 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 are provided by the City of Green Bay.

RESOLUTION NO. 2019-08

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING THE
2020-2023 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 2020-2023 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 2nd day of October 2019.

BROWN COUNTY PLANNING COMMISSION


Norbert Dantine, Jr., President

ATTEST:


Chuck Lamine, AICP, Planning Director

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Non-Voting

William Wheeler, FTA	Matt Spiel, FHWA	Diane Paoni, WisDOT
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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 2020–2023. 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 2020-2023 TIP to the Brown County Planning Commission Board of Directors on September 16, 2019. The Board of Directors (the MPO Policy Board) approved the TIP on (scheduled for October 2, 2019 by a vote of 21-0. 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
- Correction of minor inadvertent typographical errors or omissions.

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
2020-2023 PROJECTS

A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The 2020-2023 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 2020 will appear in the TIP as a Calendar Year 2021 project. Capital projects are listed in the calendar year within which the capital items will be acquired.

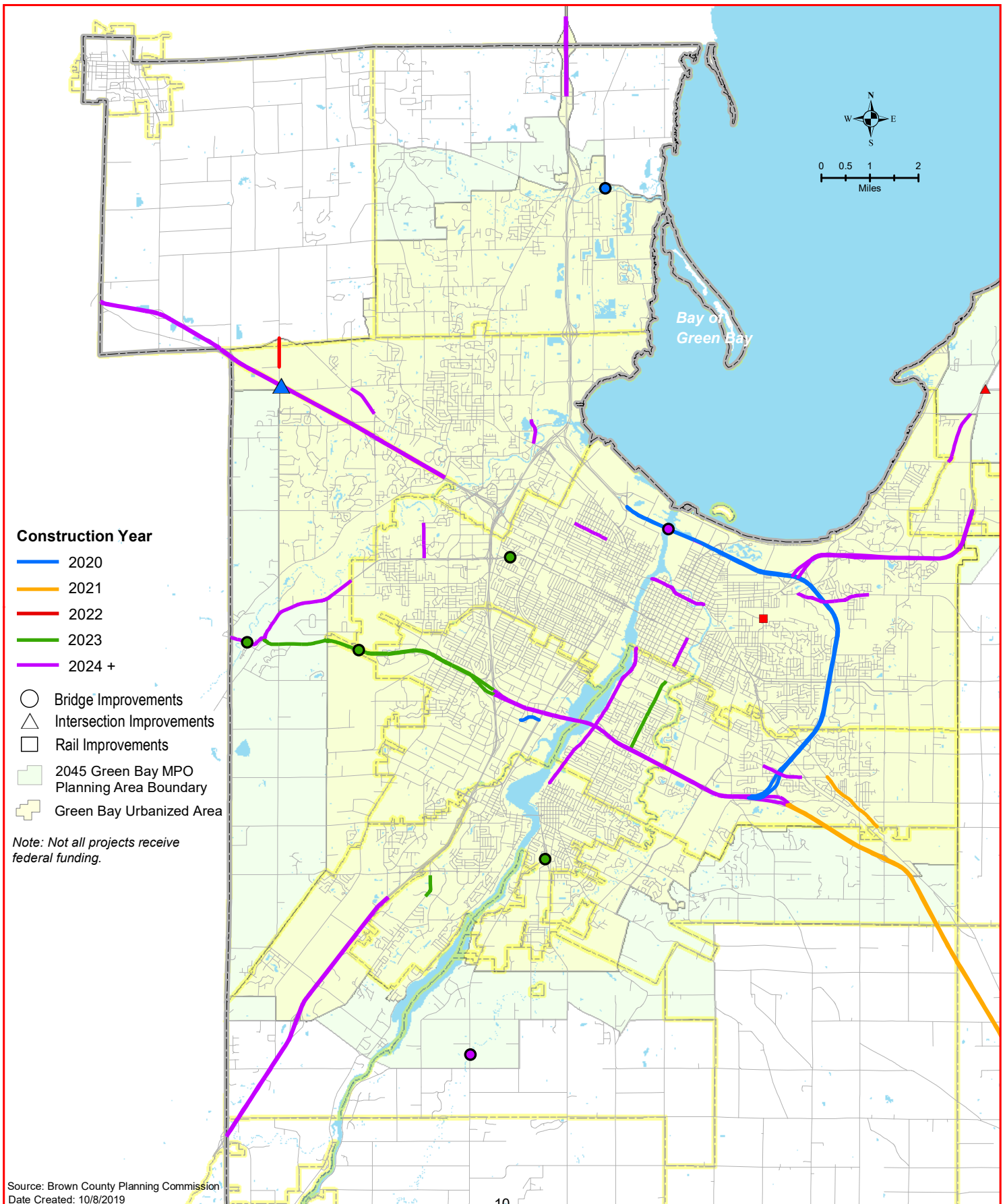
A project location map, Figure A, shows the approved roadway project locations. All right-of-way, preliminary engineering, landscaping, deck overlays, sign refurbishment, and painting projects are not shown on the map. All roadway projects listed on Table II-1 will display a "P" (preservation) or an "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). WisDOT uses the designation of BRBH for Bridge Rehabilitation under NHPP.
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 receive special consideration for funding by the Brown County Planning Commission Board of Directors.

If additional funds become available due to approved project cancellation or changes in WisDOT STBG program management, the next project on the contingencies list not receiving 80 percent of the original cost estimate may have the opportunity to receive the available federal funds.

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 five-year STBG funding capacity has been set at \$17,643,730. The current STBG Program can be seen in Appendix B.

All roadway projects receiving federal funds appear in Table II-1.

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

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				For Information Only 2024 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	Grouped Projects	DESIGN	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
158-17-001 (2020)	Safety	RE				0				0				0				0				0
158-18-001 (2021)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-19-001 (2022)		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
158-20-001 (2023)	0.00 miles P		HSIP				HSIP				HSIP				HSIP				HSIP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-002 (2020)	Rail/Highway crossing improvements	RE				0				0				0				0				0
158-18-002 (2021)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-19-002 (2022)		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-20-002 (2023)	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-003 (2020)	Rail crossing protective devices	RE				0				0				0				0				0
158-18-003 (2021)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-19-003 (2022)		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-20-003 (2023)	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25
158-17-004 (2020)	Enhancements	RE				0				0				0				0				0
158-18-004 (2021)		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
158-19-004 (2022)		TOTAL	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175
158-20-004 (2023)	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-005 (2020)	Preventative Maintenance projects	RE				0				0				0				0				0
158-18-005 (2021)	Interstate Highway System	CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-19-005 (2022)		TOTAL	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-20-005 (2023)	0.00 miles P		NHPP				NHPP				NHPP				NHPP				NHPP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-006 (2020)	Highway Safety Improvement Program	RE				0				0				0				0				0
158-18-006 (2021)	(HSIP)	CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-19-006 (2022)	list as STP per WisDOT	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-20-006 (2023)	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-007 (2020)	Preventative Maintenance projects on the	RE				0				0				0				0				0
158-18-007 (2021)	National Highway System	CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-19-007 (2022)		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-20-007 (2023)	0.00 miles P		NHPP				NHPP				NHPP				NHPP				NHPP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-008 (2020)	STP Preventative Maintenance	RE				0				0				0				0				0
158-18-008 (2021)	Connecting Highway System	CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-19-008 (2022)		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-20-008 (2023)	0.00 miles P		STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-17-009 (2020)	Highway Safety Improvement Program	RE				0				0				0				0				0
158-18-009 (2021)	OCR Rail-Highway Crossing Safety	CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-19-009 (2022)		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-20-009 (2023)	0.00 miles P		HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				For Information Only 2024 & Beyond			
			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	521	0	130	652				0				0				0
158-19-020 (2021)						0				0				0				0				0
158-19-010 (2023)	1.60 miles P	TOTAL	0	0	0	0	521	0	130	652	0	0	0	0	3,743	0	936	4,679	0	0	0	0
							STBG-Approved								STBG-Approved							
Village of Bellevue	Manitowoc Road Allouez Avenue to Kewaunee Rd (STH 29) Rehabilitation w bike lanes & sidewalk 4516-08-71	DESIGN RE CONST				0				0				0				0				0
158-16-016 (2021)	1.45 miles P	TOTAL	0	0	0	0	2,700	0	675	3,375	0	0	0	0	0	0	0	0	0	0	0	0
							STBG-Approved								0	0	0	0	0	0	0	0
Village of Bellevue	Allouez Avenue Hazen Rd to Main St (USH 141) Reconstruction w bike lanes & sidewalk	DESIGN RE CONST				0	442	0	110	552				0				0	Construction in 2024			
158-20-011 (2021)						0				0				0				0				0
158-20-012 (2024)	0.87 miles P	TOTAL	0	0	0	0	442	0	110	552	0	0	0	0	0	0	0	0	1,528	0	1,468	2,996
							STBG-Approved								STBG-Approved							
City of De Pere	Lawrence Drive 500' s/o Fortune Av to Scheuring Rd Reconstruction w improved crosswalk & bike lane	DESIGN RE CONST				0	466	0	116	582				0				0				0
158-18-010 (2021)						0				0				0				0				0
158-18-011 (2023)	0.53 miles P	TOTAL	0	0	0	0	466	0	116	582	0	0	0	0	2,439	0	610	3,049	0	0	0	0
							STBG-Approved								STBG-Approved							
Green Bay Metro	<u>Replacement Buses</u> Two 35' buses in 2021 (approved) Two 35' buses in 2021 (not approved) Four 35' buses in 2022 Four 35' buses in 2023 Four 35' buses in 2024	EQUIP EQUIP EQUIP EQUIP EQUIP				0	707	0	310	1,017				0				0				0
Metro to request funds under both FTA and FHWA STBG.						0				0	1,660	0	415	2,075				0				0
						0				0				0	1,700	0	425	2,125				0
158-20-013 (2021)		TOTAL	0	0	0	0	707	0	310	1,017	1,660	0	415	2,075	1,700	0	425	2,125	1,734	0	435	2,169
							STBG-Approved				Illustrative				Illustrative				Illustrative			
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				0				0				0				0				0
0.55 miles P		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,967	0	492	2,459
																			1,967	0	492	2,459
																			Illustrative			
Town of Scott	Bay Settlement Road Church Rd to Van Lanen Rd Reconstruct with bike lanes	DESIGN RE CONST				0				0				0				0				0
1.00 miles P		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,677	0	419	2,096
																			1,677	0	419	2,096
																			Illustrative			
City of Green Bay	Country Club Road Indian Hill Dr to West Mason St Frontage Reconstruction w addition of sidewalks & bike lanes	DESIGN RE CONST				0				0				0				0	Construction in 2025			
158-20-014	0.72 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,048	0	1,012	5,059
																			4,048	0	1,012	5,059
															STBG-Approved							
City of Green Bay	Mather Street Locust St to Gray St Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST				0				0				0				0				0
0.75 miles P		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,223	0	1,056	5,279
																			4,223	0	1,056	5,279
																			Illustrative			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				For Information Only 2024 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of Green Bay	Baird Street	DESIGN				0				0				0				0				0
	East Mason to South City Limits	RE				0				0				0				0				0
	Reconstruction of urban section with sidewalk & shared outside lane	CONST				0				0				0				0	2,363	0	591	2,954
	0.72 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,363	0	591	2,954
															Illustrative							
City of Green Bay	Humboldt Road (a)	DESIGN				0				0				0				0				0
	University Av to I-43	RE				0				0				0				0				0
	Reconstruction of urban section with sidewalk & shared outside lane	CONST				0				0				0				0	1,738	0	434	2,172
	0.54 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,738	0	434	2,172
															Illustrative							
City of Green Bay	Humboldt Road (b)	DESIGN				0				0				0				0				0
	I-43 to Laverne Dr	RE				0				0				0				0				0
	Reconstruction of urban section with sidewalk & shared outside lane	CONST				0				0				0				0	1,443	0	361	1,804
	0.52 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,443	0	361	1,804
															Illustrative							
City of Green Bay	Humboldt Road (c)	DESIGN				0				0				0				0				0
	Laverne Dr to 500' e/o Bascom Way	RE				0				0				0				0				0
	Reconstruction of urban section with sidewalk & shared outside lane	CONST				0				0				0				0	1,506	0	376	1,882
	0.25 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,506	0	376	1,882
															Illustrative							
Brown County V. of Ashwaubenon (50%/50%)	Vanderperren Way (CTH HH)	DESIGN				0				0				0				0				0
	Holmgren Way to Ashland Av	RE				0				0				0				0				0
	w bicycle lanes & sidewalk 9266-11-02 & 03	CONST	928	0	877	1,805				0				0				0				0
	0.31 miles P	TOTAL	928	0	877	1,805	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-16-019 (2020)			STBG-Approved																			
Brown County Village of Howard Town of Pittsfield	Marley Street (future CTH VV)	DESIGN	0	0		339				0				0				0				0
	Millwood Ct to CTH C (Glendale Av)	RE				0				0				0				0				0
	Reconstruction to urban section w bicycle accommodations & sidewalk	CONST				0				0	2,324	0	581	2,905				0				0
	0.65 miles E	TOTAL	0	0	339	339	0	0	0	0	2,324	0	581	2,905	0	0	0	0	0	0	0	0
158-20-015			Local/Illustrative								STBG - Approved											
Brown County Village of Howard (50%/50%)	CTH C	DESIGN				0				0	330	0	82	412				0				0
	CTH FF to Greenfield Avenue	RE				0				0				0				0				0
	Reconstruction urban section w 4' bicycle lanes & sidewalk	CONST				0				0				0				0	2,870	0	717	3,587
	0.79 miles P	TOTAL	0	0	0	0	0	0	0	0	330	0	82	412	0	0	0	0	2,870	0	717	3,587
											Illustrative								Illustrative			
WisDOT	Danz Avenue	DESIGN				0				0				0				0				0
	Rail Crossing Warning Devices	RE				0				0				0				0				0
	Signals and Gates 1009-87-08	CONST				0				0	181	97	0	278				0				0
	0.00 miles P	TOTAL	0	0	0	0	0	0	0	0	181	97	0	278	0	0	0	0	0	0	0	0
158-19-013 (2022)											Safety OCR											
WisDOT Brown County Village of Suamico	CTH J (Lakeview Drive)	DESIGN				0				0				0				0				0
	located n/o Riverside Dr	RE				0				0				0				0				0
	Suamico River Bridge Replacement B-05-0443 9286-05-71	CONST	586	0	155	741				0				0				0				0
	71' P	TOTAL	586	0	155	741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-16-021 (2020)			NHPP																			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				For Information Only 2024 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
			Project costs shown in 2020 & 2021 but project will continue into 2022.																			
WisDOT Brown County Village of Howard Village of Hobart	STH 29 Construct Interchange at CTH VV Sidewalks & bike lanes w roundabouts at the ramp terminals																					
158-19-910 (Design)	Design	DESIGN	355	75	70	500				0				0				0				0
158-19-918 (RE)	Real Estate (RE)	RE	2,381	0	973	3,354				0				0				0				0
158-19-825 (F/B)	Fiber/Broadband (F/B)	F/B	629	0	270	899				0				0				0				0
158-19-227 (UTIL)	Utility (UTIL)	UTIL	710	0	290	1,000				0				0				0				0
158-19-715 (Const)	Construction (CONST)	CONST	15,651	501	6,396	22,548	710	0	290	1,000				0				0				0
	Contingencies (CONT)	CONT	0	0	875	875	0	0	875	875				0				0				0
	9200-10-00, 21, 40, 71, 72 0.70 miles E	TOTAL	19,726	576	8,874	29,176	710	0	1165	1,875	0	0	0	0	0	0	0	0	0	0	0	0
			BUILD Approved				BUILD Approved															
WisDOT Brown County	STH 29 Shawano Co to Green Bay	DESIGN	544	136	0	680				0				0				0	Construction scheduled for 2027			
	WCL-CTH J	RE				0				0				0				0				0
	Resurface	CONST				0				0				0				0				0
158-20-016 (2020)	9200-11-00 (design) 8.053 miles	TOTAL	544	136	0	680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			NHPP																			
WisDOT Brown County City of De Pere	STH 32 STH 32 northbound near CTH PP Bridge Replacement	DESIGN				0				0				0				0				0
	B-05-0052	RE				0				0				0				0				0
	4085-62-71	CONST				0				0				0	1,424	356	0	1,780				0
158-18-013 (2023)	0.08 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,424	356	0	1,780	0	0	0	0
															NHPP							
WisDOT	STH 32 T of Rockland	DESIGN	8	2	0	10				0				0				0	Rehabilitation scheduled 11/12/24			
	Rehabilitation of Bridge at East River	RE				0				0				0				0				0
	B-05-0074	CONST				0				0				0				0	124	31	0	155
158-19-024	4085-70-00, 71	TOTAL	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	124	31	0	155
158-20-017	0.04 miles P		BRBH																BRBH			
WisDOT	STH 54 I-43 to STH 57	DESIGN	252	63	0	315				0				0				0	Construction scheduled 2025			
	Resurface	RE				0				0				0				0				0
		CONST				0				0				0	0	0	0	0	4,497	1,124	0	5,621
158-20-018 (2020)	1480-27-00, 71	TOTAL	252	63	0	315	0	0	0	0	0	0	0	0	0	0	0	0	4,497	1,124	0	5,621
158-19-022 (2025)	4.8 miles P		NHPP																NHPP			
WisDOT	STH 54 (West Mason Street) Beaver Dam Creek Bridge	DESIGN				0				0				0				0				0
	Replace Box Culvert	RE				0				0				0				0				0
	design complete	CONST				0				0	0	0	0	0	127	32	0	159				0
158-17-011 (2023)	9210-19-00, 71 .032 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	127	32	0	159	0	0	0	0
															NHPP							
WisDOT	STH 54 Oneida to Green Bay	DESIGN	22	5	0	27				0				0				0	Overlay scheduled 11/14/28			
	Concrete Overlay on Bridge at Duck Creek	RE				0				0				0				0				0
	B-05-0392	CONST				0				0				0				0	497	124	0	621
158-20-019	9210-20-00, 71	TOTAL	22	5	0	27	0	0	0	0	0	0	0	0	0	0	0	0	497	124	0	621
158-20-020	0.24 miles P		BRBH																BRBH			
WisDOT	STH 57 Intersection with CTH K	DESIGN				0				0	874	97	0	971				0				0
	Intersection Modification	RE				0				0				0				0				0
		CONST				0				0				0				0				0
158-19-023 (2022)	1480-29-71 0.01 miles P	TOTAL	0	0	0	0	0	0	0	0	874	97	0	971	0	0	0	0	0	0	0	0
											HSIP											

