

# 2021-2024 Transportation Improvement Program for the Green Bay Urbanized Area



Brown County Planning Commission  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
October 2020



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



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



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The Brown County Planning Commission/Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area invites you to follow us on Facebook at: <https://www.facebook.com/pages/Brown-County-Planning-Commission-Green-Bay-MPO/751165931582219> or on Twitter at <https://mobile.twitter.com/BCPCGreenBayMPO>.

On the Cover. Webster Avenue under construction in 2019 and open for traffic in 2020. 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. 2020-08

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION APPROVING THE  
2021-2024 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

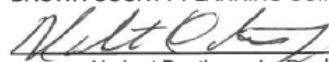
**WHEREAS**, the BCPC Board of Directors is the Green Bay MPO's policy board.

**THEREFORE, BE IT RESOLVED**, that the BCPC Board of Directors approves the 2021-2024 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 7<sup>th</sup> day of October 2020.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Cole Runge, Planning Director

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**Non-Voting**

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

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Lisa J. Conard	Senior Transportation Planner
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**OFFICE STAFF**

Kathy Meyer	Administrative Coordinator
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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 2021–2024. Projects programmed in calendar year 2024 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 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 2021-2024 TIP to the Brown County Planning Commission Board of Directors on September 21, 2020. The Board of Directors (the MPO Policy Board) approved the TIP on October 7, 2020 by a vote of 22-0. 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 most of the 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**  
**2021-2024 PROJECTS**

## A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The 2021-2024 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 2021 will appear in the TIP as a Calendar Year 2022 project. Capital projects are listed in the calendar year within which the capital items will be acquired.

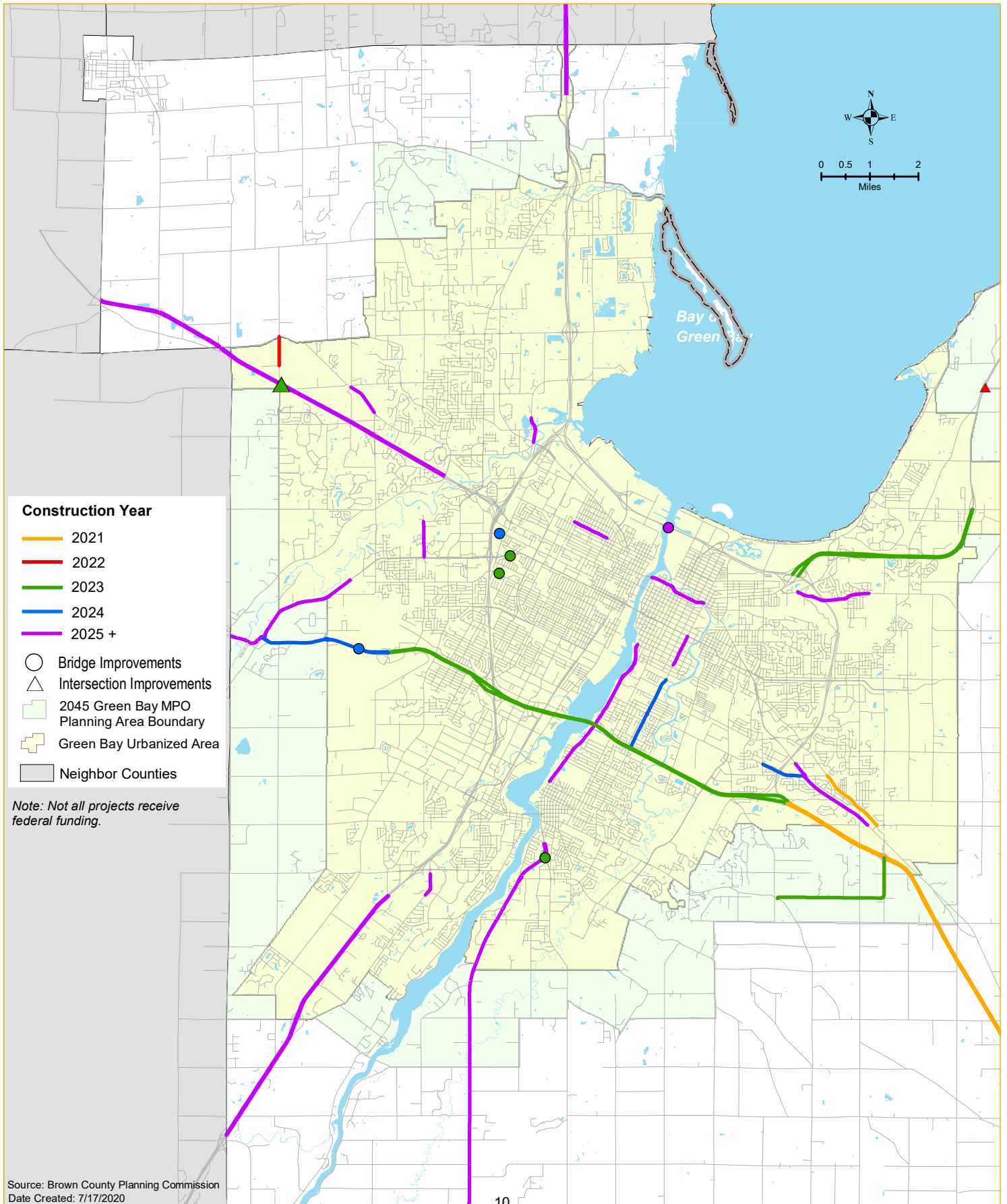
A project location map, Figure A, shows the approved roadway project locations. All right-of-way, preliminary engineering, landscaping, deck overlays, sign refurbishment, and painting projects are not shown on the map. All roadway projects listed on Table II-1 will display a “P” (preservation) or an “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, 2024 or beyond. 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 (2)	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)
BUILD	Better Utilizing Investments to Leverage Development
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 Note: Section 5311 funds are included at the request of WisDOT but are not used from programs originating in Brown County.
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, although additional funds were made available to the MPO in the fall of 2019 for the program years 2021-2025. 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 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				For Information Only 2025 & 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
158-18-001 (2021)	Safety	RE				0				0				0				0				0
158-19-001 (2022)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-20-001 (2023)																						
158-21-001 (2024)	0.00 miles P	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-002 (2021)	Rail/Highway crossing improvements	RE				0				0				0				0				0
158-19-002 (2022)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-20-002 (2023)																						
158-21-002 (2024)	0.00 miles P	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-003 (2021)	Rail crossing protective devices	RE				0				0				0				0				0
158-19-003 (2022)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-20-003 (2023)																						
158-21-003 (2024)	0.00 miles P	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-004 (2021)	Enhancements	RE	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25
158-19-004 (2022)		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
158-20-004 (2023)																						
158-21-004 (2024)	0.00 miles P	TOTAL	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175	140	0	35	175
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-005 (2021)	Preventative Maintenance projects	RE				0				0				0				0				0
158-19-005 (2022)	Interstate Highway System	CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-20-005 (2023)																						
158-21-005 (2024)	0.00 miles P	TOTAL	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-006 (2021)	Highway Safety Improvement Program	RE				0				0				0				0				0
158-19-006 (2022)	(HSIP)	CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-20-006 (2023)	list as STP per WisDOT																					
158-21-006 (2024)	0.00 miles P	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-007 (2021)	Preventative Maintenance projects on the	RE				0				0				0				0				0
158-19-007 (2022)	National Highway System	CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-20-007 (2023)																						
158-21-007 (2024)	0.00 miles P	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-008 (2021)	STP Preventative Maintenance	RE				0				0				0				0				0
158-19-008 (2022)	Connecting Highway System	CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-20-008 (2023)																						
158-21-008 (2024)	0.00 miles P	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-18-009 (2021)	Highway Safety Improvement Program	RE				0				0				0				0				0
158-19-009 (2022)	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
158-20-009 (2023)																						
158-21-009 (2024)	0.00 miles P	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				For Information Only 2025 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez  158-19-010 (2024)	Libal Street	DESIGN				0				0				0				0				0
	STH 172 to Kalb St	RE				0				0				0				0				0
	Resurface with bike lanes & some sidewalk	CONST				0				0				0	3,743	0	936	4,679				0
	4517-06-71 (design in 2020)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	3,743	0	936	4,679	0	0	0	0
	1.60 miles P														STBG-Approved							
Village of Bellevue  158-16-016 (2021)	Manitowoc Road	DESIGN				0				0				0				0				0
	Allouez Avenue to Kewaunee Rd (STH 29)	RE				0				0				0				0				0
	Rehabilitation w bike lanes & sidewalk	CONST	2,700	0	675	3,375				0				0				0				0
	4516-08-71	TOTAL	2,700	0	675	3,375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1.45 miles P		STBG-Approved																			
Village of Bellevue  158-20-011 (2021) 158-20-012 (2024)	Allouez Avenue	DESIGN	442	0	110	552				0				0				0				0
	Hazen Rd to Main St (USH 141)	RE				0				0				0				0				0
	Reconstruction w bike lanes & sidewalk	CONST				0				0				0	1,528	0	1,468	2,996				0
	4516-10-00, 72	TOTAL	442	0	110	552	0	0	0	0	0	0	0	0	1,528	0	1,468	2,996	0	0	0	0
	0.87 miles P		STBG-Approved												STBG-Approved							
City of De Pere  158-18-010 (2022) 158-18-011 (2025)	Lawrence Drive	DESIGN				0	466	0	116	582				0				0	Reconstruction in 2025			
	500' s/o Fortune Av to Scheuring Rd	RE				0				0				0				0				0
	Reconstruction w improved crosswalk & bike lane	CONST				0				0				0				0	2,439	0	610	3,049
	4985-00-61, 62	TOTAL	0	0	0	0	466	0	116	582	0	0	0	0	0	0	0	0	2,439	0	610	3,049
	0.53 miles P		STBG-Approved												STBG-Approved							
Green Bay Metro  158-20-013 (2021)	<u>Replacement Buses</u>																					
	Two 35' buses in 2021	EQUIP	695	0	174	869				0				0				0				0
	4987-02-76									0				0				0				0
		TOTAL	695	0	174	869	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			STBG-Approved																			
Green Bay Metro  Metro to request funds under both FTA and FHWA STBG.	<u>Vehicles</u>																					
	Three transit vehicles in 2021	EQUIP	1,176	0	294	1,470				0				0				0				0
	Four transit vehicles in 2022	EQUIP				0	1,616	0	404	2,020				0				0				0
	Four transit vehicles in 2023	EQUIP				0				0	1,664	0	416	2,080				0				0
	Four transit vehicles in 2024	EQUIP				0				0				0	1,712	0	428	2,140				0
		EQUIP				0				0				0				0				0
		TOTAL	1,176	0	294	1,470	1,616	0	404	2,020	1,664	0	416	2,080	1,712	0	428	2,140	0	0	0	0
			Illustrative				Illustrative				Illustrative				Illustrative							
Village of Howard	Riverview Drive & Lakeview Drive	DESIGN				0				0				0				0				0
	Velp Av (CTH HS) to 300' n/o the	RE				0				0				0				0				0
	Mountain Bay Trail	CONST				0				0				0				0	1,967	0	492	2,459
	Reconstruction to urban section with 4.5' bike lanes & sidewalk	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,967	0	492	2,459
	0.55 miles P														Illustrative							



Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				For Information Only 2025 & 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	Country Club Road Indian Hill Dr to West Mason St Frontage Reconstruction w addition of sidewalks & bike lanes 4987-02-75	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	Reconstruction in 2025			
158-20-014 (2025)	0.72 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,048	0	1,012	5,059
City of Green Bay	Mather Street Locust St to Gray St Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	2,117	0	529	2,646
	0.75 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,117	0	529	2,646
City of Green Bay	Baird Street East Mason to South City Limits Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	2,402	0	600	3,002
	0.72 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,402	0	600	3,002
City of Green Bay	Humboldt Road (a) University Av to I-43 Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	1,766	0	441	2,207
	0.54 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,766	0	441	2,207
City of Green Bay	Humboldt Road (b) I-43 to Laverne Dr Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	1,466	0	367	1,833
	0.52 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,466	0	367	1,833
City of Green Bay	Humboldt Road (c) Laverne Dr to 500' e/o Bascom Way Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST  TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	1,530	0	383	1,913
	0.25 miles P		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,530	0	383	1,913
Brown County Village of Howard Town of Pittsfield	Marley Street (future CTH VV) Millwood Ct to CTH C (Glendale Av) Reconstruction to urban section w bicycle accommodations & sidewalk 9269-00-14	DESIGN RE CONST  TOTAL				0 0 0 0	3,104	0	776	3,880				0				0				
158-20-015 (2022)	0.65 miles E		0	0	0	0	3,104	0	776	3,880	0	0	0	0	0	0	0	0	0	0	0	0
Brown County Village of Howard (50%/50%)	CTH C CTH FF to Greenfield Avenue Reconstruction urban section w 4' bicycle lanes & sidewalk	DESIGN RE CONST  TOTAL				0 0 0 0	330	0	82	412				0 0 0 0				0 0 0 0	2,934	0	734	3,668
	0.79 miles P		0	0	0	0	330	0	82	412	0	0	0	0	0	0	0	0	2,934	0	734	3,668

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				For Information Only 2025 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
			Majority of Project to be completed in 2020 . Fencing work and contingencies will continue into 2023.																			
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				0				0				0				0				0
158-20-027 (Fencing)	Design for Fencing	FEN				0				0				0				0				0
158-20-028 (Fencing)	Construct Fencing	FEN	1,040	360	0	1,400				0				0				0				0
158-19-918 (RE)	Real Estate (RE)	RE				0				0				0				0				0
158-19-825 (F/B)	Fiber/Broadband (F/B)	F/B				0				0				0				0				0
158-19-227 (UTIL)	Utility (UTIL)	UTIL				0				0				0				0				0
158-19-715 (Const)	Construction (CONST)	CONST				0				0	1,024	256	0	1,280				0				0
158-21-010 (Contingencies in 2023)	Contingencies (CONT)	CONT	0	0	875	875				0				0				0				0
	9200-10-00, 01, 21, 40, 71, 72, 73 0.70 miles E	TOTAL	1,040	360	875	2,275					1,024	256	0	1,280	0	0	0	0	0	0	0	0
			BUILD Approved								BUILD Approved								0	0	0	0
WisDOT Brown County	STH 29 Shawano Co to Green Bay	DESIGN				0				0				0				0	Construction scheduled for 2027			
	WCL-CTH J	RE				0				0				0				0				0
	Resurface (design in 2020)	CONST				0				0				0				0	12,778	3,195	0	15,973
	9200-11-71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,778	3,195	0	15,973
Construction Illustrative	8.053 miles																		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	1,456	364	0	1,820				0				0
	4085-62-71	CONST				0				0				0				0				0
	158-18-013 (2023)	TOTAL	0	0	0	0	0	0	0	0	1,456	364	0	1,820	0	0	0	0	0	0	0	0
	0.08 miles P										NHPP								0	0	0	0
WisDOT	STH 32 Greenleaf to De Pere	DESIGN				0				0				0				0	Resurfacing scheduled for 2026			
	STH 96 to Cook Street	RE				0				0				0				0				0
	Resurfacing (design in 2020)	CONST				0				0				0				0	3,960	990	0	4,950
	4085-65-00, 71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,960	990	0	4,950
Resurfacing Illustrative	9.13 miles P																		NHPP			
WisDOT	STH 32 - Ashland Avenue I-41 to 8th Street	DESIGN	32	8	0	40				0				0				0	Resurfacing scheduled 11/14/28			
	Resurfacing (design in 2021)	RE				0				0				0				0				0
		CONST				0				0				0				0	690	173	0	863
	158-21-011 (2021)	TOTAL	32	8	0	40	0	0	0	0	0	0	0	0	0	0	0	0	690	173	0	863
Resurfacing Illustrative	4161-03-00, 71 0.51 miles P		NHPP																NHPP			
WisDOT	STH 54 (West Mason Street) Beaver Dam Creek Bridge	DESIGN				0				0				0				0				0
	Replace Box Culvert (design in 2020)	RE				0				0	135	34	0	169				0				0
		CONST				0				0				0				0				0
	9210-19-71	TOTAL	0	0	0	0	0	0	0	0	135	34	0	169	0	0	0	0	0	0	0	0
158-17-011 (2023)	.032 miles P										NHPP								0	0	0	0
WisDOT	STH 54 I-43 to STH 57	DESIGN				0				0				0				0				0
	Resurface (design completed)	RE				0				0	4,497	1,124	0	5,621				0				0
		CONST				0				0				0				0				0
	1480-27-71	TOTAL	0	0	0	0	0	0	0	0	4,497	1,124	0	5,621	0	0	0	0	0	0	0	0
158-19-022 (2023)	4.8 miles P										NHPP								0	0	0	0
WisDOT	STH 54 Concrete Overlay on Bridge at Duck Creek	DESIGN	22	5	0	27				0				0				0	Overlay scheduled 11/14/28			
	B-05-0392	RE				0				0				0				0				0
	9210-20-00, 71	CONST				0				0				0				0	497	124	0	621
	158-21-012 (2021)	TOTAL	22	5	0	27	0	0	0	0	0	0	0	0	0	0	0	0	497	124	0	621
158-20-020 (2028)	0.24 miles P		BRBH																BRBH			
WisDOT	STH 57 Intersection with CTH K	DESIGN				0				0				0				0				0
	Intersection Modification	RE				0	874	97	0	971				0				0				0
		CONST				0				0				0				0				0
	1480-29-71	TOTAL	0	0	0	0	874	97	0	971	0	0	0	0	0	0	0	0	0	0	0	0
158-19-023 (2022)	0.01 miles P						HSIP												0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				For Information Only 2025 & 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	Overlay scheduled 2025			
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	1,719	430	0	2,149
																			1,719	430	0	2,149
																			STBG			
WisDOT Brown County	STH 172 Airport Entrance to I-41 Resurfacing	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-20-023 (2023)	1210-11-71 2.82 miles P	TOTAL	0	0	0	0	0	0	0	0	3,590	908	0	4,498	0	0	0	0	0	0	0	0
											NHPP											
WisDOT	STH 172 I-41 to I-43 Mill & overlay Design in 2020	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-18-016 (2023)	1210-09-71 6.96 miles P	TOTAL	0	0	0	0	0	0	0	0	14,120	3,530	0	17,650	0	0	0	0	0	0	0	0
											NHPP											
WisDOT Brown County	STH 172 STH 54 to Airport Entrance Resurfacing	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-20-024 (2024)	1210-17-71 2.62 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,396	349	0	1,745	0	0	0	0
															NHPP							
WisDOT Brown County	STH 172 Unnamed Creek, C-05-0122 Replace Box Culvert	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-20-025 (2024)	1210-18-71 .017 miles	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	438	110	0	548	0	0	0	0
															NHPP							
WisDOT	US 141 (Main Street) Baird Street to Fox River Reconstruction (design in 2019)	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Reconstruction scheduled 2029			
Construction Illustrative	1450-15-00, 71 1.24 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,755	689	0	3,444
																			2,755	689	0	3,444
																			STP			
WisDOT	I-41 Brown and Outagamie Counties Expansion of I-41 1130-63-00, 71 (design in 2020)	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Reconstruction scheduled 2025			
Construction Illustrative	23.6 miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WisDOT to Determine Costs			
																			0	0	0	0
WisDOT	I-41 STH 45 (Oshkosh) to I-43 Preventative Maintenance Various Ramps 1130-73-00, 71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Maintenance scheduled 2027			
(This project was postponed to an illustrative year)		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,853	2,013	0	10,866
158-20-030 (2027)	0.57 miles P																		8,853	2,013	0	10,866
																			NHPP			