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				For Information Only 2024 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 57 (Riverside Dr) Randall Av to Grignon St Thin Mill & Overlay of Existing Asphalt 4085-68-71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				Scheduled for 2025 0
158-20-021 (2025)	2.88 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,079	520	0	2,599
																		2,079	520	0	2,599	
																		STBG				
WisDOT	STH 57 (Riverside Dr) N Allouez limits to S Allouez limits Reconstruction 4085-38-00, 21, 71 LET in early 2030	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				Rescheduled to 2030 0
158-09-801 (2030)	2.43 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,428	2,532	0	12,960	
																		10,428	2,532	0	12,960	
																		STBG				
WisDOT	STH 172 I-41 to I-43 Mill & overlay	DESIGN RE CONST	680	170	0	850				0 0 0				0 0 0				0 0 0				Rescheduled to 2027 0
158-20-022 (2020)	1210-09-00	TOTAL	680	170	0	850	0	0	0	0	0	0	0	0	0	0	0	14,120	3,530	0	17,650	
158-18-016 (2023)	6.96 miles P		NHPP															14,120	3,530	0	17,650	
																		NHPP				
WisDOT Brown County	STH 172, Oneida-Green Bay Airport Entrance-I-41 Resurfacing	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	3,054	764	0	3,818				0
158-20-023 (2023)	1210-11-71 2.82 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	3,054	764	0	3,818	0	0	0	0
															NHPP							
WisDOT Brown County	STH 172, Oneida-Green Bay STH 54-Airport Entrance Resurfacing	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	1,196	299	0	1,495				0
158-20-024 (2023)	1210-17-71 2.62 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,196	299	0	1,495	0	0	0	0
															NHPP							
WisDOT Brown County	STH 172, Oneida-Green Bay Unnamed Creek, C-05-0122 Replace Box Culvert	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	414	105	0	519				0
158-20-025 (2023)	1210-18-71 .017 miles	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	414	105	0	519	0	0	0	0
															NHPP							
WisDOT	US 141 (Main Street) Baird Street to Fox River Reconstruction 1450-15-00	DESIGN RE CONST	280	70	0	350				0 0 0				0 0 0				0 0 0				Construction scheduled in 2028 0
158-13-020 (2019 design)	1.24 miles P	TOTAL	280	70	0	350	0	0	0	0	0	0	0	0	0	0	0	2,755	689	0	3,444	
Construction Illustrative			STBG															2,755	689	0	3,444	
WisDOT	I-41 Brown and Outagamie Counties Expansion of I-41 Design in 2020 & 2021	DESIGN RE CONST	4,000	1,000	0	5,000	4,000	1,000	0	5,000					Included in new state budget. WisDOT has programmed design only and is working on developing construction schedule and cost estimates. This project was added to the TIP via Amendment #4.							
158-19-025	1130-63-00	TOTAL	4,000	1,000	0	5,000	4,000	1,000	0	5,000												
158-19-026	23.6 miles E		NHPP				NHPP															
WisDOT	I-41 Bridge Rehabilitation Deck Overlays - various locations	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	5,172	1,728	0	6,900				0
158-19-018 (2022)	1150-77-71 11.58 miles P	TOTAL	0	0	0	0	0	0	0	0	5,172	1,728	0	6,900	0	0	0	0	0	0	0	
											NHPP											

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				For Information Only 2024 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT Brown County	I-41 Green Bay to Abrams Norfield Rd - USH 141 Resurface 1150-78-00 (design) 8.718 miles	DESIGN RE CONST TOTAL	612	153	0	765				0				0				0	Construction scheduled for 2027			
158-20-026 (2020)		NHPP	612	153	0	765	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	I-43 STH 172 to Atkinson Dr Structure Repairs	DESIGN RE CONST TOTAL				0				0				0				0				0
158-16-015 (2020)	1227-08-76 10.66 miles P	NHPP	5,280	1,320	0	6,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Brown County	I-43 Sheboygan – Green Bay Living Snow Fence Various Locations 1227-08-75 9.41 miles P	DESIGN RE CONST TOTAL				0				0				0				0				0
158-18-019 (2021)		HSIP	0	0	0	0	44	11	0	55	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	I-43 Leo Frigo Bridge Painting of Bridge B-050-158 1220-21-30, 60 0.0 miles P	DESIGN RE CONST TOTAL				0				0				0				0	Rescheduled to 2027			
158-19-016 (2027)		NHPP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,780	445	0	2,225
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,780	445	0	2,225

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 2020, Green Bay Metro is anticipating approximately \$2.2 million in Section 5307 funds, or 27.6 percent of its total operating budget. Funds received offset the local cost of providing fixed route and paratransit services in the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue.

Green Bay Metro operating and capital projects are programmed for a four year period of 2020-2023 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	CY 2020				CY 2021				CY 2022				CY 2023			
			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. Metro must spend 1% on enhancements (safety & security)	OPER ENHANCE	1,742	2,347	2,250	6,340	1,777	2,394	2,295	6,467	1,813	2,442	2,341	6,596	1,849	2,491	2,388	6,728
158-20-101 (2020)		TOTAL	1,760	2,347	2,250	6,358	1,795	2,394	2,295	6,485	1,831	2,442	2,341	6,615	1,868	2,491	2,388	6,747
158-20-102 (2020)			Section 5307				Illustrative				Illustrative				Illustrative			
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
158-20-103 (2020)		TOTAL	530	0	132	662	530	0	132	662	530	0	132	662		0	132	662
			Section 5307				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>Section 5339 Direct Allocation as per FTA</u> Equipment & Facility Improvements																	
158-20-104 (2020)	Paint Maintenance Shop	EQUIP	9	0	3	12												
158-20-105 (2020)	Tow Behind Pressure Washer	EQUIP	22	0	5	27												
158-20-106 (2020)	Security & Communication Upgrades	EQUIP	80	0	20	100	80	0	20	100	80	0	20	100				
158-20-107 (2020)	Air Handling Units: 3 in 2020, 3 in 2021, 2 in 2022	EQUIP	132	0	33	165	132	0	33	165	88	0	22	110				
	Generator	EQUIP					160	0	40	200								
		TOTAL	243	0	61	304	372	0	93	465	168	0	42	210				
			Section 5339				Illustrative				Illustrative							
Green Bay Metro	<u>Replacement Buses</u> Three 30' buses in 2020 Four 30' buses in 2021 Four 35' buses in 2022 Four 35' buses in 2023	EQUIP EQUIP EQUIP EQUIP	1,164	0	291	1,455	1,583	0	396	1,484								
											1,660	0	415	2,075	1,700	0	425	2,125
	Requesting funds under FTA and FHWA. STBG requests and approvals appear in Table II-1	TOTAL	1,164	0	291	1,455	1,583	0	396	1,484	1,255	0	314	1,980	1,255	0	314	1,980
			Illustrative				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>ADA Accessible Passenger</u> <u>Shelters & Benches</u>	EQUIP	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
			Illustrative				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>Bus Route Signs</u> Replacement	EQUIP					48	0	12	60								
		TOTAL					48	0	12	60								
							Illustrative											

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

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, as amended. 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 funding allocation that is determined by FTA and WisDOT. Project approval typically occurs in September of each year.

Funding

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.

Since the MPO took over the program in 2013, the MPO solicited projects annually using funds from previous fiscal years. For example, the MPO solicited and approved projects for CY 2013 using a FFY 2011 funding allocation. However, in an effort to synchronize funding and project programming years and satisfy the FTA's desire to close out grants expeditiously, the MPO is currently soliciting Section 5310 Program funding applications for projects for two years of funding.

It is estimated that the Green Bay Urbanized Area will receive a FFY 2018 funding amount of \$176,109 and a FFY 2019 funding amount of \$178,522 for projects in the upcoming cycle. Project approval is scheduled for September of 2019.

After setting aside funding for program administration and the Mobility Management Program for Brown County, there will be an estimated \$79,249 available for projects in CY 2020 and \$80,348 available for projects in CY 2021.

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 2020				Jan - Dec 2021			
			Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10%	ADMIN	17,611	0	0	17,611	17,855	0	0	17,855
158-20-501 (2020)	Cycle 43/Calendar Year 2020 Section 5310 allocation is \$176,109	TOTAL	17,611	0	0	17,611	17,855	0	0	17,855
158-20-502 (2021)	Cycle 43/Calendar Year 2021 Section 5310 allocation is \$178,552		Section 5310				Section 5310			
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.	CAPITAL	79,249	0	0	79,249	80,348	0	0	80,348
		Section 5310								
		State 85.21	0	0	0	0	0	0	0	0
		State 85.20	0	18,002	0	18,002	0	18,362	0	18,362
158-20-503 (2020)	<u>Note:</u> Non-Federal funds from Green Bay Metro's State 85.20 allocation.	TOTAL	79,249	18,002	0	97,251	80,348	18,362	0	98,710
158-20-504 (2021)			Section 5310				Section 5310			
Curative Connections	Vehicles for Transportation Service for seniors & individuals w disabilities <u>Vehicle 1:</u> 11 Ambulatory/2 Wheelchair - Medium Bus - Gas <u>Vehicle 2:</u> 11 Ambulatory/2 Wheelchair - Medium Bus - Gas	VEHICLE	50,400	0	12,600	63,000				
		VEHICLE					50,400	0	12,600	63,000
158-20-505 (2020)		TOTAL	50,400	0	12,600	63,000	50,400	0	12,600	63,000
158-20-506 (2021)			Section 5310				Section 5310			
Green Bay Metro	Green Bay Metro Fixed Route Bus System - Green Bay, De Pere, Allouez, Ashwaubenon & Bellevue Six ADA Accessible Replacement Bus Shelters	CAPITAL	28,849	0	7,212	36,061				
		TOTAL	28,849	0	7,212	36,061				
158-20-507 (2020)			Section 5310 - Pending							
<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 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	251,534	62,884	0	314,418				
*Regional Multi-County Program Including Service in the Green Bay Urbanized Area		OPER	20,410	20,410	0	40,820				
		TOTAL	271,944	83,294	0	355,238				
158-20-508 (2020)	Project does not include funding from Brown County or any Brown County community.		Section 5307, 5311 and WETAP							
NEWCAP	Mobility Management and My Garage Program Mobility Management staff Program <i>My Garage: A Community Project</i> is a Newcap stability and self-sufficiency program, that provides simple repairs and maintenance on cars owned by elderly, disabled or low-income residents of five Northeastern Wisconsin counties, including Brown. Work done by NWTC students.	CAPITAL	116,727	125,000	0	241,727				
		OPER	28,942	60,000	0	88,942				
		TOTAL	145,669	185,000	0	330,669				
158-20-509 (2020)	Project does not include funding from Brown County or any Brown County community.		Section 5310 & WETAP							
Door-Tran Inc.	Mobility Manager & Transportation Program Mobility Manager Position (1.75 FTE) & Expenses Program Operations: Volunteer & Vouchers (includes revenue), Volunteer Coordinator (.80 FE), Accountant (0.25 FTE)	CAPITAL	112,393	0	28,093	140,486				
		OPER	57,916	0	67,420	125,336				
		TOTAL	170,309	0	95,513	265,822				
158-20-510 (2020)	Project does not include funding from Brown County or any Brown County community.		Section 5310							

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.

Previously approved projects are found in Table II-4.

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

Primary Jurisdiction Project Sponsor	Project Description	Type	Jan - Dec 2020				Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez 158-18-201	<u>Doty Elementary School</u>	CONST				0				0	419,224	0	104,806	524,030				0
	Safe Routes To School (SRTS)					0				0				0				0
	Construct sidewalks & crosswalks east of Doty School on Longview Av & East River Dr (design funded w TA in 2019)					0				0				0				0
	4579-01-00, 71		0	0	0	0	0	0	0	0	419,224	0	104,806	524,030	0	0	0	0
											TA - Approved							
Village of Howard 158-18-202	<u>Velp Avenue Trail Project</u>	CONST				0				0	528,192	0	262,718	790,910				0
	Construct 1.25 mile shared use path mostly parallel to Velp Av connecting Village Hall to the Mountain Bay Trail (design funded locally)					0				0				0				0
						0				0				0				0
	9269-08-00, 71		0	0	0	0	0	0	0	0	528,192	0	262,718	790,910	0	0	0	0
											TA - Approved							

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

F. WISCONSIN STATE FREIGHT PLAN

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

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

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

SFY	HWY	Miles	Project Title	Work Type
2018	Region Wide		Deck Sealing	Bridge Rehabilitation
2018	US 41	4.75	Green Bay to Oconto	Resurfacing
2018	STH 172	.61	I-41 to I-43	Bridge Rehabilitation
2019+	none			

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

SFY	Operating Railroad	Miles	Project Title	Work Type
none				

G. INTERCITY BUS SERVICE – 2019

Green Bay – Madison Service

Lamers Bus provides service between Green Bay and Milwaukee via I-41 with multiple stops including 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

Amtrak Thruway Bus Service provides service between Green Bay and Milwaukee along the I-41 corridor with scheduled stops in De Pere, Appleton, Oshkosh, and Fond du Lac.

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.

2019 Wisconsin Intercity Bus Routes (source: WisDOT)



Intercity Bus Service Frequency - 2019

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	Amtrak, Indian Trails, Lamers, Jefferson Lines	5	5	5
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.

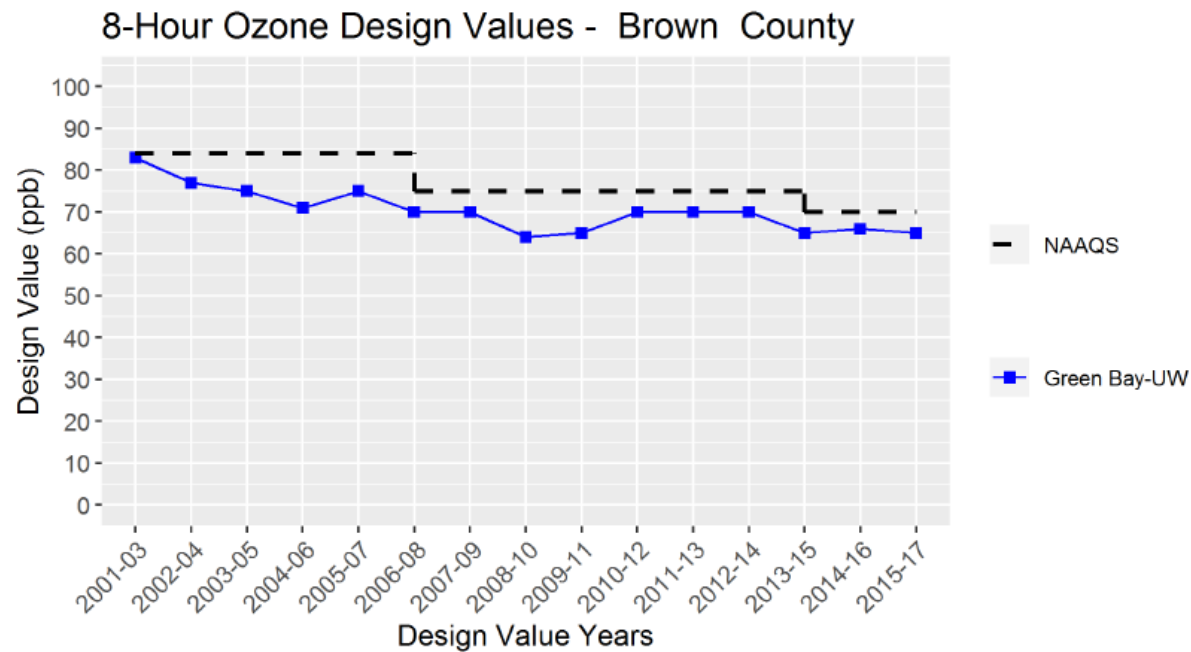
The Clean Air Act requires EPA to set National Ambient Air Quality Standards for six common air pollutants. These commonly found air pollutants are found all over the United States. They are particle pollution/particulate matter, ground level ozone, carbon monoxide, sulfur dioxides, nitrogen oxides, 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 2018
8-Hour Ozone Design Values**



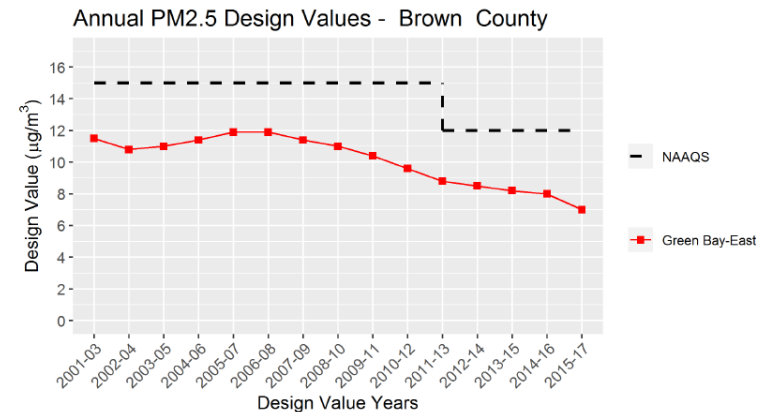
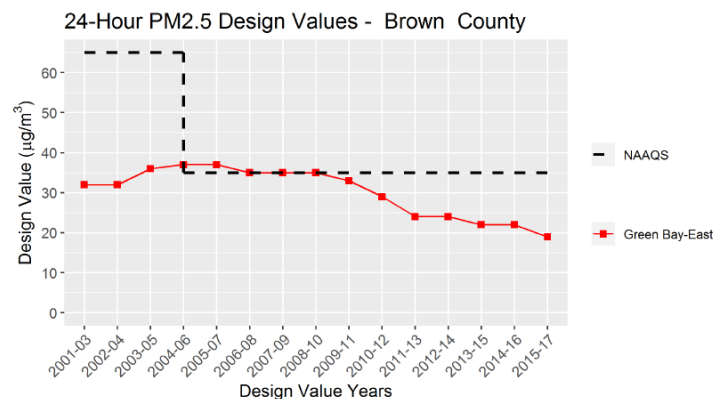
Particulate Matter (PM). PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the air for long periods of time. Some particles are large or dark enough to be seen such as soot or smoke. Others are so small that individually they can only be detected with an electron microscope.

Particles less than 10 micrometers in diameter (PM_{10}) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ($PM_{2.5}$) are referred to as "fine" particles and are believed to pose the greatest health risks. Because of their small size (approximately 1/30th the average width of a human hair), fine particles can lodge deeply into the lungs. Particles with diameters between 2.5 and 10 micrometers are referred to as "coarse."

Where does PM come from? Sources of particles include all types of combustion activities (wood burning, power plants, and motor vehicles), crushing or grinding operations, dust from paved or unpaved roads, and certain industrial processes.

What is the National Ambient Air Quality Standard for $PM_{2.5}$? The current 24-hour fine particle standard is $35 \mu\text{g}/\text{m}^3$ (35.0 micrograms per cubic meter) and the current annual fine particle standard is $12 \mu\text{g}/\text{m}^3$. A monitoring station is located at Green Bay East High School. The standards for 24 Hour and Annual Values are currently met within the Green Bay Urbanized Area.

Wisconsin Department of Natural Resources Report Year 2018 24 Hour and Annual $PM_{2.5}$ Values



Brown County PM_{2.5} Emissions – EPA 2014

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

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

What needs to be done to improve air quality if an area is designated nonattainment? States with designated nonattainment areas are required under the Clean Air Act to develop a State Implementation Plan (Wisconsin has a SIP). This plan must include enforceable measures for reducing air pollutant emissions leading to the formation of fine particles in the atmosphere. The plan must also provide steps for the area to attain standards as quickly as possible, and the area must show how it will make reasonable progress toward attaining the standards.

CHAPTER III
FINANCIAL PLANS

Financial Plan

FAST Act legislation requires a financial plan to be included in all transportation improvement programs. Federal Highway Administration (FHWA) defines a financial plan as a document that reflects revenues and costs of a transportation program and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete all the elements in the plan or program.

Fiscal Constraint Demonstration

A four year summary of federal funds from both the Federal Highway Administration and Federal Transit Administration can be seen in Table III-1. Table III-1 reflects the 2020–2023 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 2024+ as fiscal constraint is a four-year requirement.

Annual Listing of Obligated Projects

MPOs are required to publish an annual listing of projects no later than 90 calendar days following the end of a program year for which funds under Federal 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated.

The MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under [23 U.S.C. or 49](#) U.S.C. Chapter 53 were obligated in the preceding program year.

The annual listing of projects includes investments in pedestrian, bicycle, transit, and road improvement projects and must be coordinated with the MPO, transit operator, and the state.

For FHWA projects, obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated. For FTA projects, obligation occurs when the FTA grant is awarded.

The Annual Listing of Obligated Projects is posted on the Green Bay MPO's website. For the annual listing go to <https://www.co.brown.wi.us/>, and click Departments, Planning, Transportation, and Obligated Transportation Projects. For a direct link go to: https://www.co.brown.wi.us/departments/page_4043f11187d1/?department=2317176c7f00&subdepartment=b4d10bb9388e20.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2020	2021	2022	2023	Total	2020	2021	2022	2023	Total
FHWA	STBG (MPO Allocation)	\$928,000	\$4,836,000	\$2,324,000	\$10,230,000	\$18,318,000	\$928,000	\$4,836,000	\$2,324,000	\$10,230,000	\$18,318,000
	BUILD	\$19,725,000	\$710,000	\$0	\$0	\$20,435,000	\$19,725,000	\$710,000	\$0	\$0	\$20,435,000
	STBG (WisDOT)	\$1,134,000	\$854,000	\$854,000	\$854,000	\$3,696,000	\$1,134,000	\$854,000	\$854,000	\$854,000	\$3,696,000
	HSIP	240,000	240,000	1,295,000	240,000	\$2,015,000	240,000	240,000	1,295,000	240,000	\$2,015,000
	NHPP	12,544,000	4,604,000	5,732,000	8,555,000	\$31,435,000	12,544,000	4,604,000	5,732,000	8,555,000	\$31,435,000
	TA - STBG Set-Aside	0	0	947,000	0	\$947,000	0	0	947,000	0	\$947,000
	Total	\$34,571,000	\$11,244,000	\$11,152,000	\$19,879,000	\$76,846,000	\$34,571,000	\$11,244,000	\$11,152,000	\$19,879,000	\$76,846,000
FTA	Section 5307	\$2,290,000	\$0	\$0	\$0	\$2,290,000	\$2,290,000	\$0	\$0	\$0	\$2,290,000
	Section 5310	146,000	148,000	0	0	\$294,000	146,000	148,000	0	0	\$294,000
	Section 5339	243,000	0	0	0	\$243,000	243,000	0	0	0	\$243,000
	Total	\$2,679,000	\$148,000	\$0	\$0	\$2,827,000	\$2,679,000	\$148,000	\$0	\$0	\$2,827,000

* 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 Table III-2 for details regarding operating expense and funding source.

b. Fare Structure

See Table III-3 for a comparison of past and current fare structures.

c. Capital

See Table III-4 for the bus fleet.

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

	Actual				Projected				
	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expense:	\$7,466,208	\$7,031,065	\$7,415,852	\$7,735,054	\$7,879,391	\$7,944,639	\$8,011,192	\$8,079,076	\$8,148,317
	-2.41%	-5.83%	5.47%	4.30%	1.87%	0.83%	0.84%	0.85%	0.86%
Funding Sources:									
<u>Public Operating Assistance:</u>									
Federal Section 5307/Capitalized Maintenance	\$2,109,947	\$1,812,274	\$1,772,031	\$2,191,933	\$2,191,933	\$2,191,933	\$2,191,933	\$2,191,933	\$2,191,933
State of Wisconsin Section 85.20	2,382,178	2,438,165	2,548,875	2,425,070	2,425,070	2,425,070	2,425,070	2,425,070	2,425,070
City of Green Bay	883,944	879,099	1,022,859	1,091,611	1,113,443	1,135,712	1,158,426	1,181,595	1,205,227
Village of Ashwaubenon	137,132	128,599	152,685	178,638	182,211	185,855	189,572	193,363	197,231
City of De Pere	88,970	84,587	97,878	105,912	108,030	110,191	112,394	114,642	116,935
Village of Bellevue	31,108	32,270	37,544	66,690	150,000	153,000	156,060	159,181	162,365
Village of Alouez	54,866	52,039	54,069	54,954	56,053	57,174	58,317	59,483	60,673
<u>Public Operating Assistance Subtotal:</u>	<u>\$5,688,145</u>	<u>\$5,427,034</u>	<u>\$5,685,941</u>	<u>\$6,114,807</u>	<u>\$6,226,739</u>	<u>\$6,258,934</u>	<u>\$6,291,773</u>	<u>\$6,325,268</u>	<u>\$6,359,433</u>
<u>Revenue:</u>									
Farebox Revenue - Fixed Route Bus	\$899,771	\$896,921	\$709,595	\$710,404	\$724,612	\$739,104	\$753,886	\$768,964	\$784,343
Farebox Revenue - Paratransit Program	549,929	593,127	532,383	462,561	471,812	481,248	490,873	500,691	510,705
Advertising (sale of ads on buses)	121,957	157,825	130,497	155,095	158,197	161,361	164,588	167,880	171,237
Investment Income	4,784	9,345	11,263	12,587	12,839	13,096	13,357	13,625	13,897
Other (partnership income, sale of used oil & parts, etc.)	201,622	71,813	239,564	279,600	285,192	290,896	296,714	302,648	308,701
<u>Revenue Subtotal:</u>	<u>\$1,778,063</u>	<u>\$1,729,030</u>	<u>\$1,623,303</u>	<u>\$1,620,247</u>	<u>\$1,652,652</u>	<u>\$1,685,705</u>	<u>\$1,719,419</u>	<u>\$1,753,807</u>	<u>\$1,788,884</u>
Funding Sources Total:	\$7,466,208	\$7,156,064	\$7,309,244	\$7,735,054	\$7,879,391	\$7,944,639	\$8,011,192	\$8,079,076	\$8,148,317

**Table III-3
Green Bay Metro
Fixed Route Bus Fares**

Fare Category	1998	2003	2005	2009	2019
Adult					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50
Day Pass					\$3.00
Week Pass					\$12.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00
College 30-Day Pass					\$30.00
Student (K-12)*					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00
Day Pass					\$2.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$22.00
Reduced (Age 65 or older or qualifying Disability w/ ID Card)					
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75
Day Pass					\$1.50
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00
Disabled Veterans w/ Service Connected ID					Free
Green Saturday/Packers Game Day Service					Free

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

Table III-4 Green Bay Metro Bus Fleet				
Bus Quantity	Year	Make	Length	Age in Years
4	2003	New Flyer	30'	16
3	2004	New Flyer	30'	15
9	2009	New Flyer	35'	10
10	2011	Gillig	35'	8
4	2015	Gillig	40'	4
3	2018	New Flyer	35'	1
2	2018	New Flyer	40'	1
35				
Average Age in Years:				8.57

Bus Quantity	Year	Make	Length	Age in Years
4	2019	Gillig	35'	To be delivered in October of 2019
3	2020	Gillig	35'	Delivery TBD

The 2020-2023 capital improvement program developed by Green Bay Metro staff includes the following:

In 2020 through 2023, Metro will request funds to purchase buses to replace the 30' 2003 and 2004 New Flyer buses, as well as 2009 Gillig buses, which have exceeded their useful lives.