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				For Information Only 2025 & 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 in 2020) 8.718 miles	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	Resurfacing scheduled 1/13/2026			
Construction Illustrative			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,722	3,681	0	18,403
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 55				0 0 0 55				0 0 0 0				0 0 0 0	NHPP			
158-18-019 (2021)			44	11	0	55	0	0	0	0	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				0 0 0 0				0 0 0 0				0 0 0 0	Painting Scheduled 1/13/2026			
158-19-016 (2027)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,320	1,080	0	5,400
WisDOT	USH 41 (Main Street) Continental Dr to CTH MM Resurface 1450-18-00, 71 2.696 miles P	DESIGN RE CONST TOTAL	68	17	0	85				0 0 0 85				0 0 0 0				0 0 0 0	Resurface Scheduled 11/14/2025			
158-21-013 (2021)			68	17	0	85	0	0	0	0	0	0	0	0	0	0	0	0	1,297	324	0	1,621
Resurface Illustrative			68	17	0	85	0	0	0	0	0	0	0	0	0	0	0	0	1,297	324	0	1,621
WisDOT Brown County	CTH MM CTH G to I-43 Installation of Rumble Strips or other Warning Devices (design in 2021) 4555-03-00, 71 3.09 miles P	DESIGN RE CONST TOTAL	56	0	6	62				0 0 0 62				0 0 0 360				0 0 0 0	NHPP			
158-16-021 (2020)			56	0	6	62	0	0	0	0	324	0	36	360	0	0	0	0	0	0	0	0
158-20-035 (2023)			56	0	6	62	0	0	0	0	324	0	36	360	0	0	0	0	0	0	0	0
WisDOT	Danz Avenue Rail Crossing Warning Devices Signals and Gates 1009-87-08 0.00 miles P	DESIGN RE CONST TOTAL				0 0 0 0	181	97	0	278				0 0 0 0				0 0 0 0	HSIP OCR			
158-19-013 (2022)			0	0	0	0	181	97	0	278	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Chantel Street Beaver Dam Creek Bridge P050719 Construction (design in 2020) 4987-02-77, 78 0.00 miles P	DESIGN RE CONST TOTAL				0 0 0 0				0 0 0 0	466	117	0	583				0 0 0 0	BRBH			
158-20-036 (2023)			0	0	0	0	0	0	0	0	466	117	0	583	0	0	0	0	0	0	0	0
WisDOT	Larsen Road Beaver Dam Creek Bridge - P050731 Construction (design in 2020) 4987-12-00, 71 0.00 miles P	DESIGN RE CONST TOTAL	194	48	0	242				0 0 0 242				0 0 0 0	792	198	0	990	BRBH			
158-21-014 (2021)			194	48	0	242	0	0	0	0	0	0	0	0	792	198	0	990	0	0	0	0
158-20-037 (2024)			194	48	0	242	0	0	0	0	0	0	0	0	792	198	0	990	0	0	0	0

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

In the Green Bay Urbanized Area, Green Bay Metro, the public transportation operator, is the direct recipient. For calendar year 2021, Green Bay Metro is anticipating approximately \$2.4 million in Section 5307 funds, or 27.1 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 2021-2024 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 14 full service fixed routes and an area served by on-demand microtransit are in operation. Metro operates Monday through Friday from 5:15 a.m. to 9:45 p.m. and on Saturday from 7:15 a.m. to 6:45 p.m. Service is not provided on Sundays or on major holidays, except for Packers game day service. (Please note that due to COVID-19, Green Bay Metro has reduced service hours and select route are on-demand only.)

### 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, Metro's full-service fixed route bus fleet and microtransit services are 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 2021				CY 2022				CY 2023				CY 2024			
			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. 158-21-101 (2021) Metro must spend 1% on security projects.	OPER SECURITY  TOTAL	1,760 18  1,778	2,347 0  2,347	2,250 0  2,250	6,358 18  6,375	1,795 18  1,813	2,394 0  2,394	2,295 0  2,295	6,485 18  6,503	1,831 18  1,849	2,442 0  2,442	2,341 0  2,341	6,615 18  6,633	1,868 19  1,886	2,491 0  2,491	2,388 0  2,388	6,747 19  6,766
			Section 5307				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>Capitalized Maintenance</u> Under FAST Act, Metro qualifies for capitalized maintenance 158-21-102 (2021)	CAPITAL  TOTAL	530  530	0  0	132  132	662  662	530  530	0  0	132  132	662  662	530  530	0  0	132  132	662  662	530  530	0  0	132  132	662  662
			Section 5307				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>Section 5339 Direct Allocation as per FTA</u> Equipment & Facility Improvements 158-20-104 (2021) Paint Maintenance Shop 158-21-103 (2021) Security & Communication Upgrades 158-21-104 (2021) Generator 158-21-105 (2021) HVAC System - four units 158-21-106 (2021) Automatic Parts Washer	EQUIP EQUIP EQUIP EQUIP EQUIP  TOTAL	16 80 160 172 12  440	0 0 0 0 0  0	4 20 40 44 3  111	20 100 200 216 15  551												
			Section 5339															
158-21-107 (2021)	<u>CARES (Coronavirus Aid, Relief, &amp; Economic Security Act)</u> Equipment & Facility Improvements Bus Lifts	EQUIP  TOTAL	900  900	0  0	0  0	900  900												
			CARES Funding															
Green Bay Metro	<u>Replacement Buses</u> Four transit vehicles in 2021 (delivery in 2022) Four transit vehicles in 2022 Four transit vehicles in 2023 Four transit vehicles in 2024 158-21-108 (2021) Requesting funds under FTA and FHWA. STBG requests and approvals appear in Table II-1	EQUIP EQUIP EQUIP EQUIP  TOTAL	1,541    1,541	0    0	385    385	1,926 0 0 0 1,926	1,616    1,616	0    0	404    404	2,020 0 0 0 2,020	0    1,664	0    0	416    416	2,080 0 0 0 2,080	1,712    1,712	0    0	428    428	2,140 0 0 0 2,140
			Non-Federal funds - Approved				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>ADA Accessible Passenger Shelters &amp; Benches</u>	EQUIP  TOTAL	21  21	0  0	5  5	26  26	21  21	0  0	5  5	26  26	21  21	0  0	5  5	26  26	21  21	0  0	5  5	26  26
			Illustrative				Illustrative				Illustrative				Illustrative			
Green Bay Metro	<u>Bus Route Signs Replacement</u>	EQUIP  TOTAL	48  48	0  0	12  12	60  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.

The Green Bay Urbanized Area had a balance of \$29,935 of State Cycle 45 and \$168,818 of State Cycle 46 to allocate to projects in the fall of 2020. On October 7<sup>th</sup>, the BCPC Board of Directors approved funds for specific up to four Quantum Automatic Wheelchair securement devices for Green Bay Metro fixed route buses and two vehicles for the Curative Connection Transportation Program. After the approvals, a total of \$61,364 in State Cycle 46 remains undesignated and will be assigned to specific project(s) at a later date.

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



**Table II-3  
Specialized Transportation Planning**

Project Sponsor	Project Description	Program	Jan - Dec 2021				Jan - Dec 2022			
			Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10% Cycle 43/Calendar Year 2021 Section 5310 allocation is \$178,522	ADMIN	17,852	0	0	17,852	18,751	0	0	18,751
158-20-502 (2021) 158-21-501 (2022)		TOTAL	17,852	0	0	17,852	18,751	0	0	18,751
Green Bay Metro	Specialized Transportation Mobility Management Program for Brown County <u>Mobility Coordinator for Brown County (1.0 FTE)</u> Coordinate and expand transportation services for seniors & individuals w disabilities throughout Brown County. Includes travel training and travel voucher program administration. <u>Note:</u> Non-Federal funds may come from Green Bay Metro's State 85.20 allocation or local funds.	CAPITAL	80,335	0	20,084	100,419	0	0	0	0
158-20-504 (2021)		TOTAL	80,335	0	20,084	100,419	0	0	0	0
Green Bay Metro	Up to four Quantum "Q'Straint" Automatic Wheelchair securement devices to be installed on fixed route buses The Quantum allows for ADA passengers to secure their wheelchair without the help of the driver. Thereby allowing independence and protecting the driver and passenger while practicing social distancing.	CAPITAL	29,935	0	7,485	37,420	0	0	0	0
158-21-502 (2021)		TOTAL	29,935	0	7,485	37,420	0	0	0	0
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> 6 Ambulatory/2 Wheelchair - Transit/Bariatric with Side Entry <u>Vehicle 3:</u> 8 Ambulatory/2 Wheelchair - Accessible Minibus	VEHICLE VEHICLE VEHICLE	50,400	0	12,600	63,000	52,000 57,000	0 0	10,400 12,400	62,400 69,400
158-20-508 (2021) 158-21-503 (2022)		TOTAL	50,400	0	12,600	63,000	109,000	0	22,800	131,800
<u>Forward Service Corporation</u> *Regional Multi-County Program Including Service in the Green Bay Urbanized Area	Forward Service Corporation is using Section 5311 funds to help low-income workers with no-interest vehicle repair and purchase loans. The WETAP Mobility Managers provide no-interest loans to employed individuals and refer low-income job seekers to other community agencies. The no-interest car purchase and repair loans fill a definite gap as no other program exists to provide such loans. The program may be supplemented with Wisconsin Employment Transportation Assistance Program (WETAP) funds.	CAPITAL OPER	170,175 10,018	85,898 10,000	64,018 20,018	320,091 40,037	0	0	0	0
158-21-504 (2021)	Project does not include direct funding from Brown County or any Brown County community.	TOTAL	183,193	98,898	80,742	362,833	0	0	0	0
Northeastern Wisconsin Community Action Program (NEWCAP)	Mobility Management and My Garage Program Mobility Management staff Program Additional funds received via Southwestern Wisconsin Community Action Program (SWCAP). <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 NWTTC students.	CAP - 5311 CAP - 5307 OPER - 5307	90,104 24,698 4,102	25,000 0 0	28,776 6,172 4,102	143,880 30,870 8,204	0	0	0	0
158-21-505 (2021)	Project does not include direct funding from Brown County or any Brown County community.	TOTAL	118,904	25,000	39,050	182,954	0	0	0	0
Door-Tran Inc.	Mobility Manager & Transportation Program Mobility Manager Position (1.75 FTE) & Expenses Program Operations: Volunteer & Vouchers, Volunteer Coordinator (.80 FE), Accountant (0.25 FTE)	CAPITAL OPER	109,458 37,375	0 0	24,361 37,375	133,819 74,750	0	0	0	0
158-21-506 (2021)	Project does not include funding from Brown County or any Brown County community.	TOTAL	146,833	0	61,736	208,569	0	0	0	0

In 2018, FSC provided 15 loans (\$24,921) for both vehicle repair and purchase for to Brown County residents.