Also in the years 2020 through 2023, Metro will request funding to purchase and/or replace the following items:

- Painting of the maintenance shop
- Pressure washer
- Security & Communications upgrades
- Air handling units
- Generator
- ADA-accessible passenger shelters, benches, and pads
- Bus stop signs

Transportation-Related Revenues and Expenditures

The transportation-related revenues and expenditures for the metropolitan area municipalities were extracted from annual financial reports filed with the Wisconsin Department of Revenue. These reports provide audited financial results for all programs administered by the municipalities and provide a reasonably thorough basis for evaluating current financial conditions.

The financial information considered in this analysis includes items such as storm sewers, sidewalks, and street lighting because these improvements are commonly associated with street construction (and would be difficult to extract from the data).

Funding sources include local levy, special assessments, public charges (e.g. to developers), bonding, state aids, and federal grants.

a. 2015-2017 Highway Construction/Operations (“O”) and Highway Maintenance (“M”) and Administration Revenues and Expenditures

See Table III-5 for Highway Construction and Highway Maintenance and Administration Revenues and Expenditures for the years 2015-2017. The Highway/Road Construction designation includes operating revenues and expenditures for constructing roads. The Highway/Road Maintenance and Administration designation includes operating revenues and expenditures for engineering, highway equipment and buildings, and road maintenance.

b. 2020-2023 Highway Construction and Highway Maintenance and Administration Revenue and Expenditure Projections

See Table III-6 for Highway Construction and Highway Maintenance and Administration Revenue and Expenditure Projections for the years 2020-2023. Projections are based on the 2015-2017 three year average plus 2% per year (the current Federal Revenue Inflation Rate, provided by WisDOT DTIM). However, it should be noted that the actual O & M revenues for the urbanized area decreased during the 2015-2017 time period. This decrease can be attributed to local budget decisions, levy limits, reduction in bonding, flat STBG funding levels, and other factors.

c. 2015-2017 Road-Related Facilities and Other Transportation Revenues and Expenditures

See Table III-7 for Road-Related Facilities and Other Transportation Revenues and Expenditures for the years 2015-2017. The Road-Related Facilities designation includes operating revenues and expenditures for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities. Other Transportation designation includes operating revenues and expenditures for airports, mass transit, docks and harbors, and other transportation facilities.

Please note that *projected* expenditures for Road-Related Facilities and Other Transportation are not included due to many one-time outlays that are included in the historic data.

d. Additional Funding Mechanisms

See Table III-8 for Additional Funding Mechanisms used in the Green Bay Urbanized Area including local sales tax and municipal vehicle registration fee revenues.

e. Community by Community Rate

Table III-9 represents Road Mileage, 2015-2017 Actual Revenues and Expenditures for Transportation Improvements, and Annual Spending Rates.

The Transportation Improvements column includes the four major transportation categories defined by the Wisconsin Department of Revenue:

1. Highway Construction/Operations ("O")
2. Highway Maintenance ("M") and Administration
3. Road-Related Facilities
4. Other Transportation-Related Categories

Table III-5
2015-2017 Highway Construction and Highway Maintenance and Administration Revenues and Expenditures

Jurisdiction	2015		2016		2017		Three Year Total		Average per Year	
	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration
Brown	\$17,013,497	\$3,355,476	\$13,133,568	\$4,256,837	\$12,800,367	\$4,663,384	\$42,947,432	\$12,275,697	\$14,315,811	\$4,091,899
Green Bay	\$5,137,632	\$5,625,173	\$3,570,960	\$6,267,151	\$5,472,033	\$6,526,627	\$14,180,625	\$18,418,951	\$4,726,875	\$6,139,650
De Pere	\$3,018,596	\$1,360,781	\$6,745,830	\$1,279,198	\$3,009,937	\$1,328,346	\$12,774,363	\$3,968,325	\$4,258,121	\$1,322,775
Suamico	\$299,814	\$788,520	\$523,719	\$973,520	\$876,263	\$1,056,181	\$1,699,796	\$2,818,221	\$566,599	\$939,407
Howard	\$6,380,715	\$1,460,507	\$3,727,973	\$1,583,762	\$2,335,067	\$1,789,977	\$12,443,755	\$4,834,246	\$4,147,918	\$1,611,415
Hobart	\$681,327	\$248,722	\$2,496,375	\$415,675	\$1,108,234	\$360,965	\$4,285,936	\$1,025,362	\$1,428,645	\$341,787
Bellevue	\$2,735,571	\$563,022	\$385,894	\$518,623	\$1,767,932	\$607,670	\$4,889,397	\$1,689,315	\$1,629,799	\$563,105
Ashwaubenon	\$1,507,649	\$1,546,881	\$2,326,361	\$1,841,546	\$2,476,288	\$1,644,806	\$6,310,298	\$5,033,233	\$2,103,433	\$1,677,744
Allouez	\$752,173	\$562,037	\$515,514	\$630,053	\$1,262,648	\$545,575	\$2,530,335	\$1,737,665	\$843,445	\$579,222
Scott	\$67,899	\$140,756	\$69,815	\$213,003	\$427,653	\$185,444	\$565,367	\$539,203	\$188,456	\$179,734
Rockland	\$0	\$400,716	\$22,776	\$463,602	\$37,044	\$306,957	\$59,820	\$1,171,275	\$19,940	\$390,425
Ledgeview	\$3,643,219	\$298,742	\$1,219,007	\$362,256	\$2,003,408	\$2,031,342	\$6,865,634	\$2,692,340	\$2,288,545	\$897,447
Lawrence	\$2,064,241	\$131,178	\$495,222	\$151,528	\$531,072	\$153,399	\$3,090,535	\$436,105	\$1,030,178	\$145,368
Total:	\$43,302,333	\$16,482,511	\$35,233,014	\$18,956,754	\$34,107,946	\$21,200,673	\$112,643,293	\$56,639,938	\$37,547,764	\$18,879,979

Notes: Portion of Jurisdiction may be located outside of the Green Bay Urbanized Area boundary.

Source: Wisconsin Department of Revenue.

Definitions: Highway/Road Construction ("O") = Operating revenues and expenditures for constructing roads. Highway/Road Maintenance ("M") and Administration = Operating revenues and expenditures for engineering, highway equipment and buildings, and road maintenance.

Table III-6
2020-2023 Highway Construction and Highway Maintenance and Administration Revenue and Expenditure Projections

Jurisdiction	2020 Projections		2021 Projections		2022 Projections		2023 Projections	
	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration
Brown Co.	15,192,053	4,342,356	15,495,894	4,429,203	15,805,812	4,517,787	16,121,928	4,608,143
C. Green Bay	5,016,198	6,515,446	5,116,522	6,645,755	5,218,852	6,778,670	5,323,229	6,914,243
De Pere	4,518,752	1,403,739	4,609,127	1,431,814	4,701,310	1,460,450	4,795,336	1,489,659
Suamico	601,279	996,906	613,305	1,016,844	625,571	1,037,181	638,082	1,057,925
Howard	4,401,804	1,710,047	4,489,840	1,744,248	4,579,637	1,779,133	4,671,230	1,814,715
Hobart	1,516,090	362,707	1,546,412	369,962	1,577,340	377,361	1,608,887	384,908
Bellevue	1,729,556	597,572	1,764,147	609,523	1,799,430	621,713	1,835,418	634,148
Ashwaubenon	2,232,180	1,780,436	2,276,823	1,816,044	2,322,360	1,852,365	2,368,807	1,889,413
Allouez	895,071	614,675	912,972	626,968	931,231	639,508	949,856	652,298
Scott	199,991	190,736	203,990	194,550	208,070	198,441	212,232	202,410
Rockland	21,160	414,322	21,584	422,609	22,015	431,061	22,456	439,682
Ledgeview	2,428,622	952,378	2,477,194	971,425	2,526,738	990,854	2,577,273	1,010,671
Lawrence	1,093,233	154,266	1,115,098	157,351	1,137,400	160,498	1,160,148	163,708
Total:	39,845,988	20,035,585	40,642,908	20,436,297	41,455,766	20,845,023	42,284,881	21,261,923

Notes: Portion of Jurisdiction may be located outside of the Green Bay Urbanized Area boundary.

Source: Revenues and Expenditures Projections based on 2015-2017 three-year average plus 2% per year, which is the current Federal Revenue Inflation Rate provided by WisDOT DTIM.

Definitions: Highway/Road Construction ("O") = Operating revenues and expenditures for constructing roads. Highway/Road Maintenance ("M") and Administration = Operating revenues and expenditures for engineering, highway equipment and buildings, and road maintenance.

Table III-7
2015-2017 Road-Related Facilities and Other Transportation Revenues and Expenditures

Jurisdiction	2015		2016		2017		Three Year Total		Average per Year	
	Road Related Facilities	Other Transportation	Road Related Facilities	Other Transportation	Road Related Facilities	Other Transportation	Road Related Facilities	Other Transportation	Road Related Facilities	Other Transportation
Brown Co.	\$686,427	\$0	\$749,529	\$1,139,765	\$933,992	\$0	\$2,369,948	\$1,139,765	\$789,983	\$379,922
C. Green Bay	\$12,055,862	\$1,073,707	\$12,505,785	\$1,429,963	\$14,049,517	\$1,273,017	\$38,611,164	\$3,776,687	\$12,870,388	\$1,258,896
De Pere	\$1,516,460	\$429,311	\$1,635,511	\$401,156	\$697,140	\$395,186	\$3,849,111	\$1,225,653	\$1,283,037	\$408,551
Suamico	\$38,942	\$1,824	\$38,465	\$3,553	\$39,242	\$5,584	\$116,649	\$10,961	\$38,883	\$3,654
Howard	\$1,613,742	\$0	\$3,821,553	\$0	\$2,287,677	\$0	\$7,722,972	\$0	\$2,574,324	\$0
Hobart	\$396,275	\$0	\$693,733	\$0	\$199,255	\$0	\$1,289,263	\$0	\$429,754	\$0
Bellevue	\$529,082	\$180,929	\$155,398	\$194,326	\$332,299	\$184,109	\$1,016,779	\$559,364	\$338,926	\$186,455
Ashwaubenon	\$484,235	\$228,453	\$469,166	\$163,052	\$469,600	\$262,753	\$1,423,001	\$654,258	\$474,334	\$218,086
Allouez	\$230,185	\$81,055	\$184,612	\$65,031	\$368,143	\$52,117	\$782,940	\$198,203	\$260,980	\$66,068
Scott	\$19,458	\$0	\$18,594	\$0	\$18,629	\$0	\$56,681	\$0	\$18,894	\$0
Rockland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ledgeview	\$182,924	\$0	\$732,719	\$0	\$1,004,825	\$0	\$1,920,468	\$0	\$640,156	\$0
Lawrence	\$23,929	\$0	\$237,037	\$0	\$412,556	\$0	\$673,522	\$0	\$224,507	\$0
Total:	\$17,777,521	\$1,995,279	\$21,242,102	\$3,396,846	\$20,812,875	\$2,172,766	\$59,832,498	\$7,564,891	\$19,944,166	\$2,521,630

Notes: Portion of Jurisdiction may be located outside of the Green Bay Urbanized Area boundary.

Source: Wisconsin Department of Revenue.

Definitions: Road-Related Facilities = Operating revenues and expenditures for limited purpose roads, street lighting, sidewalks, storm sewers, & parking facilities.

Other Transportation = Operating revenues and expenditures for airports, mass transit, docks & harbors, & other transportation facilities.

Please note that *projected* expenditures for Road-Related Facilities and Other Transportation are not included due to many one-time outlays that are included in the historic data.

Additional Funding Mechanisms

Under current Wisconsin property tax law, counties and municipalities are subject to strict levy limits. As a result, counties and municipalities have had to prioritize road improvement projects while leaving a backlog of unfunded projects. This is compounded by the fact that federal and state funding for transportation has remained relatively flat in recent years. Counties and municipalities have begun looking for other sources, and several have been implemented as follows:

1. Brown County implemented a 0.5% sales tax on January 1, 2018. A portion of the revenue has been designated for county highway improvements throughout the county. Projected revenues and expenditures within the urbanized area boundary are shown in Table III-8 and are detailed in the *Brown County 2020-2025 Highway Capital Improvement Plan, July 10, 2019*.

The sales tax revenues designated for specific county highway improvements *replace* local tax levy and bond dollars. Therefore, sales tax revenue will not necessarily result in an increase in road construction.

The sales tax ends on December 31, 2023.

2. The City of Green Bay implemented a Municipal Registration Fee or Wheel Tax of \$20 per vehicle beginning January 1, 2019. Revenue generated will eliminate residential special assessments for road improvements.

Registration fee revenues eliminate the need for residential special assessments and will not necessarily result in an increase in road construction or other transportation improvements.

3. The Village of Bellevue implemented a Municipal Registration Fee of \$20 per vehicle on May 1, 2019. Revenue generated will reduce residential special assessments for road improvements.

Similar to Green Bay, the registration fee revenues reduce residential special assessments and will not necessarily result in an increase in road construction or other transportation improvements.

The fee has a sunset date of December 31, 2021.

Table III-8 Summary of Projected Revenues and Expenditures from Non-Traditional Funding Sources

Mechanism	2020	2021	2022	2023	2024
Brown County Sales Tax	\$2,654,509	\$3,099,060	\$3,799,653	\$4,844,100	\$2,787,847
Green Bay Municipal Vehicle Registration Fee*	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Bellevue Municipal Vehicle Registration Fee**	\$140,000	\$140,000			
Total:	\$4,294,509	\$4,739,060	\$5,299,653	\$6,344,100	\$4,287,847

* Green Bay Municipal Vehicle Registration Fee is projected to generate \$1,500,000 per year.

** Bellevue Municipal Vehicle Registration Fee is projected to generate \$140,000 to \$220,000 per year.

Financial Estimates with Inflation Factors

The 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 the factor is below.

Table III-9 Inflation Factor Justification for Federally-Funded and Federal Fund-Eligible Projects

Jurisdiction	Funding Source	Project	Program Year(s)	Annual Expenditure Inflation Factor	Justification
Federal/State	Various	various	2020+	1.56%	WisDOT Bureau of Planning & Economic Development*
Brown County	STBG Program	various	2020+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Green Bay	STBG Program	various	2020+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Ashwaubenon		none	2020+		
Allouez	STBG Program	Libal St	2020+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Howard	STBG Program	Riverview/Lakeview	2020+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
De Pere	STBG Program	Lawrence Dr	2020+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Bellevue	STBG Program	Manitowoc Rd	2020+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Green Bay Metro	Section 5307	operating	2020+	2% or less	Projected service levels and past experience
	Various	capital items	2020+	2% or less	Current cost with little or no inflation
Recipients	Section 5310	vehicles	2020+	0%	WisDOT contract rate used; actual cost

*Source: WisDOT Bureau of Planning and Economic Development. Expenditure Inflation Rate 1.56%. Revenue Inflation Rate 2.00%.

CHAPTER IV
TRANSPORTATION PLANNING PROCESS

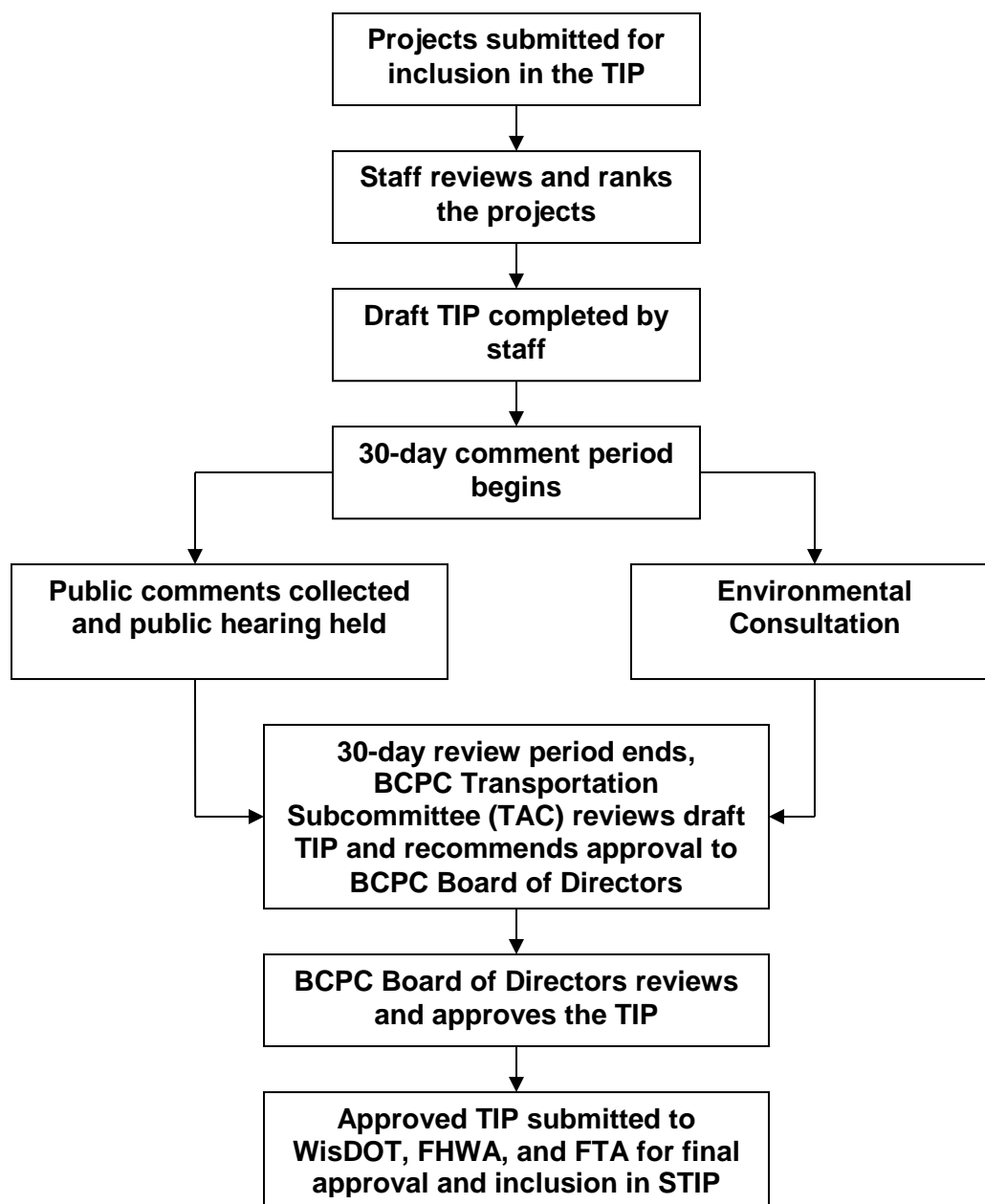
A. OVERALL TRANSPORTATION PLANNING PROCESS

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 *2020-2023 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 *2020-2023 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 2020-2023 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 225 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 2019:

August 21	30-day public review and comment period begins (August 21-September 19).
August 21	1 st Notice of 30-day Review Period, Request for Comments, and Public Hearing on Draft TIP published.
August 28	2 nd Notice published.
September 4	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
September 16	Environmental Consultation meeting with Resource Agencies.
September 16	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 19	30-day public review and comment period ends. If significant comments are received they will be provided to the Transportation Subcommittee.
October 2	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
Licensed Taxi and Accessible Vehicle Services - 2019
 (Transportation Network Companies such as Uber and Lyft are not included.)

1 Awesome Cab 215 Kings Way Seymour WI 54165 (920) 639-8687	It's Your Taxi & Shuttle 3940 Bell Bridge Rd Oconto WI 54153 (920) 373-5222
Arms of Angels 1658 Silhouette Lane De Pere WI 54115 (920)-360-3202	Lamers 2937 Monroe Road De Pere WI 54115 (920) 336-7220
Around Town Senior Services 3101 Parkview Ct Green Bay WI 54304 920-619-2003	Native Cab 3017 Gemini Rd Green Bay WI 54311 (920) 492-9294
Astro Shuttle/Astro Taxi PO Box 12143 Green Bay WI 54302 (920) 499-9119	Yellow Cab 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 \$21,330 in the country.

Persons in Household	2019 Poverty Guidelines
1	\$12,490
2	\$16,910
3	\$21,330
4	\$25,750
5	\$30,170
6	\$34,590
7	\$39,010
8	\$43,430
Each Additional Person add \$4,420	

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

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 Populations as a Percent of Total Population