## **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 scheduled to begin in late fall of 2021. The Green Bay Urbanized Area's four-year TA allocation for the next cycle 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 2021				Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	<u>Doty Elementary School</u>	CONST				0	419,224	0	104,806	524,030				0				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
158-18-201	4579-01-00, 71		0	0	0	0	419,224	0	104,806	524,030	0	0	0	0	0	0	0	0
							TA - Approved											
Village of Howard	<u>Velp Avenue Trail Project</u>	CONST				0	528,192	0	262,718	790,910				0				0
	Construct 1.25 mile shared use path mostly parallel to Velp Av connecting Village Hall to the Mountain Bay Trail					0				0				0				0
	(design funded locally)					0				0				0				0
158-18-202	9269-08-00, 71		0	0	0	0	528,192	0	262,718	790,910	0	0	0	0	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 2021 with applications due in early 2022.

**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

<b>SFY</b>	<b>HWY</b>	<b>Miles</b>	<b>Project Title</b>	<b>Work Type</b>
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

<b>SFY</b>	<b>Operating Railroad</b>	<b>Miles</b>	<b>Project Title</b>	<b>Work Type</b>
none				

## **G. INTERCITY BUS SERVICE – 2020**

### 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

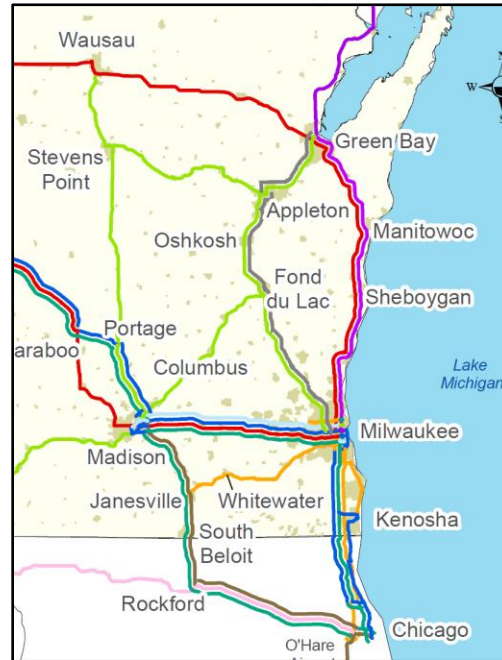
Amtrak Thruway Bus Service provides service between Green Bay and Milwaukee along the I-41 corridor with scheduled stops in De Pere, Appleton, Oshkosh, and Fond du Lac.

### 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.

## 2020 Wisconsin Intercity Bus Routes

Note: Service Level Prior to Covid-19



### Service Frequency

Service	Provider	Trips per Weekday	Trips per Saturday	Trips per Sunday
Green Bay to Madison	Lamers	1	1	1
Green Bay to Minneapolis	Jefferson Lines	1	1	1
Green Bay to Milwaukee	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.

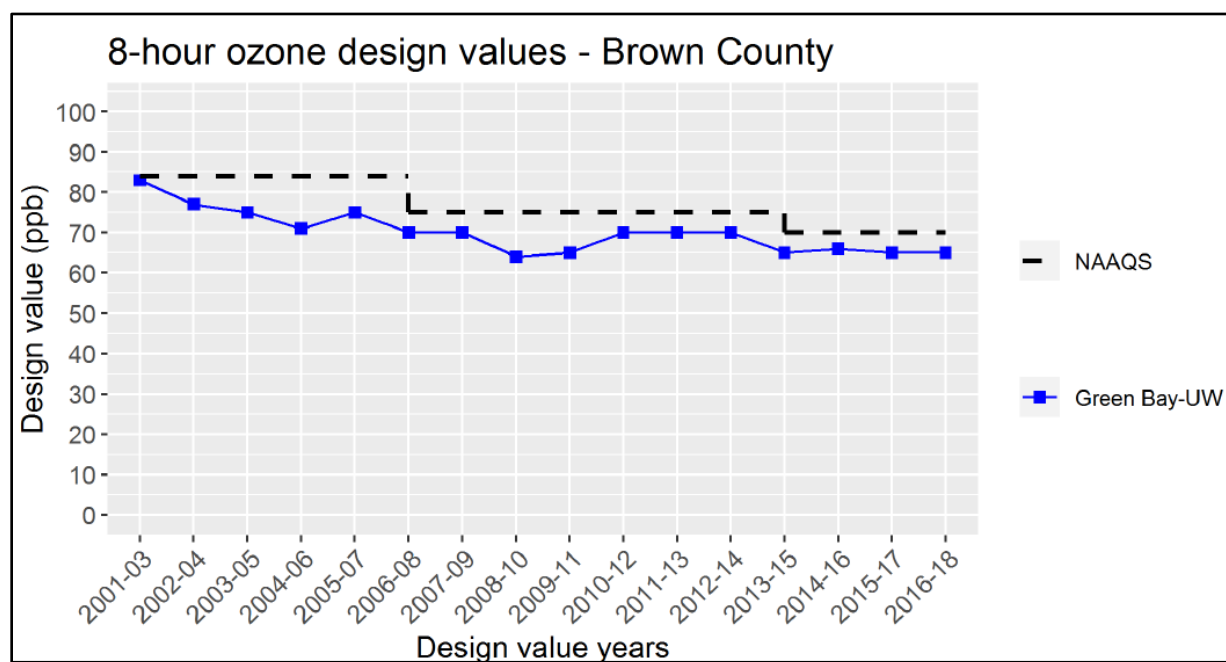
The Clean Air Act requires EPA to set National Ambient Air Quality Standards for six common air pollutants. These commonly found air pollutants are found all over the United States. They are particle pollution/particulate matter, ground level ozone, carbon monoxide, sulfur dioxides, nitrogen oxides, 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 2019  
8-Hour Ozone Design Values**





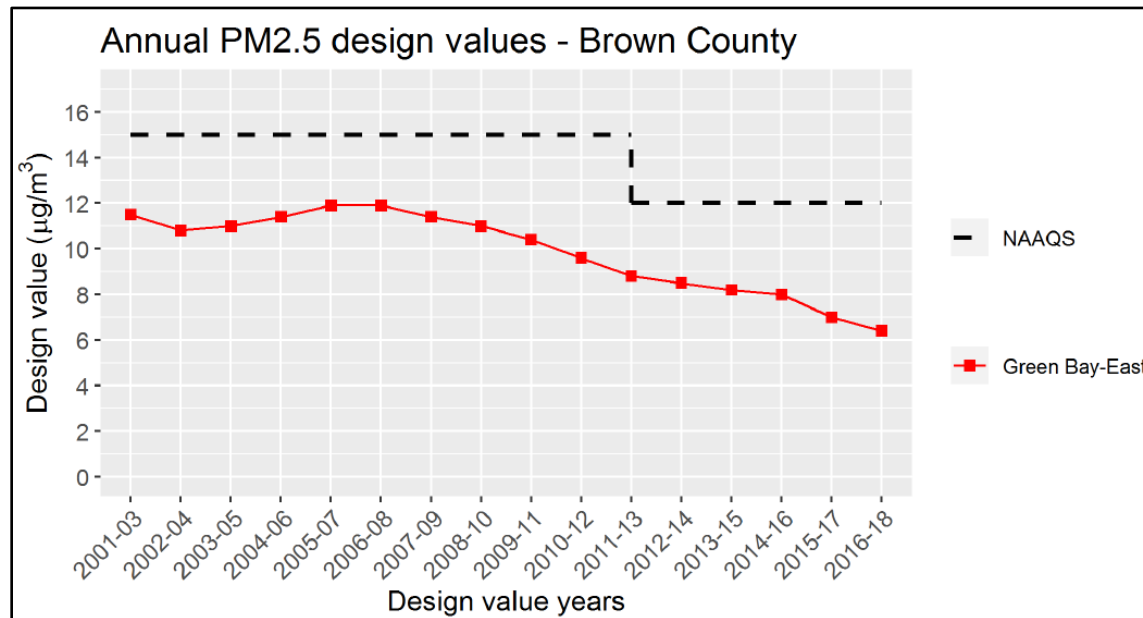
Particulate Matter (PM). PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of several components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the air for long periods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

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

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

What is the National Ambient Air Quality Standard for PM<sub>2.5</sub>? The current 24-hour fine particle standard is 35 µg/m<sup>3</sup> (35.0 micrograms per cubic meter) and the current annual fine particle standard is 12 µg/m<sup>3</sup>. A monitoring station is located at Green Bay East High School. The standards for 24 Hour and Annual Values are currently met within the Green Bay Urbanized Area.

**Wisconsin Department of Natural Resources Report Year 2019  
24 Hour and Annual PM<sub>2.5</sub> Values**



**Brown County PM<sub>2.5</sub> Emissions  
EPA 2017 National Emissions Inventory (NEI) Data  
Published May 2020**

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.