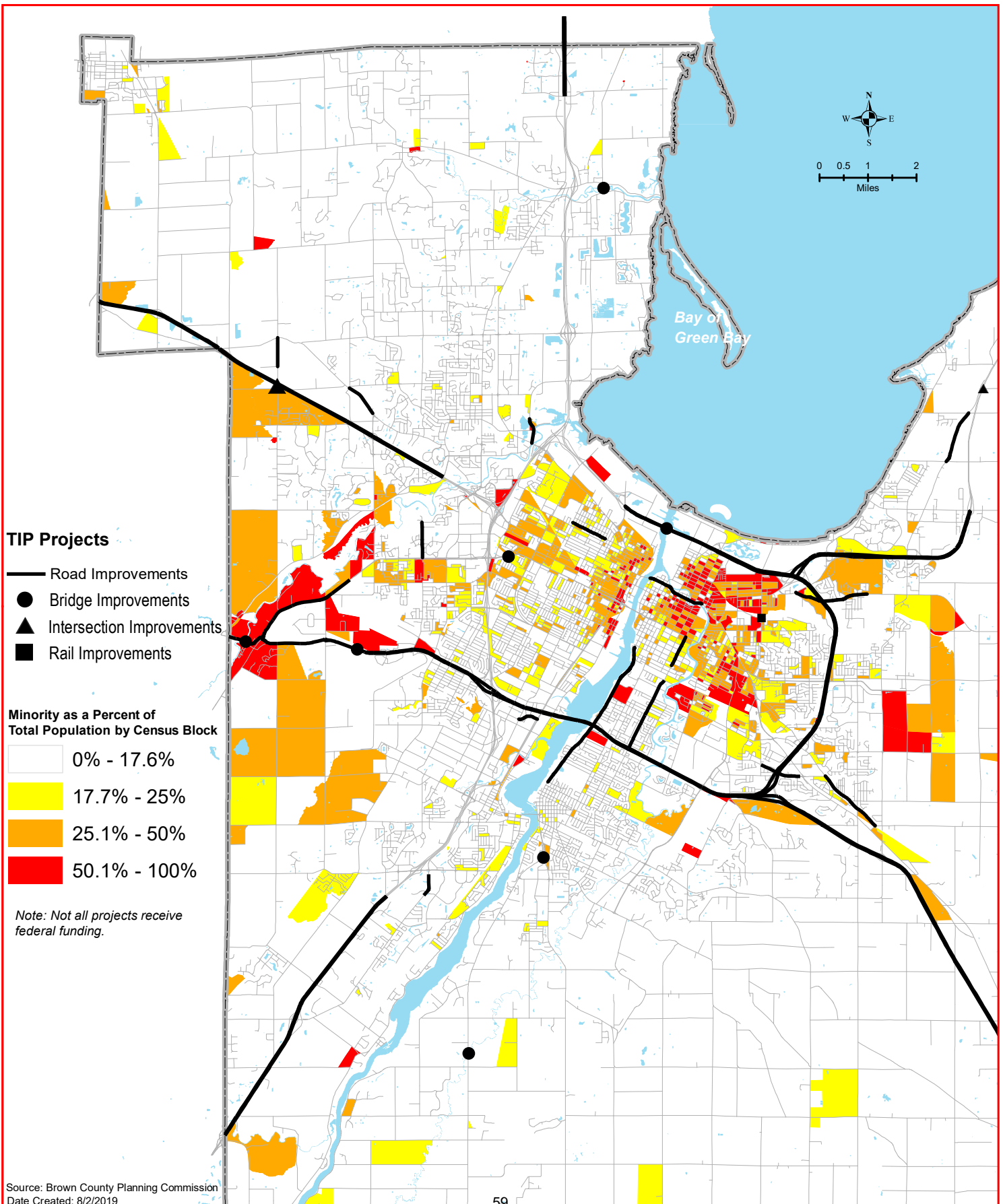


Figure D

Project Locations and Income

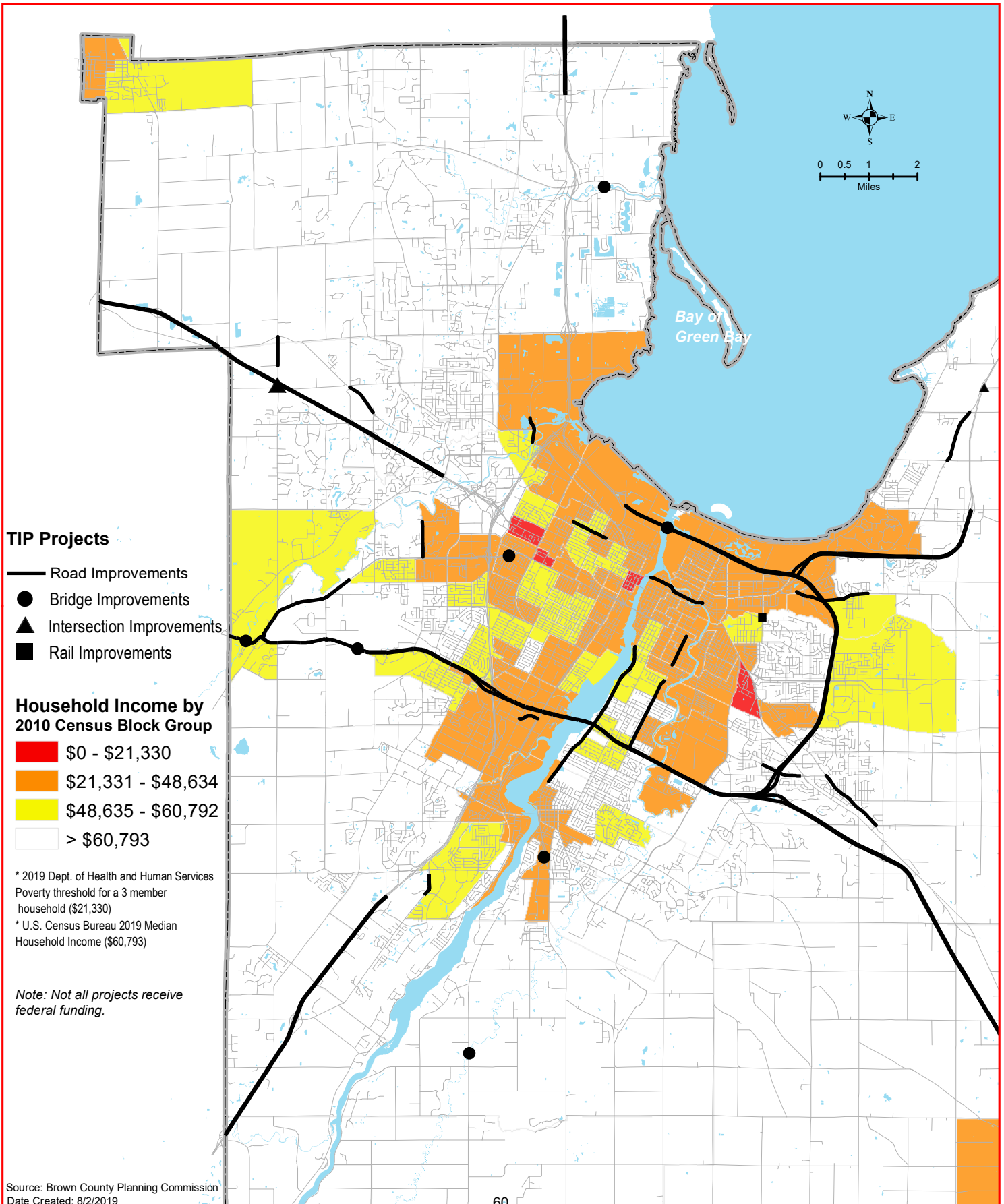


Figure E

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

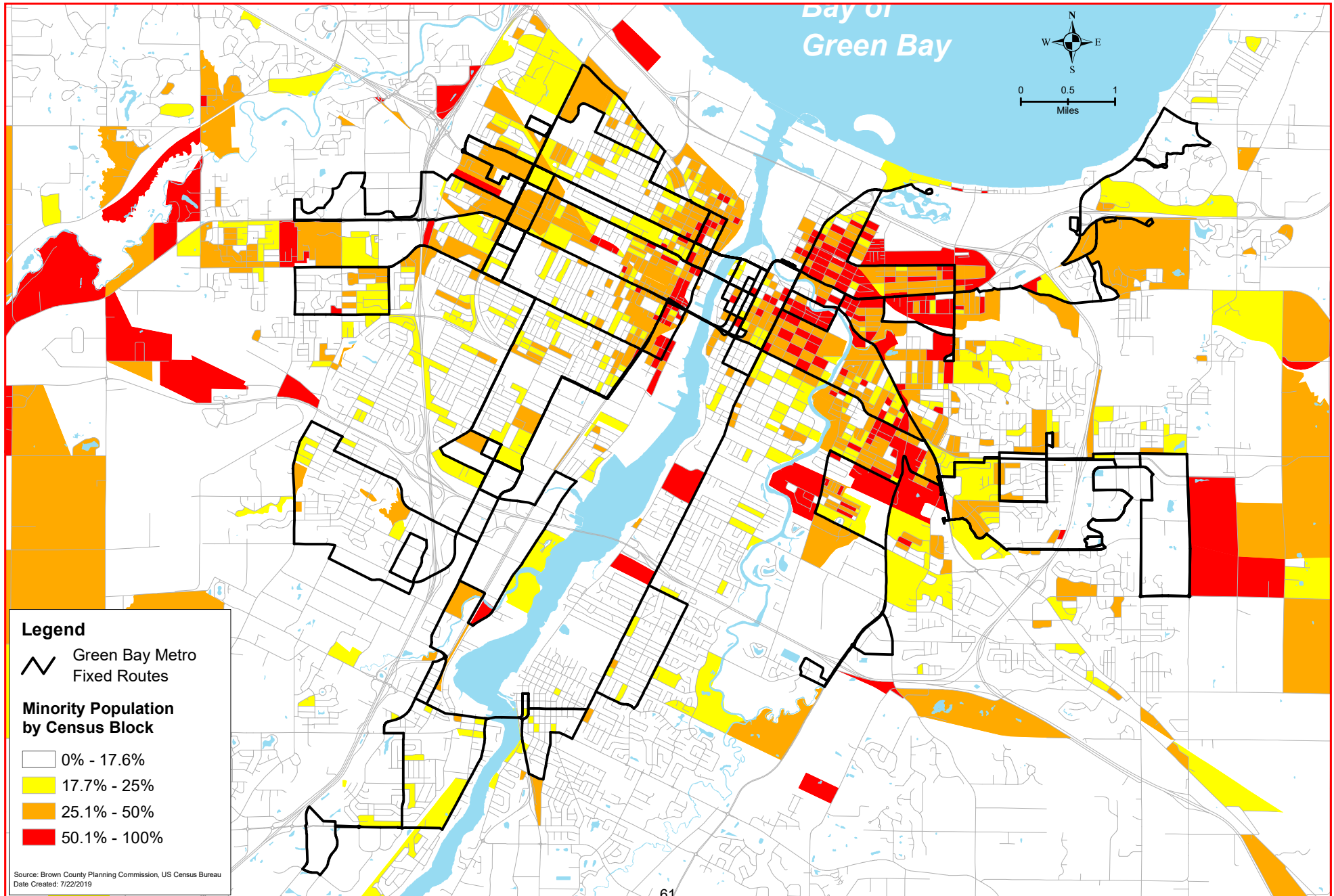
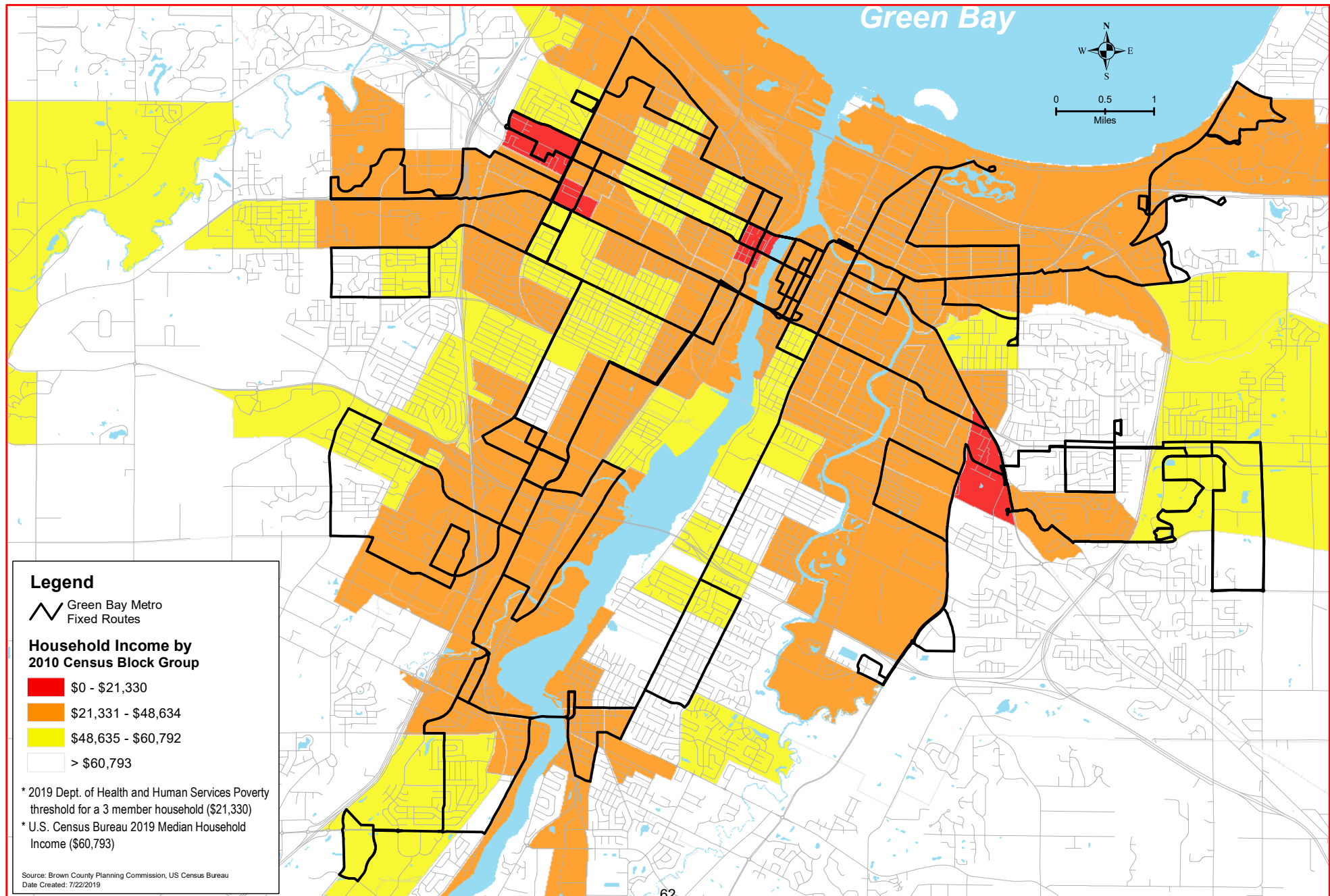


Figure F

Green Bay Metro System and Income

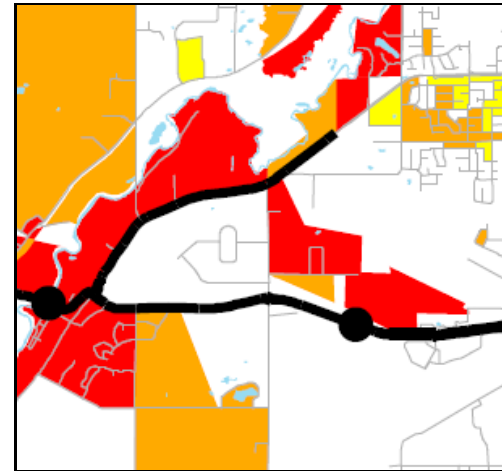
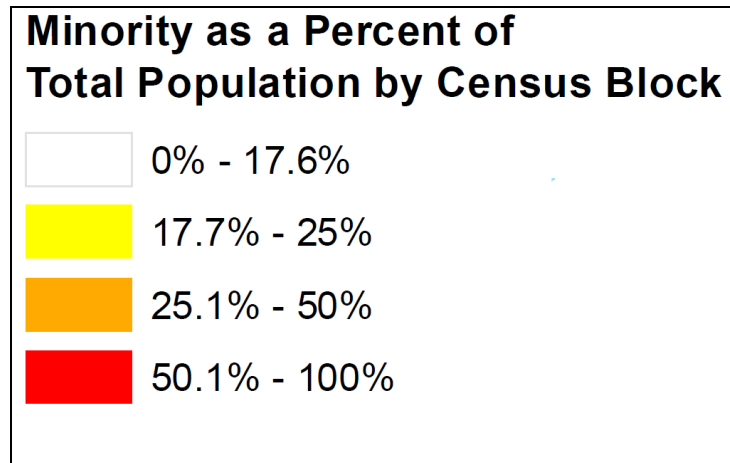


Equity Analysis

The following projects are located in areas with relatively high minority populations and/or low income populations:

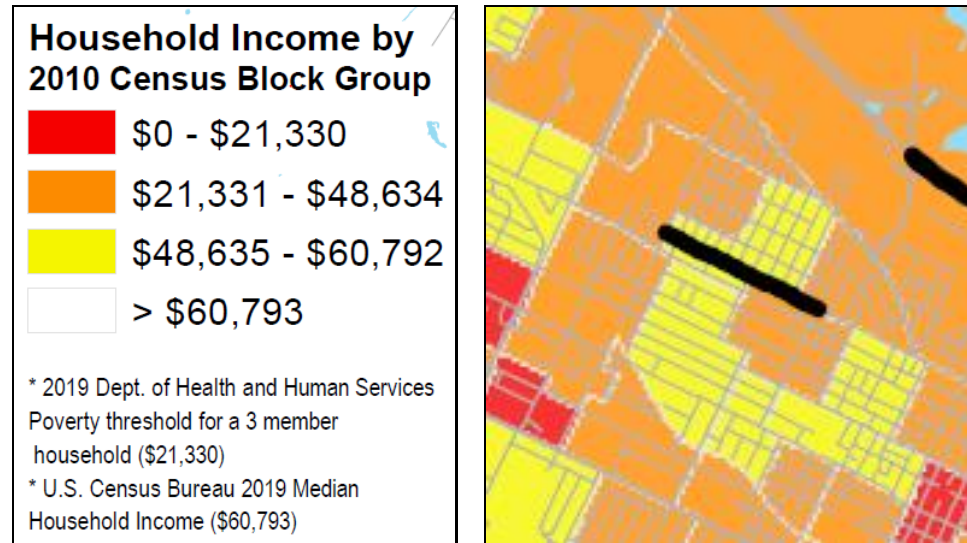
Projects: STH 54 and STH 172 - Multiple projects in the western portion of the urbanized area including resurfacing, culvert, and bridge work.

Minority Population



Projects: Mather Street – The project includes reconstruction with sidewalks and shared outside lanes for bicycles.

Household Income



Equity Analysis Summary

After reviewing all roadway project locations and the 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.

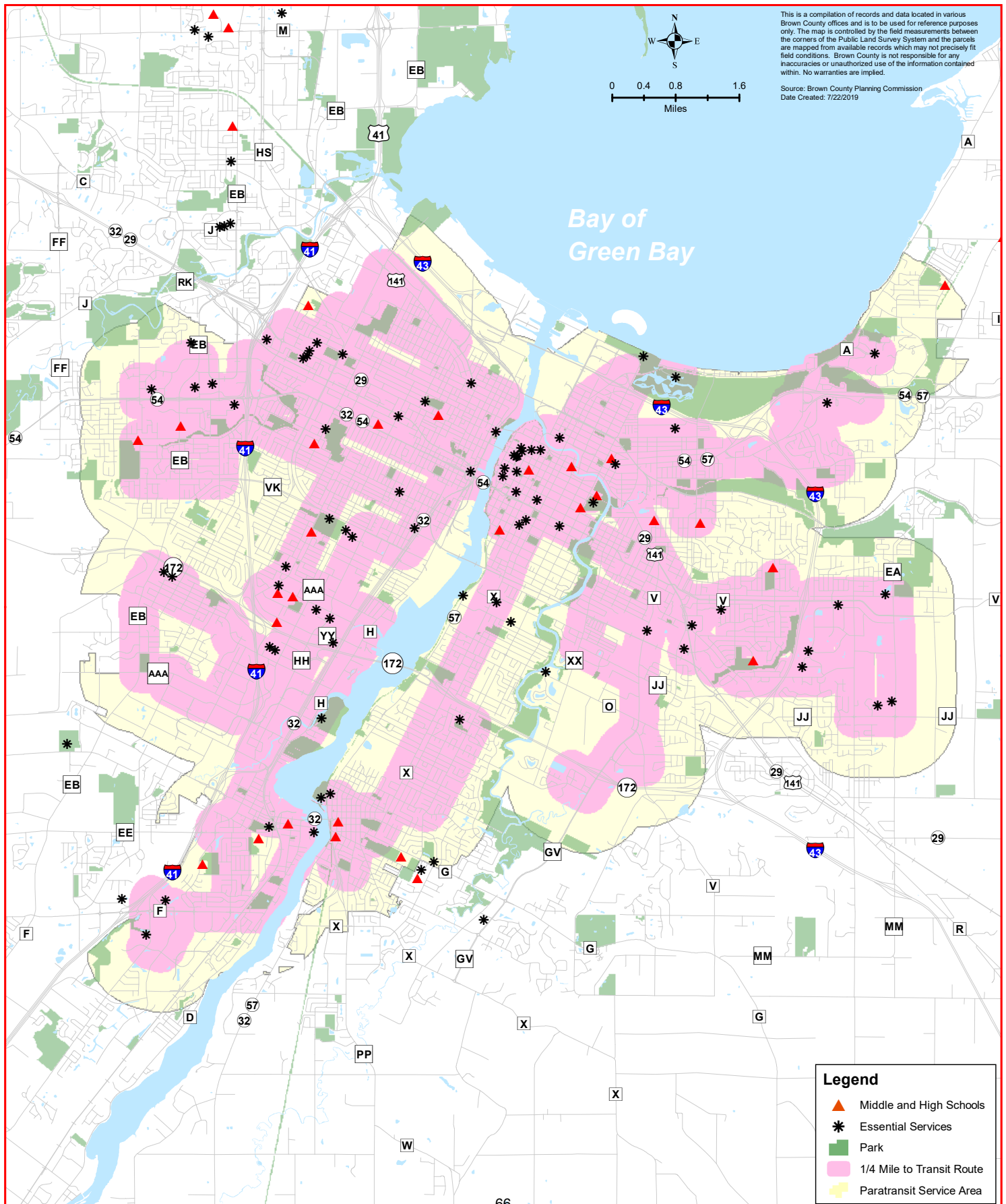


Figure H

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.