<b>PM<sub>2.5</sub> Emissions by Sector by Short Ton for 2017</b>	
<b>Source</b>	<b>Emission</b>
Fuel Comb - Industrial Boilers, ICEs - Biomass	469
Fuel Comb - Residential - Wood	362
Agriculture - Crops & Livestock Dust	296
Waste Disposal	188
Industrial Processes - Pulp & Paper	174
Commercial Cooking	102
Dust - Construction Dust	100
Dust - Paved Road Dust	92
Mobile - On-Road non-Diesel Light Duty Vehicles	45
Fires - Prescribed Fires	40

Source: 2017 National Emissions Inventory (NEI) Data. May 2020

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 and Land Services, Planning, Transportation, and scroll down to Obligated Transportation Projects. For a direct link go to: [https://www.co.brown.wi.us/departments/page\\_4043f11187d1/?department=2317176c7f00&subdepartment=b4d10bb9388e20](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	2021	2022	2023	2024	Total	2021	2022	2023	2024	Total
FHWA	STBG (MPO Allocation)	\$4,824,000	\$3,104,000	\$0	\$5,271,000	\$13,199,000	\$4,824,000	\$3,104,000	\$0	\$5,271,000	\$13,199,000
	BUILD	\$1,040,000	\$0	\$1,024,000	\$0	\$2,064,000	\$1,040,000	\$0	\$1,024,000	\$0	\$2,064,000
	STBG (WisDOT)	\$854,000	\$854,000	\$854,000	\$854,000	\$3,416,000	\$854,000	\$854,000	\$854,000	\$854,000	\$3,416,000
	HSIP	\$340,000	\$1,295,000	\$564,000	\$240,000	\$2,439,000	\$340,000	\$1,295,000	\$564,000	\$240,000	\$2,439,000
	NHPP	\$592,000	\$560,000	\$24,824,000	\$3,186,000	\$29,162,000	\$592,000	\$560,000	\$24,824,000	\$3,186,000	\$29,162,000
	TA - STBG Set-Aside	\$0	\$947,000	\$0	\$0	\$947,000	\$0	\$947,000	\$0	\$0	\$947,000
	<b>Total</b>	<b>\$7,650,000</b>	<b>\$6,760,000</b>	<b>\$27,266,000</b>	<b>\$9,551,000</b>	<b>\$51,227,000</b>	<b>\$7,650,000</b>	<b>\$6,760,000</b>	<b>\$27,266,000</b>	<b>\$9,551,000</b>	<b>\$51,227,000</b>
FTA	Section 5307	\$2,308,000	\$0	\$0	\$0	\$2,308,000	\$2,308,000	\$0	\$0	\$0	\$2,308,000
	Section 5310	\$178,000	\$128,000	\$0	\$0	\$306,000	\$178,000	\$128,000	\$0	\$0	\$306,000
	Section 5339	\$440,000	\$0	\$0	\$0	\$440,000	\$440,000	\$0	\$0	\$0	\$440,000
	<b>Total</b>	<b>\$2,926,000</b>	<b>\$128,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,054,000</b>	<b>\$2,926,000</b>	<b>\$128,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,054,000</b>

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

## **FTA Financial Capacity Assessment**

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

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

a. Operating Expense and Funding Sources

See 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				
	2017	2018	2019	2020	2021	2022	2023	2023
<b>Operating Expense:</b>	<b>\$7,309,244</b>	<b>\$7,735,054</b>	<b>\$7,663,158</b>	<b>\$8,784,971</b>	<b>\$8,867,391</b>	<b>\$8,951,459</b>	<b>\$9,037,209</b>	<b>\$9,124,675</b>
	2.14%	5.83%	-0.93%	14.64%	0.94%	0.95%	1.92%	1.94%
<b>Funding Sources:</b>								
<u>Public Operating Assistance:</u>								
Federal Section 5307/Capitalized Maintenance	\$1,772,031	\$2,191,933	\$2,194,434	\$2,264,463	\$2,264,463	\$2,264,463	\$2,264,463	\$2,264,463
State of Wisconsin Section 85.20	2,548,875	2,425,070	2,436,138	2,399,494	2,399,494	2,399,494	2,399,494	2,399,494
City of Green Bay	1,022,859	1,091,611	1,142,451	1,670,461	1,703,871	1,737,948	1,772,707	1,808,161
Village of Ashwaubenon	152,685	178,638	168,461	266,809	272,145	277,588	283,139	288,802
City of De Pere	97,878	105,912	104,603	158,926	162,104	165,346	168,653	172,026
Village of Bellevue	37,544	66,690	86,224	266,809	272,145	277,588	283,139	288,802
Village of Allouez	54,069	54,954	53,931	80,009	81,609	83,241	84,906	86,604
<u>Public Operating Assistance Subtotal:</u>	<u>\$5,685,941</u>	<u>\$6,114,807</u>	<u>\$6,186,242</u>	<u>\$7,106,971</u>	<u>\$7,155,831</u>	<u>\$7,205,668</u>	<u>\$7,256,502</u>	<u>\$7,308,353</u>
<u>Revenue:</u>								
Farebox Revenue - Fixed Route Bus	\$709,595	\$710,404	\$667,692	\$665,000	\$678,300	\$691,866	\$705,703	\$719,817
Farebox Revenue - Paratransit Program	532,383	462,561	401,834	554,000	565,080	576,382	587,909	599,667
Advertising (sale of ads on buses)	130,497	155,095	150,840	140,000	142,800	145,656	148,569	151,541
Investment Income	11,263	12,587	31,510	9,000	9,180	9,364	9,551	9,742
Other (partnership income, sale of used oil & parts, etc.)	239,564	279,600	225,041	310,000	316,200	322,524	328,974	335,554
<u>Revenue Subtotal:</u>	<u>\$1,623,303</u>	<u>\$1,620,247</u>	<u>\$1,476,917</u>	<u>\$1,678,000</u>	<u>\$1,711,560</u>	<u>\$1,745,791</u>	<u>\$1,780,707</u>	<u>\$1,816,321</u>
<b>Funding Sources Total:</b>	<b>\$7,309,244</b>	<b>\$7,735,054</b>	<b>\$7,663,158</b>	<b>\$8,784,971</b>	<b>\$8,867,391</b>	<b>\$8,951,459</b>	<b>\$9,037,209</b>	<b>\$9,124,675</b>

**Table III-3  
Green Bay Metro Fares**

<b>Fare Category</b>	<b>1998</b>	<b>2003</b>	<b>2005</b>	<b>2009</b>	<b>2019</b>	<b>2020</b>
<b>Adult</b>						
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50	\$2.00
Day Pass - Introduced in 2012					\$3.00	\$4.00
Week Pass - Introduced in 2012					\$12.00	\$15.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00	\$39.00
<b>Student (K-12)*</b>						
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00	\$1.50
Day Pass - Introduced in 2012					\$2.00	\$3.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$22.00	\$26.00
<b>Reduced (Age 65+ or qualifying Disability w/ ID Card)</b>						
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75	\$1.00
Day Pass					\$1.50	\$2.00
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00	\$29.00
<b>Routes #8 Green &amp; #9 Gold</b>					Free	Free
<b>Disabled Veterans w/ Service-Connected ID</b>					Free	Free
<b>Green Saturday - Introduced in 2011</b>					Free	Free
<b>Paratransit</b>						
Origin to Destination	\$2.00	\$2.50	\$3.00	\$3.00	\$3.00	\$4.00
Agency Fare-Origin to Destination - Introduced on 7/1/15					\$15.00	\$19.00

\* Green Bay Area Public School and Ashwaubenon Public School students ride for free. The school districts pay an annual fee direct to Green Bay Metro.



**Table III-4  
Green Bay Metro Bus Fleet**

<b>Bus Quantity</b>	<b>Year</b>	<b>Make</b>	<b>Length</b>	<b>Age in Years</b>
1	2004	New Flyer	30'	16
9	2009	New Flyer	35'	11
10	2011	Gillig	35'	9
4	2015	Gillig	40'	5
3	2018	New Flyer	35'	2
2	2018	New Flyer	40'	2
3	2019	Gillig	35'	1
4	2020	Gillig	35'	0
<b>36</b>				
<b>Average Age in Years:</b>				<b>6.61</b>

Green Bay Metro and the MPO have secured approximately \$695,000 in STBG funds to offset the cost of two buses to likely be delivered in 2021.

The 2021-2024 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 existing 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
- Security & communications upgrades
- Generator
- Bus lifts
- ADA-accessible passenger shelters and benches
- 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. 2016-2018 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 2016-2018. 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. 2021-2024 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 2021-2024. Projections are based on the 2016-2018 three-year average plus 2% per year (the current Federal Revenue Inflation Rate, provided by WisDOT DTIM).

### 2016-2018 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 2016-2018. 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.

c. 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.

d. Community by Community Rate

Table III-9 represents Road Mileage, 2016-2018 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  
2016-2018 Highway Construction and Highway Maintenance and Administration Revenues and Expenditures**

Jurisdiction	2016		2017		2018		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	\$13,133,568	\$4,256,837	\$12,800,367	\$4,663,384	\$9,949,984	\$5,009,166	\$35,883,919	\$13,929,387	\$11,961,306	\$4,643,129
Green Bay	\$3,570,960	\$6,267,151	\$5,472,033	\$6,526,627	\$8,081,986	\$8,935,084	\$17,124,979	\$21,728,862	\$5,708,326	\$7,242,954
De Pere	\$6,745,830	\$1,279,198	\$3,009,937	\$1,328,346	\$5,676,413	\$1,518,170	\$15,432,180	\$4,125,714	\$5,144,060	\$1,375,238
Suamico	\$523,719	\$973,520	\$876,263	\$1,056,181	\$606,504	\$987,434	\$2,006,486	\$3,017,135	\$668,829	\$1,005,712
Howard	\$3,727,973	\$1,583,762	\$2,335,067	\$1,789,977	\$3,935,622	\$1,784,169	\$9,998,662	\$5,157,908	\$3,332,887	\$1,719,303
Hobart	\$2,496,375	\$415,675	\$1,108,234	\$360,965	\$1,854,381	\$337,809	\$5,458,990	\$1,114,449	\$1,819,663	\$371,483
Bellevue	\$385,894	\$518,623	\$1,767,932	\$607,670	\$827,778	\$475,949	\$2,981,604	\$1,602,242	\$993,868	\$534,081
Ashwaubenon	\$2,326,361	\$1,841,546	\$2,476,288	\$1,644,806	\$4,278,696	\$1,759,174	\$9,081,345	\$5,245,526	\$3,027,115	\$1,748,509
Allouez	\$515,514	\$630,053	\$1,262,648	\$545,575	\$811,555	\$597,216	\$2,589,717	\$1,772,844	\$863,239	\$590,948
Scott	\$69,815	\$213,003	\$427,653	\$185,444	\$70,285	\$157,861	\$567,753	\$556,308	\$189,251	\$185,436
Rockland	\$22,776	\$463,602	\$37,044	\$306,957	\$39,243	\$348,079	\$99,063	\$1,118,638	\$33,021	\$372,879
Ledgeview	\$1,219,007	\$362,256	\$2,003,408	\$2,031,342	\$1,818,469	\$1,520,649	\$5,040,884	\$3,914,247	\$1,680,295	\$1,304,749
Lawrence	\$495,222	\$151,528	\$531,072	\$153,399	\$357,900	\$159,454	\$1,384,194	\$464,381	\$461,398	\$154,794
<b>Total:</b>	<b>\$35,233,014</b>	<b>\$18,956,754</b>	<b>\$34,107,946</b>	<b>\$21,200,673</b>	<b>\$38,308,816</b>	<b>\$23,590,214</b>	<b>\$107,649,776</b>	<b>\$63,747,641</b>	<b>\$35,883,259</b>	<b>\$21,249,214</b>

**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**  
**2021-2024 Highway Construction and Highway Maintenance and Administration Revenue and Expenditure Projections**

Jurisdiction	2021 Projections		2022 Projections		2023 Projections		2023 Projections		2024 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	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration
Brown Co.	12,693,434	4,927,326	12,947,303	5,025,872	13,206,249	5,126,390	13,470,374	5,228,917	13,739,781	5,333,496
C. Green Bay	6,057,722	7,686,281	6,178,876	7,840,006	6,302,454	7,996,806	6,428,503	8,156,743	6,557,073	8,319,877
De Pere	5,458,918	1,459,414	5,568,096	1,488,602	5,679,458	1,518,374	5,793,047	1,548,741	5,908,908	1,579,716
Suamico	709,766	1,067,269	723,962	1,088,615	738,441	1,110,387	753,210	1,132,595	768,274	1,155,247
Howard	3,536,887	1,824,538	3,607,624	1,861,028	3,679,777	1,898,249	3,753,372	1,936,214	3,828,440	1,974,938
Hobart	1,931,041	394,221	1,969,662	402,105	2,009,055	410,147	2,049,236	418,350	2,090,221	426,717
Bellevue	1,054,701	566,771	1,075,795	578,106	1,097,311	589,668	1,119,257	601,462	1,141,642	613,491
Ashwaubenon	3,212,399	1,855,531	3,276,647	1,892,642	3,342,180	1,930,495	3,409,023	1,969,105	3,477,204	2,008,487
Allouez	916,076	627,119	934,398	639,661	953,086	652,454	972,147	665,503	991,590	678,813
Scott	200,835	196,786	204,851	200,722	208,948	204,736	213,127	208,831	217,390	213,008
Rockland	35,042	395,703	35,743	403,617	36,458	411,689	37,187	419,923	37,931	428,321
Ledgeview	1,783,142	1,384,610	1,818,805	1,412,302	1,855,181	1,440,548	1,892,285	1,469,359	1,930,130	1,498,746
Lawrence	489,639	164,268	499,432	167,554	509,421	170,905	519,609	174,323	530,001	177,809
<b>Total:</b>	<b>38,079,601</b>	<b>22,549,836</b>	<b>38,841,193</b>	<b>23,000,832</b>	<b>39,618,017</b>	<b>23,460,849</b>	<b>40,410,377</b>	<b>23,930,066</b>	<b>41,218,585</b>	<b>24,408,667</b>

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

Source: Revenues and Expenditures Projections based on 2016-2018 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**  
**2016-2018 Road-Related Facilities and Other Transportation Revenues and Expenditures**

Jurisdiction	2016		2017		2018		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.	\$749,529	\$1,139,765	\$933,992	\$0	\$174,525	\$909,551	\$1,858,046	\$2,049,316	\$619,349	\$683,105
C. Green Bay	\$12,505,785	\$1,429,963	\$14,049,517	\$1,273,017	\$14,263,040	\$1,870,335	\$40,818,342	\$4,573,315	\$13,606,114	\$1,524,438
De Pere	\$1,635,511	\$401,156	\$697,140	\$395,186	\$1,234,885	\$399,113	\$3,567,536	\$1,195,455	\$1,189,179	\$398,485
Suamico	\$38,465	\$3,553	\$39,242	\$5,584	\$39,741	\$1,995	\$117,448	\$11,132	\$39,149	\$3,711
Howard	\$3,821,553	\$0	\$2,287,677	\$0	\$316,834	\$0	\$6,426,064	\$0	\$2,142,021	\$0
Hobart	\$693,733	\$0	\$199,255	\$0	\$819,423	\$0	\$1,712,411	\$0	\$570,804	\$0
Bellevue	\$155,398	\$194,326	\$332,299	\$184,109	\$356,313	\$296,840	\$844,010	\$675,275	\$281,337	\$225,092
Ashwaubenon	\$469,166	\$163,052	\$469,600	\$262,753	\$464,567	\$279,311	\$1,403,333	\$705,116	\$467,778	\$235,039
Allouez	\$184,612	\$65,031	\$368,143	\$52,117	\$727,344	\$51,059	\$1,280,099	\$168,207	\$426,700	\$56,069
Scott	\$18,594	\$0	\$18,629	\$0	\$19,619	\$0	\$56,842	\$0	\$18,947	\$0
Rockland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ledgeview	\$732,719	\$0	\$1,004,825	\$0	\$628,756	\$0	\$2,366,300	\$0	\$788,767	\$0
Lawrence	\$237,037	\$0	\$412,556	\$0	\$479,027	\$0	\$1,128,620	\$0	\$376,207	\$0
<b>Total:</b>	<b>\$21,242,102</b>	<b>\$3,396,846</b>	<b>\$20,812,875</b>	<b>\$2,172,766</b>	<b>\$19,524,074</b>	<b>\$3,808,204</b>	<b>\$61,579,051</b>	<b>\$9,377,816</b>	<b>\$20,526,350</b>	<b>\$3,125,939</b>

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.

## 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 2021-2026 Highway Capital Improvement Plan, May 4, 2020*.

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**

<b>Mechanism</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Brown County Sales Tax	\$9,193,613	\$7,496,600	\$6,184,947	\$5,358,000
Green Bay Municipal Vehicle Registration Fee*	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Bellevue Municipal Vehicle Registration Fee**	\$140,000			
<b>Total:</b>	<b>\$10,833,613</b>	<b>\$8,996,600</b>	<b>\$7,684,947</b>	<b>\$6,858,000</b>

\* 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 Years	Annual Expenditure Inflation Factor	Justification
Federal/State	Various	various	2021+	1.78%	WisDOT Bureau of Planning & Economic Development*
Brown County	STBG Program	Marley St	2021+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Green Bay	STBG Program	Country Club Rd	2021+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Ashwaubenon		none	2021+		
Allouez	STBG Program	Libal St	2021+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Howard		none	2021+		
De Pere	STBG Program	Lawrence Dr	2021+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Bellevue	STBG Program	various	2021+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Green Bay Metro	Section 5307	operating	2021+	2% or less	Projected service levels and experience
	Various	capital items	2021+	2% or less	Current cost with little or no inflation
Recipients	Section 5310	vehicles	2021+	0%	WisDOT contract rate used; actual cost

\*Source: WisDOT Bureau of Planning and Economic Development. Expenditure Inflation Rate 1.78%. Revenue Inflation Rate 2.00%.

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

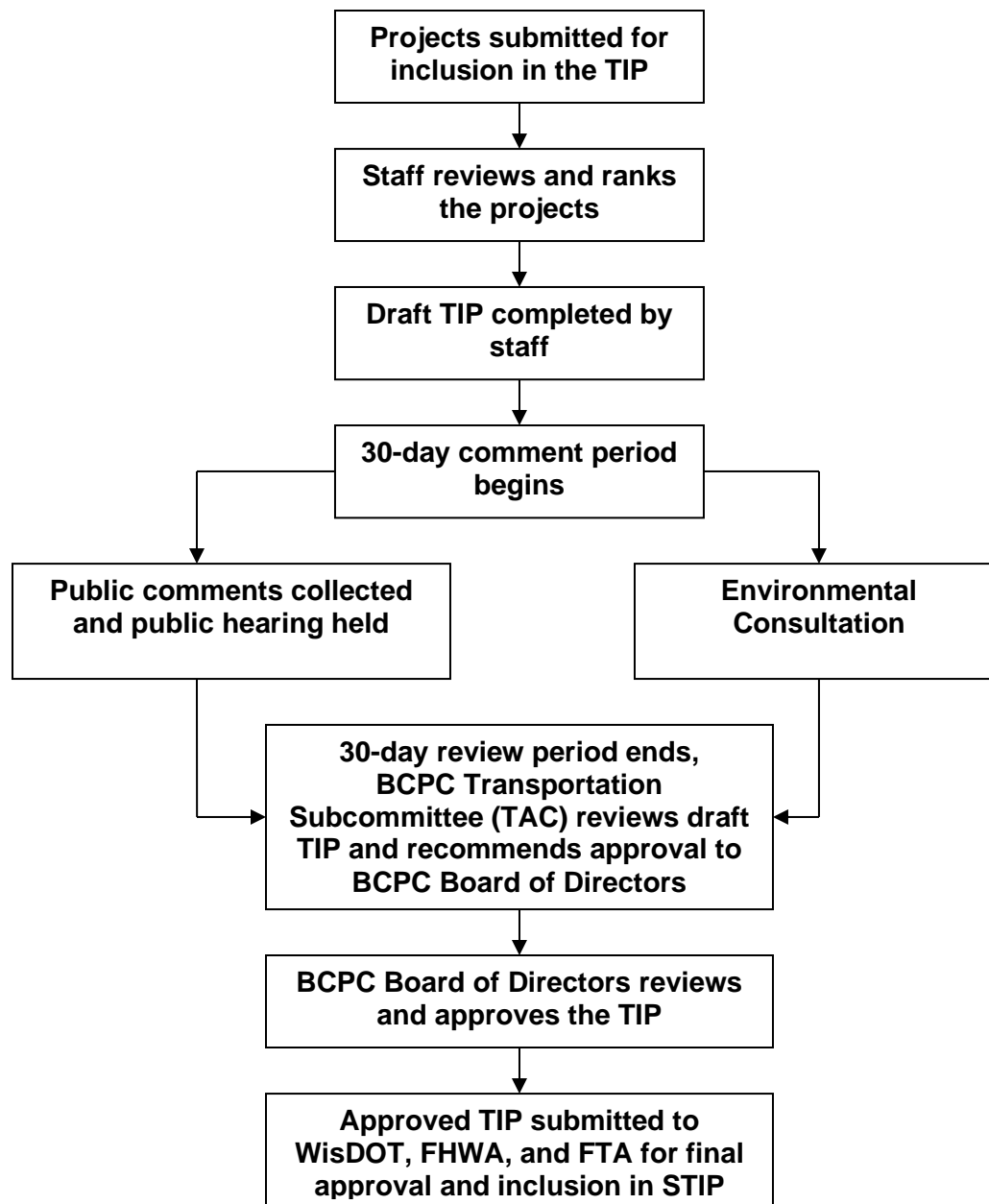
## **A. OVERALL TRANSPORTATION PLANNING PROCESS**

Roadway, transit, and other improvement projects listed in this TIP were derived from several transportation planning sources. Major transportation planning efforts include the *2019-2023 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 *2021-2024 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 2021-2024 Transportation Improvement Program*. See Appendix C for a copy of the notice. This notice informs the public of the availability of the draft TIP and solicits public input. The notice also details the dates of all significant meetings and hearing regarding the TIP.