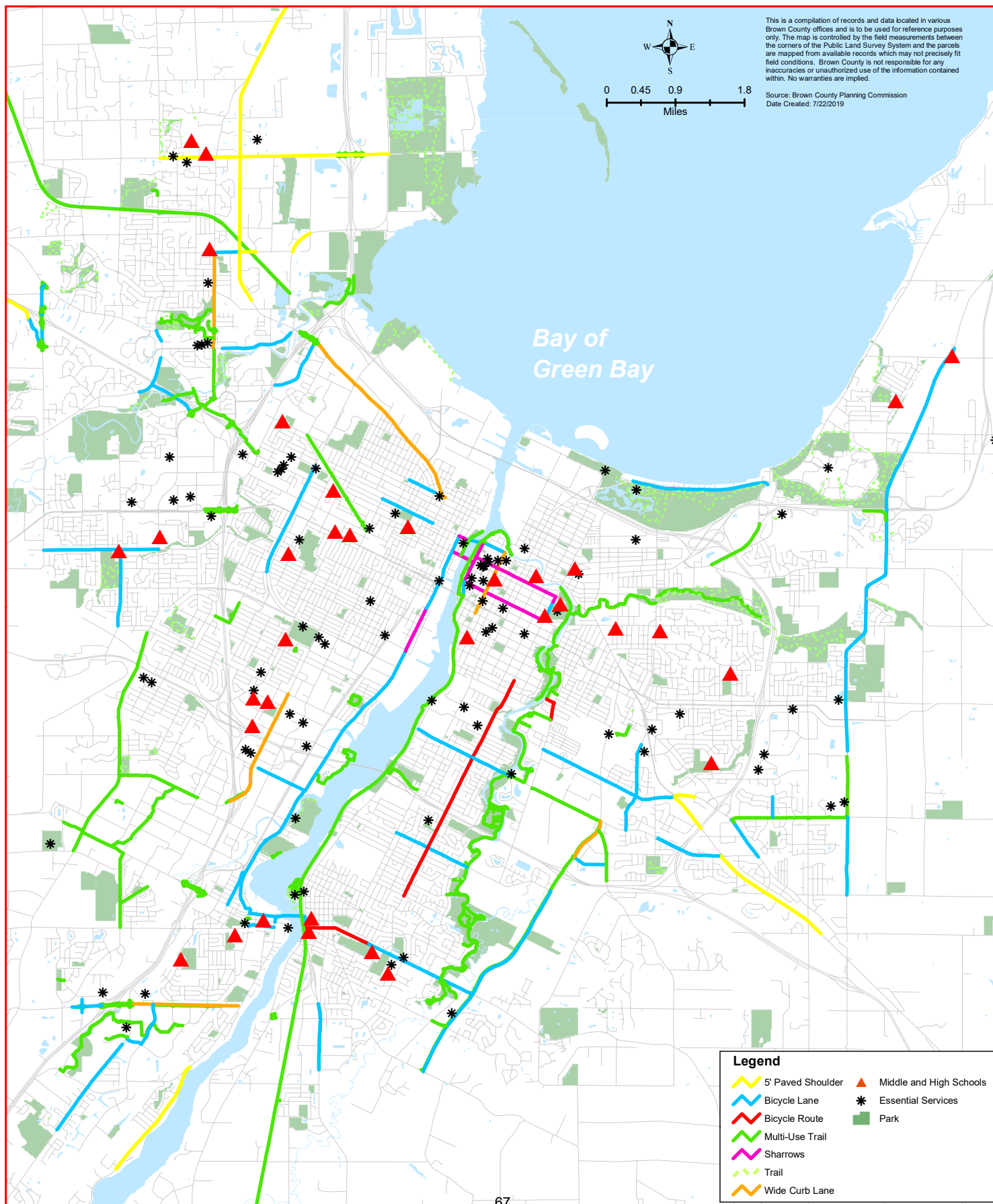
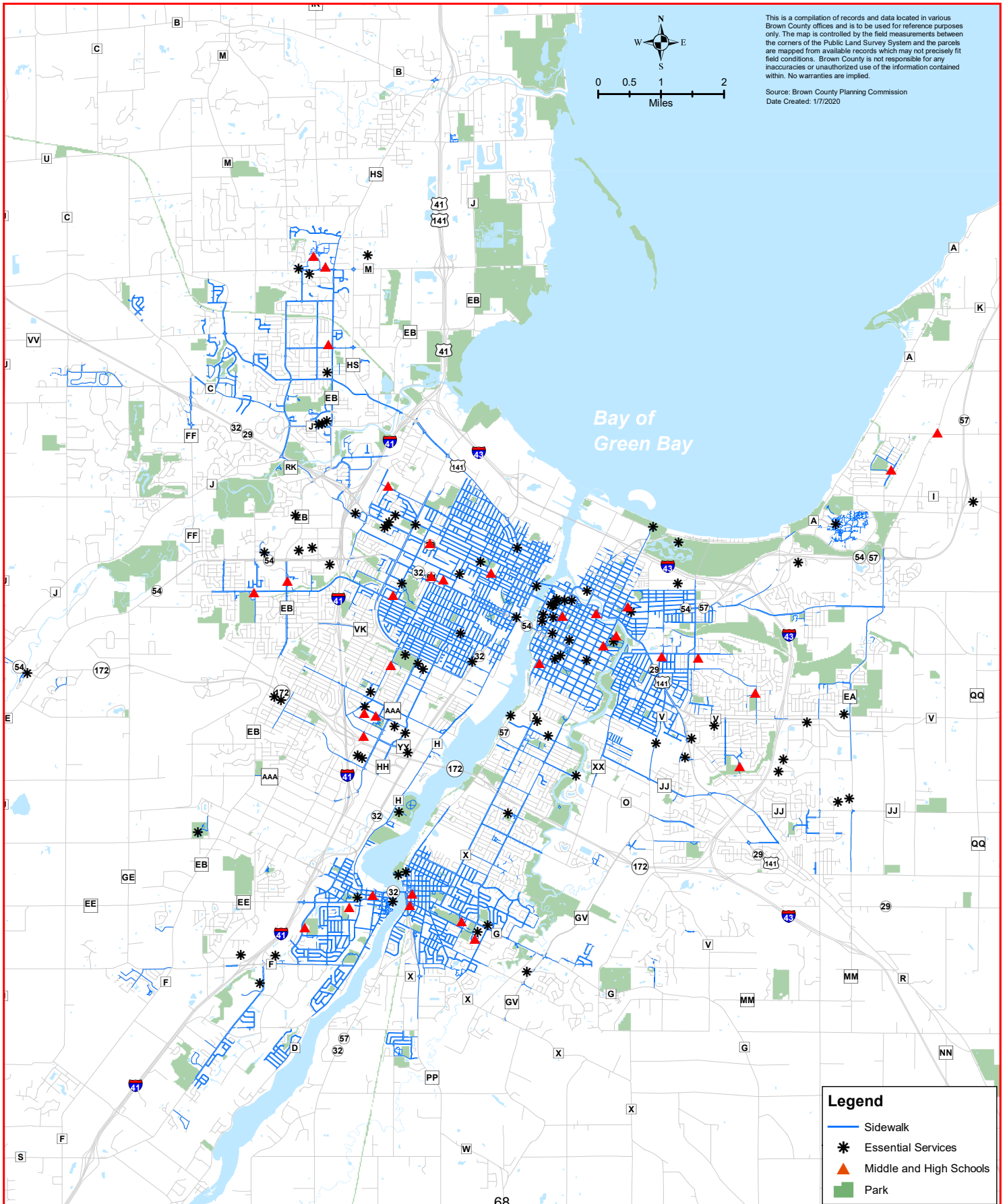


Figure I

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 31st 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

Facility	Segment	Project Type	Project Status
I 41 Expansion	Orange Lane to CTH M in Brown County	Upgrade to interstate standards & upgrade interchanges	Completed
CTH EA (S. Huron Road)	Willow Road - STH 29	Construct new arterial	Will be completed in 2019
CTH EA (S. Huron Road)	STH 29 - I-43	Construct new arterial	Not programmed
STH 29	west of CTH FF to CTH U	Access control - STH 29/CTH VV conversion to a diamond interchange; Milltown Rd realignment; Old Highway 29 realignment, & removal of the at- grade intersections at CTH VV & CTH U after interchange is built	Diamond interchange will be constructed 1,650' west of STH 29/CTH VV intersection by 2022. Mill Town Road and Old Highway 29 will be realigned and the STH 29/CTH U intersection will be moved.
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 Green Bay Safe Walk & Bike Plan was completed and approved in 2019.

The Doty Elementary School SRTS project, which includes the installation of sidewalks and bumpouts, is scheduled for construction in 2022.

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. 2019-2023 Transit Development Plan for the Green Bay Metro System

The Green Bay Transit Commission approved the *2019-2023 Transit Development Plan for the Green Bay Metro System* in 2018. Green Bay Metro System recommendations contained in the TDP can be seen on Table IV-4.

**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
TRANSIT DEVELOPMENT PLAN (TDP) RECOMMENDATIONS AND IMPLEMENTATION STATUS

Item	Recommendation	Status
Bus Fleet	Apply for buses to replace aging vehicles and vehicles that have been removed from service due to condition.	<p>Four 35' buses have been funded through the Volkswagen emission violation settlement and will be delivered in late 2019.</p> <p>Three additional 35' buses have been approved. Delivery expected in 2020.</p> <p>Additional buses programmed for 2020+ but not funded.</p>
Regional Transportation Authority (RTA)	Establish an RTA in the area to enhance transit system since Federal, State, and local revenue sources will not likely increase substantially over the next several years.	<p>The state enabling legislation that is necessary to create an RTA does not exist.</p> <p>It is not anticipated that enabling legislation will be approved in the near future.</p>
Full Service Bus Routes	Green Bay Metro staff, with the assistance of the MPO, should continue to explore route restructuring options to maximize effectiveness.	Metro staff implemented the East Side Transfer Point in July of 2018. MPO and Metro staff continue to monitor performance.
Fixed Route System Fares	Metro should continue to maintain a fare structure that is appealing to existing and potential riders.	Green Bay Metro continues to maintain fares at levels lower than the average of its Wisconsin peers.

J. **PERFORMANCE MEASURES REQUIREMENT**

Introduction

MAP-21 and the FAST Act require the incorporation of Performance-Based Planning and Programming (PBPP) in the development of MPO Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further stated that 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 Measure Cooperation Written Documentation

The intent of the Performance Measure Cooperation Written Documentation is to verify how WisDOT, MPOs, and transit providers will work cooperatively in developing and reporting transportation performance measures as required in the Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule (hereafter referenced as the Final Planning Rule) 23 C.F.R. 450.314(h). The Final Planning Rule and federally-required transportation performance measures, established by the U.S. Department of Transportation, are in accordance with MAP-21 and FAST Act regulations.

The Final Planning Rule (published on May 27, 2016) amended 23 C.F.R. 450.314(h) to include the following requirements:

- (1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS [National Highway System] ...
- (2) These provisions shall be documented either:
 - (i) As part of the metropolitan planning agreements required under (a), (e), and (g) of this section, or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

This written documentation of performance measure cooperation has been developed in coordination between WisDOT, Wisconsin MPOs and Wisconsin transit operators.

General Cooperation

WisDOT, the MPOs and the Transit Operators will, to the extent practicable, work cooperatively on the performance measure provisions as required within 23 CFR 450 and 49 CFR 625 and 630 including:

- Sharing of information related to transportation performance measure targets and data.
- Selection of performance measure targets.
- Reporting of performance measure targets:
 - WisDOT will share state performance measure targets reported to Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) with the MPO.
 - The MPO will report all required MAP-21/FAST Act (23 CFR Part 490) performance measure targets to WisDOT's Bureau of Planning and Economic Development by the specified deadlines. This will include:
 - The MPO providing WisDOT with an approved policy board resolution which includes the adopted performance measure targets.
 - WisDOT acknowledging receipt of the MPO's performance measure targets. WisDOT is a cooperative agency, but is not an approving authority of the MPO targets.
 - The Transit Operators will share Transit Asset Management (TAM) Plans, safety performance measures, and transit data/information with the MPOs.
 - Transit Operators that are part of the state's Group TAM Plan will share asset management and safety data/information with WisDOT's Bureau of Transit, Local Roads, Railroads and Harbors.
 - Transit Operators that are part of any Group TAM Plan will share asset management and safety data/information with the Sponsor of the Group TAM Plan.
 - Furthermore, direct recipients of FTA funding will report 49 CFR Part 625 and 630 transit performance measures to FTA.
- Reporting of performance will be used in tracking progress toward attainment of critical outcomes for the MPO region.
- Collection of data for the state asset management plan for the National Highway System (NHS) will occur as requested by WisDOT.
- Coordination with Transit Operators will be conducted cooperatively in the development of transit asset management plans and safety performance measures.

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 October 2, 2019, the BCPC Board of Directors (MPO Policy Board) approved safety performance measures that are consistent with 2020 WisDOT's targets for each of the five Highway Safety Improvement Program (HSIP) performance measures. Safety performance measures must be updated annually.

WisDOT and MPO Safety Targets

Measure	2014-2018 Baseline Averages	2020 Safety Target*	Reduction Goal
Number of Fatalities	576.2	564.7	2%
Number of Serious Injuries	3,060.0	2,907.0	2%
Rate of Fatalities per 100 million VMT	0.906	0.888	5%
Rate of Serious Injury per 100 million VMT	4.826	4.585	5%
Number of Non-Motorized Fatalities and Serious Injuries	362.8	344.7	5%

*2020 Safety Target approved by WisDOT.

Examples of safety improvement projects that are in the MPO's 2020-2023 TIP include:

- Reconstruction of Vanderperren Way from Holmgren Way to Ashland Avenue in the Village of Ashwaubenon to include bicycle lanes.
- Establishment of a living snow fence along portions of I-43 to prevent snow drifts.
- Installation of signals and gates at a rail crossing near a school.

These and other projects contained in the 2020-2023 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

Measure	Base (2016)	2-Year Target (2019)	4-Year Target (2021)
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

Measure	Base (2017)	2-Year Target (2019)	4-Year Target (2021)
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 2020-2023 TIP include:

- Mill and resurfacing 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)
- Structure repair on I-41 and I-43
- Bridge replacement on STH 32 (northbound) near CTH PP

These and other projects contained in the 2020-2023 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

Measure	Base (2017)	2-Year Target (2019)	4-Year Target (2021)
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

Measure	Base (2017)	2-Year Target (2019)	4-Year Target (2021)
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 2020-2023 TIP include:

- Mill and resurfacing of STH 57 in Allouez and De Pere from the north village limits to Randall Avenue in De Pere.
- Expansion of I-41 in the southern portion of the urbanized area.

These and other projects contained in the 2020-2023 TIP are designed to improve conditions on the NHS system.

Transit Asset Management (TAM) and Transit State of Good Repair (SGR)

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

Green Bay Metro is the 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 TAM and SGR performance targets through the development of a TAM Plan, and MPOs must establish targets that are consistent with the targets identified in the plan within their urbanized areas.

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

The TAM targets are summarized below.

Measure	Target (2018)	Actual (2018)	Target (2019)	Actual (2019)	Target (2020)	Actual (2020)
Number of accidents per 100,000 revenue miles	.70	.67	.50	tbd	.50	tbd
On-time performance	95%	n/a	90%	tbd	90%	tbd
Number of vehicles out of service for 30 or more days	1	1	0	tbd	0	tbd
Trips missed due to major breakdown	<5	15	<10	tbd	<10	tbd

Transit State of Good Repair (SGR)

As stated, Green Bay Metro staff prepares an annual TAM Plan. As part of the plan, Metro details the requirements of the Transit State of Good Repair. FTA has established four asset categories, three of which apply to Green Bay Metro including:

1. Rolling Stock. Rolling stock represents the 36 30'-40' buses used for fixed route transit service, 12 paratransit vehicles operated by a contractor, and four light duty vehicles.....

2. Equipment. Equipment includes significant items such as forklifts, support vehicles, bus wash, lifts, and security system among others.
3. Facilities. Facilities include the Green Bay Metro Transportation Center located at 901 University Avenue in Green Bay.

The most recent TAM plan was approved by the Green Bay Transit Commission in August of 2019. SGR is as follows:

Category	FTA Established Performance Measure*	Number	Below Benchmark	Percent
Rolling Stock	% of revenue vehicles exceeding Useful Life Benchmark (ULB)	36	7	19%
Equipment	% of significant equipment (non-revenue service vehicles) exceeding ULB	21	5	24%
Facilities	% of facilities rated under 3.0 on the TERM scale	1	0	0%
Infrastructure	% of track segments under performance restriction	n/a	n/a	n/a

*ULB represents the Useful Life Benchmark of rolling stock or equipment as defined by FTA.

*TERM is an analysis tool designed to help transit agencies assess facilities.

Examples of transit capital projects that are in the MPO's 2020-2023 TIP include:

- Funding request for fixed route buses in 2020, 2021, 2022, 2023, and 2024.
- Funding request for equipment including security and communications upgrades, and air handling units.

These and other projects contained in the 2020-2023 TIP will help meet the TAM targets and mitigate State of Good Repair deficiencies.