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

Draft copies of the TIP are made available for a period of approximately two weeks prior to the Transportation Subcommittee meeting. At that time, the subcommittee reviews the draft document and makes a recommendation to the Brown County Planning Commission Board of Directors.

Comments received during the public comment period and public hearings, as well as the recommendation from the Transportation Subcommittee, are forwarded to the Brown County Planning Commission Board of Directors for its approval. Please see Appendix E for the transcript of the public hearing and Appendix F for a list of all comments received during the 30-day public review period.

## **TIP DEVELOPMENT AND APPROVAL SCHEDULE**

The following is a schedule of events for 2020:

August 19	30-day public review and comment period begins (August 19-September 18).
August 19	1 <sup>st</sup> Notice of 30-day Review Period, Request for Comments, and Public Hearing on Draft TIP published.
August 26	2 <sup>nd</sup> Notice published.
September 15	Environmental Consultation meeting with Resource Agencies.
September 16	Public Hearing
September 18	30-day public review and comment period ends
September 21	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
October 7	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.

Several 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 - July 2020**  
 (Transportation Network Companies such as Uber and Lyft are not included.)

1 Awesome Cab 532 S. Main St Seymour WI 54165 (920) 371-7808	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 LLC 2815 Packerland Dr Green Bay WI 54313 (920) 499-9119	DBA 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 18.4 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 \$21,720 in the country.

Persons in Household	2020 Poverty Guidelines
1	\$12,760
2	\$17,240
3	\$21,720
4	\$26,200
5	\$30,680
6	\$35,160
7	\$39,640
8	\$44,120
Each Additional Person add \$4,480	