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 for Funding Consideration for the 2021-2025 STBG Program

(Approved Projects appear in Table II-1 and are shown as STBG – Approved)

(Projects not approved also appear in Table II-1 and are shown as Illustrative)

Rank	Road	Location	Applicant	Type	100% Cost	80% Request
1.	CTH C	CTH FF to Greenfield Av	BC/Howard	Design	\$412,000	\$329,600
	CTH C	CTH FF to Greenfield Av	BC/Howard	Construction	\$4,192,400	\$3,353,920
2.	Libal Street	STH 172 to Kalb St	Allouez	Design	\$651,778	\$521,422
	Libal Street	STH 172 to Kalb St	Allouez	Construction	\$4,679,285	\$3,743,428
3.	Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Design	\$582,100	\$465,680
	Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Construction	\$3,048,950	\$2,439,160
4.	Country Club Road	Indian Hill Dr to W Mason Front Rd	Green Bay	Construction	\$5,079,440	\$4,063,552
5. tie	Marley Street (future CTH VV)	Millwood Ct to CTH C (Glendale Av)	BC/How/Pitts	Construction	\$3,879,800	\$3,103,840
5. tie	Mather Street	Locust St. to Gray St	Green Bay	Construction	\$4,686,000	\$3,748,800
7.	Riverview Dr & Lakeview Dr	Velp Av to 300' n/o Mountain Bay Trail	Howard	Construction	\$2,458,750	\$1,967,000
8.	Allouez Avenue	Hazen Rd to Main St (USH 141)	Bellevue	Construction	\$2,442,000	\$1,953,600
9.	Humboldt Road (a)	University Av to I-43	Green Bay	Construction	\$2,172,000	\$1,737,600
10. tie	Humboldt Road (c)	Laverne Dr to 500' e/o Bascom Way	Green Bay	Construction	\$1,822,000	\$1,457,600
10. tie	Baird Street	East Mason St to South City Limits	Green Bay	Construction	\$2,954,000	\$2,363,200
12. tie	Bay Settlement Road	Church Rd to Van Lanen Rd	Scott	Construction	\$1,974,690	\$1,579,752
12. tie	Humboldt Road (b)	I-43 to Laverne Dr	Green Bay	Construction	\$1,804,000	\$1,443,200
BCPC discretion	Green Bay Metro	Two of Four 35' buses	GB, DP, All, Ash, Bell	Acquisition	\$1,017,250	\$813,800
BCPC discretion	Green Bay Metro	Two of Four 35' buses	GB, DP, All, Ash, Bell	Acquisition	\$1,017,250	\$813,800
BCPC discretion	Green Bay Metro	Four 35' buses in 2022	GB, DP, All, Ash, Bell	Acquisition	\$2,075,000	\$1,660,000
BCPC discretion	Green Bay Metro	Four 35' buses in 2023	GB, DP, All, Ash, Bell	Acquisition	\$2,125,000	\$1,700,000
BCPC discretion	Green Bay Metro	Four 35' buses in 2024	GB, DP, All, Ash, Bell	Acquisition	\$2,167,500	\$1,734,000
BCPC discretion	Green Bay Metro	Four 35' buses in 2025	GB, DP, All, Ash, Bell	Acquisition	\$2,210,850	\$1,768,680
Totals:					\$53,452,043	\$42,761,634

APPENDIX B

2021-2025 STBG Program for the Green Bay MPO (Project detail is available in Table II-1)


Road	Location	Applicant	Type	100% Cost	80% Request	Approved Amount	Approved Percent
Manitowoc Road*	Allouez Av to Kewaunee Rd	Bellevue	Construction	\$3,374,883	\$2,699,906	\$2,699,906	80.0%
Libal Street**	STH 172 to Kalb St	Allouez	Design	\$651,778	\$521,422	\$521,422	80.0%
Libal Street	STH 172 to Kalb St	Allouez	Construction	\$4,679,285	\$3,743,428	\$3,743,428	80.0%
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Design	\$582,100	\$465,680	\$465,680	80.0%
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Construction	\$3,048,950	\$2,439,160	\$2,439,160	80.0%
Country Club Road	Indian Hill Dr to W Mason Front Rd	Green Bay	Construction	\$5,059,440	\$4,047,552	\$4,047,552	80.0%
Marley Street (future CTH VV)	Millwood Ct to CTH C (Glendale Av)	BC/How/Pitts	Construction	\$3,879,800	\$3,103,840	\$3,103,840	80.0%
Allouez Avenue	Hazen Rd to Main St (USH 141)	Bellevue	Design	\$552,200	\$441,760	\$441,760	80.0%
Allouez Avenue	Hazen Rd to Main St (USH 141)	Bellevue	Construction	\$2,996,000	\$2,396,800	\$1,527,840	51.0%
Green Bay Metro	Two of Four 35' buses	GB, DP, All, Ash, Bell	Acquisition	\$1,017,250	\$813,800	\$707,035	69.5%
Totals:				\$25,841,686	\$20,673,348	\$19,697,623	

Includes \$2,699,906 approved for Manitowoc Road construction in 2015 and 2017.

Includes \$284,000 approved for Libal Street design in the spring of 2019.

APPENDIX C

Notice of Request for Comments and Public Hearing

**PRESS-GAZETTE**
media
A GANNETT COMPANY


STATE OF WISCONSIN
BROWN COUNTY


RECEIVED
SEP 10 2019
Brown County Planning
and Land Services

BROWN COUNTY PLANNING LEGALS
305 E WALNUT ST STE 320
GREEN BAY WI 543015027

Being duly sworn, doth depose and say that she/he is an authorized representative of the Green Bay Press
Gazette, a newspaper 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:

Account Number: GWM-284368
Order Number: 0003742395
No. of Affidavits: 1
Total Ad Cost: \$75.16
Published Dates: 08/21/19, 08/28/19

(Signed)  (Date) 9/4/19
Legal Clerk

Signed and sworn before me

NANCY HEYRMAN
Notary Public
State of Wisconsin
My commission expires 5.15.23

**NOTICE OF REQUEST FOR
COMMENTS & NOTICE OF PUBLIC
HEARING ON THE DRAFT 2020-2023
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR THE GREEN
BAY URBANIZED AREA**
All interested persons are invited to com-
ment and are advised of a public hearing
on the Draft 2020-2023 TIP. The TIP
contains a program of highway, transit,
transportation services for seniors and
persons with disabilities, and transpor-
tation 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
The public hearing will take place on:
Wednesday, September 4, 2019
Green Bay Metro
801 University Ave.
Green Bay, WI
6:30 p.m.
The public review period for the TIP is
scheduled for August 21 - September
19, 2019.
Unless otherwise noticed, this serves as
the final program of projects.
Written comments should be mailed to:
Lisa J. Conrad, Brown County Planning
Commission, PO Box 2960, Green Bay,
WI 54305-3600 by September 19, 2019.
Published by
Sandy Junc, County Clerk
Run: August 21, 26, 2019 WNAJLP

BROWN COUNTY PLANNING LEGALS
Re: Public Hearing

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

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Wisconsin Media
Delivering Customers. Driving Results.

PHONE: 920-431-8298
FAX: 877-943-0443
EMAIL: legals@greenbaypressgazette.com

APPENDIX D

Public Participation Document sent to Interested Parties (over 225 individuals/organizations)

Dear Interested Party:

You are invited to comment and are advised of a public hearing on ***Draft 2020-2023 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 and comment period will occur between August 21, 2019 and September 21, 2019. If you would like to submit comments, please mail or email your comments by September 21, 2019, to:

Lisa J. Conard, Senior Planner
Brown County Planning Commission
Planning and Land Services Department
PO Box 23600
Green Bay, WI 54305-3600
Lisa.Conard@browncountywi.gov

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 4, 2019 at 6:30 p.m.
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI 54302

The *Draft 2020-2023 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 2, 2019 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: Lisa.Conard@browncountywi.gov
Website: www.co.brown.wi.us/planning

APPENDIX E

**Public Hearing Transcript
Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, September 4, 2019
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, WI 54302
6:30 p.m.**

ROLL CALL:

Paul Blindauer	<u>x</u>	Dotty Juengst	<u>x</u>	Ray Suennen	<u>x</u>
Brian Brock	<u>x</u>	Dave Kaster	<u>x</u>	Mark Thomson	<u>x</u>
Norbert Dantine, Jr.	<u>x</u>	Michelle Kerr	<u>x</u>	Norbert Van De Hei	<u>x</u>
Bernie Erickson	<u>x</u>	Patty Kiewiz	<u>Exc</u>	Matthew Woicek	<u>x</u>
Kim Flom	<u>x</u>	Dave Landwehr	<u>x</u>	Reed Woodward	<u>x</u>
Steve Grenier	<u>Exc</u>	Aaron Linssen	<u>x</u>		
Mark Handeland	<u>x</u>	Michael Malcheski	<u>x</u>		
Matthew Harris	<u>x</u>	Gary Pahl	<u>x</u>	T. of Holland & Morrison (Vacant)	
Phil Hilgenberg	<u>x</u>	Terry Schaeuble	<u>Abs</u>	City of Green Bay (Vacant)	
Kathleen Janssen	<u>x</u>	Glen Severson	<u>x</u>	City of Green Bay (Vacant)	

Others Present: Lisa J. Conard, Chuck Lamine, Dan Teaters, and Devin Yoder

- 4. Overview and Public Hearing:** Draft 2020-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area and Green Bay Metro 2020 Program of Projects (Please bring TIP document to the October meeting).

L. Conard provided an overview of the TIP.

L. Conard noted that the TIP contain a program of road, highway, transit, transportation projects for seniors and individuals with disabilities, bicycle facilities, sidewalks, trails, and Safe Route to School activities. L. Conard continued that the TIP contained projects requesting or approved for nine different federal funding programs. Three of the programs, the Brown County Planning Commission Board of Directors, acting as the policy board for the Metropolitan Planning Organization (MPO), have decision making authority. They include STBG, Section 5310, and Transportation Alternatives.

L. Conard provided a detailed overview of the Surface Transportation Block Grant (STBG) Program

- Federal funding allocated to Urbanized Areas based on a population formula
- Variety of transportation projects eligible
- MPO staff works with local entities to identify projects
- Process of ranking projects
- Metropolitan Planning Organization (MPO) decides which projects to fund

- Five-year program with the assignment of new money to projects every two years in odd numbered years. In even years money is not assigned.
- New program includes years 2021-2025.

Looking forward, L. Conard noted that the new five year program, defined by WisDOT as 2021-2025, includes \$17,643,730 in funding capacity.

In addition, WisDOT has made available \$1,755,182 in "Federal Supplement Funding".

Projects previously approved by the BCPC Board of Directors for 2021 include:

1. Manitowoc Road from Allouez Avenue to Kewaunee Road
Village of Bellevue
\$2,699,906 for reconstruction
2. CTH C from CTH FF to Greenfield Avenue
Brown County and the Village of Howard
\$329,600 for design
3. Libal Street from STH 172 to Kalb Street
Village of Allouez
\$284,000 for design

L. Conard noted that the BCPC will have \$16,384,117 to assign to new projects through 2025.

L. Conard noted that staff has received a number of project applications.

WisDOT staff is currently reviewing the estimates and the MPO staff will develop a variety of funding scenarios based on the agreed upon estimates.

L. Conard noted that the Transportation Subcommittee will be meeting on September 16 to discuss the projects and make a funding recommendation to the BCPC Board of Directors for consideration at its October 2 meeting.

L. Conard also presented the 2020 Green Bay Metro Program of Projects, which includes requests for operating funds, new buses, and equipment.

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 during the 30 day public review period.

APPENDIX G

Minutes

Environmental Consultation for the
Draft 2020-2023 Transportation Improvement Program (TIP)
for the Green Bay Urbanized Area by the
Brown County Planning Commission
Monday, September 16, 2019
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:30 a.m.

Present: None.

ORDER OF BUSINESS:

L. Conard opened the meeting at 9:30 a.m.

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the *Draft 2020-2023 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

L. Conard closed the meeting 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

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

Federal-aid Transit Programs

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

Appendix I

Documentation of Compliance

A compliant planning process requires an up-to-date and approved Long-Range Transportation Plan, Transportation Improvement Program (TIP), Transportation Planning Work Program (TPWP), Public Participation Plan (PPP), and Congestion Management Process (CMP). A compliant planning process also requires up-to-date and approved interagency agreements, urbanized area and metropolitan planning area boundaries, annual listings of obligated projects, Title VI plans, and federal certification documents.

Long-Range Transportation Plan	Green Bay Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan, adopted October 7, 2015.
TIP	2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area adopted October 2018, approved by FHWA-FTA December 14th, 2018.
UPWP	2019 MPO Transportation Planning Work Program adopted November 2018, approved by FHWA-FTA In January 2019.
PPP	Public Participation Plan Update for the Green Bay Metropolitan Planning Organization, adopted December 7, 2016
CMP (TMA)	Congestion Management Process (CMP) for the Green Bay Metropolitan Planning Area Update, adopted October 4, 2017
MPO Cooperative Agreement	Cooperative Agreement for Continuing Transportation Planning for the Green Bay, Wisconsin Metropolitan Area between State of Wisconsin, Department of Transportation and the Brown County Planning Commission and the Green Bay Metro Transit System, Executed March 6th, 2017.
Urbanized and Metropolitan Planning Area Boundaries	Green Bay MPO 2010 Urbanized Area Boundary approved by FHWA June 7, 2013. Green Bay MPO 2045 Metropolitan Planning Area Boundary approved by WisDOT on June 16th, 2014.
Annual Listing of Obligated Projects	CY 2017 Federal Aid Highway and Transit Obligations for the Green Bay Metropolitan Planning Area posted on MPO website.
Title VI/LEP Plan	Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan, adopted June 7, 2017.
FHWA-FTA Certification (TMA)	TMA Planning Certification Review, July 11-12, 2018.
Website	https://www.co.brow.n.wi.us/departments/page_b5be69f6a11e/?department=2317176c7f00&subdepartment=b4d10bb9388e

Appendix J

Self-Certification Summary

The BCPC Board of Directors (as the MPO's policy board) is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal transportation legislation, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal money must categorically adhere to the requirements as listed in the MPO's adoption/self-certification resolution.

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services.

The 10 requirements for self-certification are summarized below.

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart. These citations summarize the metropolitan planning requirements. This MPO is currently certified and has an approved Transportation Improvement Program, Long-Range Transportation Plan, Transportation Planning Work Program, and Public Participation Plan. This MPO also has the required interagency agreements, approved metropolitan area boundaries, and annual listings of obligated projects.

Green Bay MPO Compliance: The MPO complies with this requirement because it currently has an approved TIP, Long-Range Transportation Plan, Transportation Planning Work Program, and Public Participation Plan. The MPO also has all of its required agreements, approved boundaries, and listings of obligated projects.

(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93. State and local transportation officials take part in the 3C planning process to determine which planning elements will be implemented to improve air quality.

Green Bay MPO Compliance: This requirement does not currently apply to the Green Bay MPO because it is not within a non-attainment or maintenance area.

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21. Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted programs on the grounds of race, color, or national origin.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 7, 2017.

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 7, 2017. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in US DOT-funded projects. The DBE program ensures equal opportunity in transportation contracting markets, and in the statute Congress established a national goal that 10% of federal funds go to certified DBE firms.

Green Bay MPO Compliance: The MPO will follow Brown County's DBE policy if outside contractors are hired to complete MPO projects using federal MPO planning funds.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

Green Bay MPO Compliance: This requirement does not directly apply to the Green Bay MPO because it is not involved in federal or federal-aid highway construction contracts. However, the MPO follows Brown County's equal employment opportunity policy because the MPO is housed within the Brown County Planning Commission.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 7, 2017. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission. In addition, the MPO's office and meeting facilities are accessible to people with disabilities.

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 7, 2017. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County

Planning Commission Board of Directors (MPO Policy Board) on June 7, 2017. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

(10) *Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.*

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 7, 2017. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

The Brown County Non-Discrimination Policy is as follows:

Brown County is committed to the equality of opportunity for all people. It is the policy of Brown County to provide equal employment opportunities for all individuals on the basis of the skills, abilities, and qualifications, without regard to race, color, national origin, religion, political affiliation, sex, age, disability, marital status, arrest or conviction record, sexual orientation, disabled veteran or covered veteran status, membership in the National Guard or any other reserve component of the United States or State military forces, use or non-use of lawful products off the employer's premises during non-working hours, or any other non-merit factors, except where such factors constitute a bona fide occupational qualification, and except where conviction and/or arrest record substantially relates to the circumstance of positions applied for.