Source: US Department of Health and Human Services

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

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

Figure c

## Project Locations and Minority Populations as a Percent of Total Population

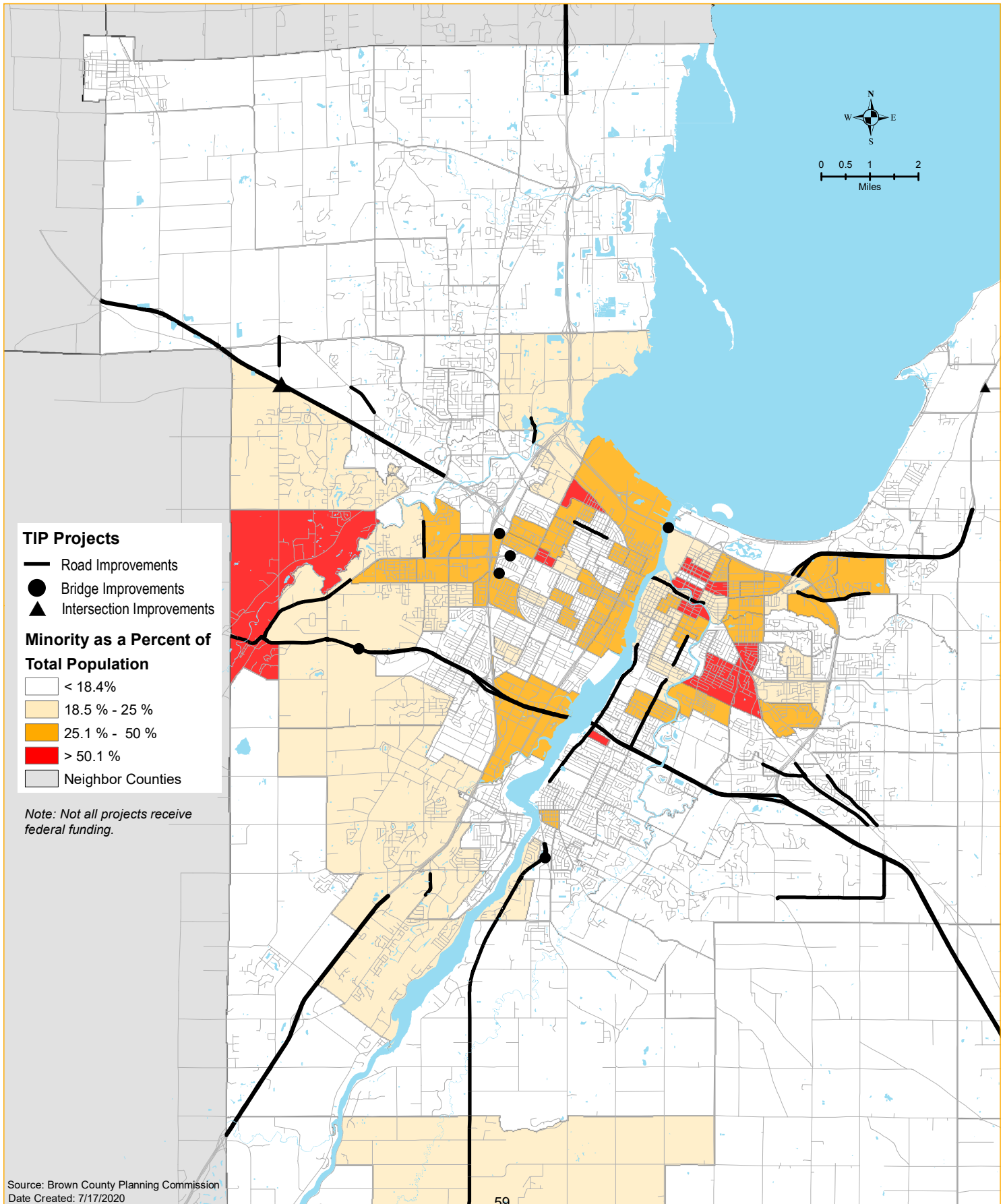


Figure D

## Project Locations and Income

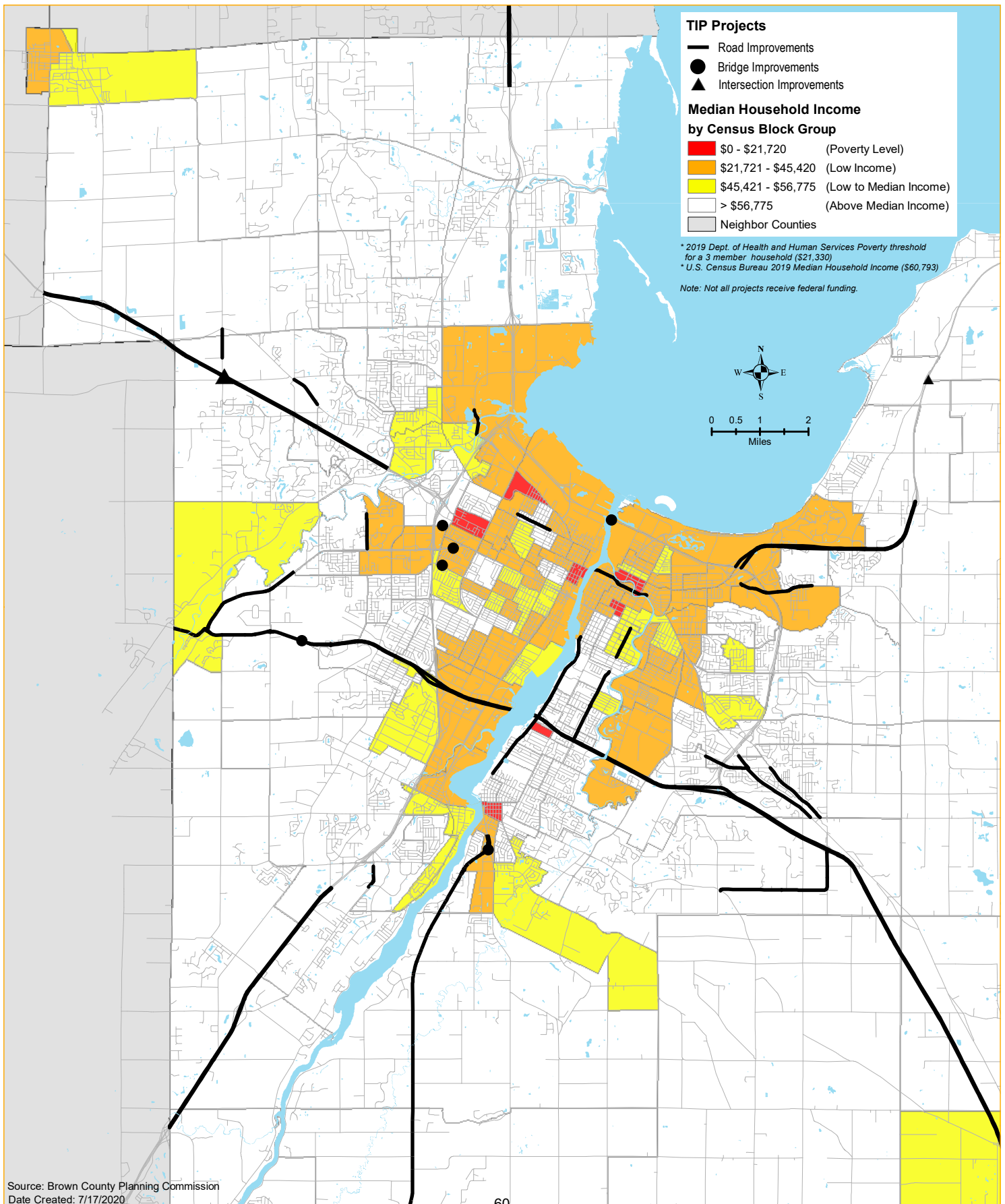




Figure E

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

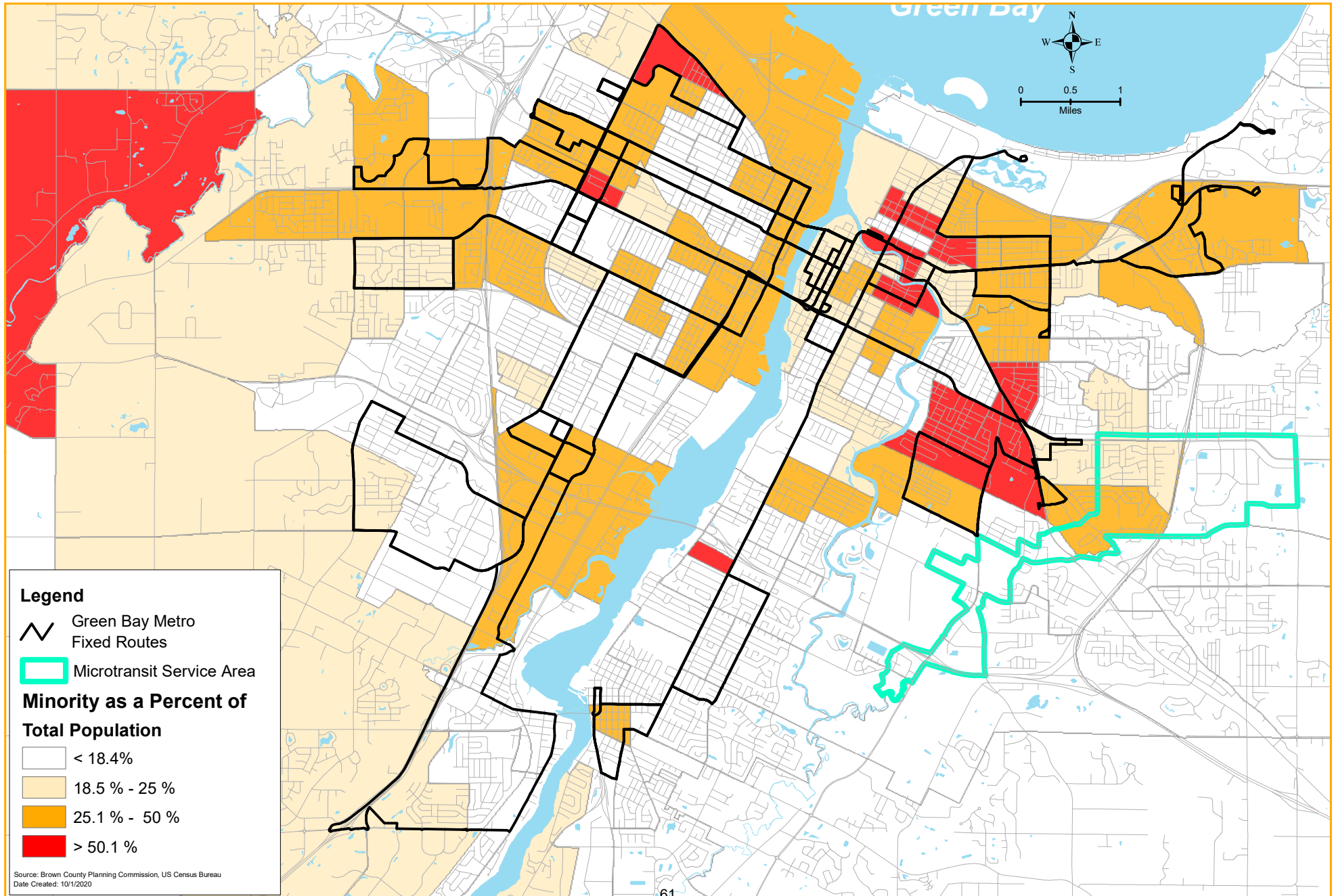
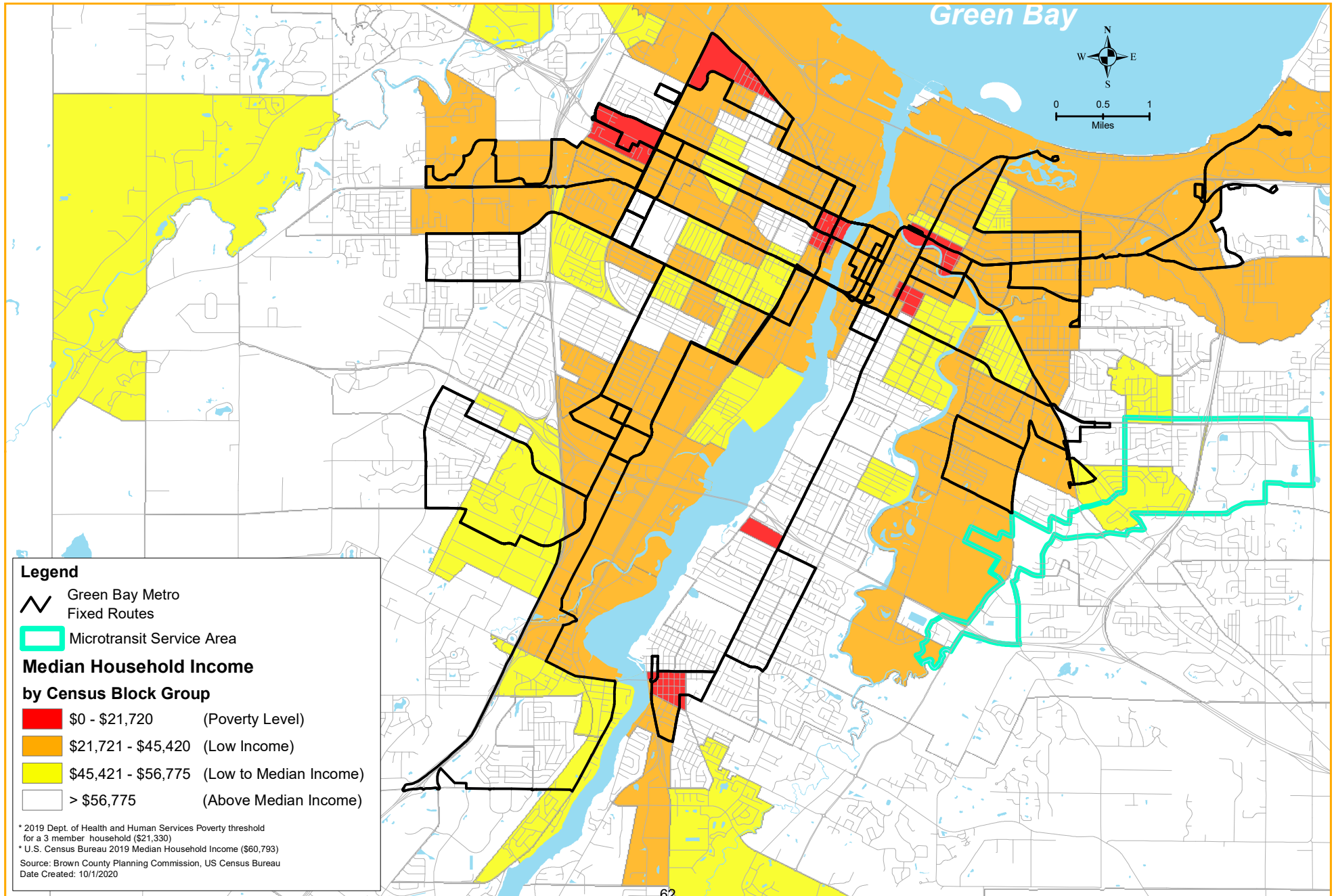




Figure F

## Green Bay Metro System and Income

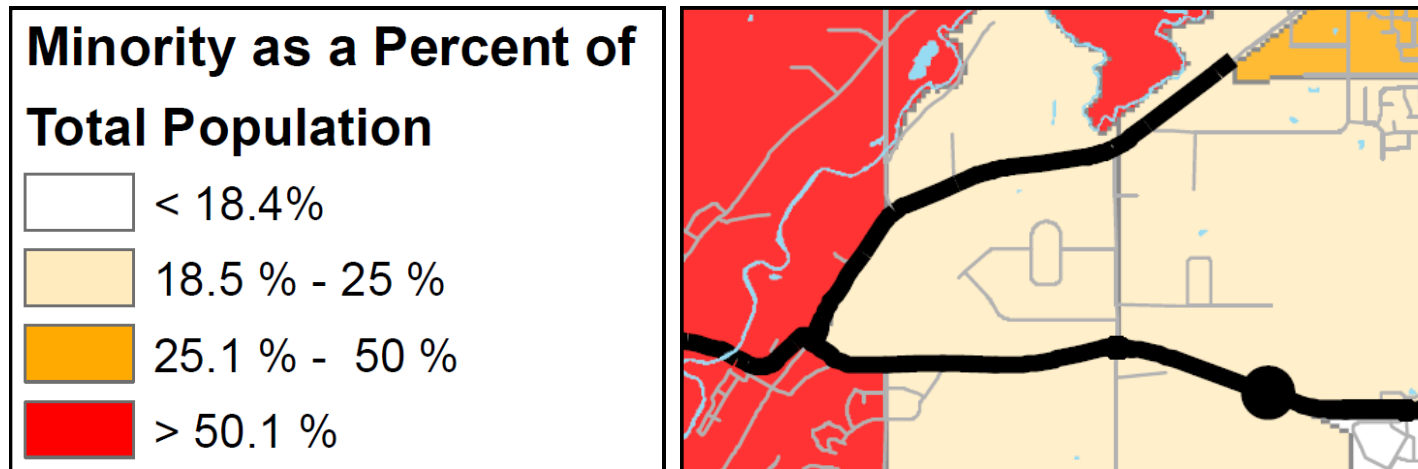


### Equity Analysis

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

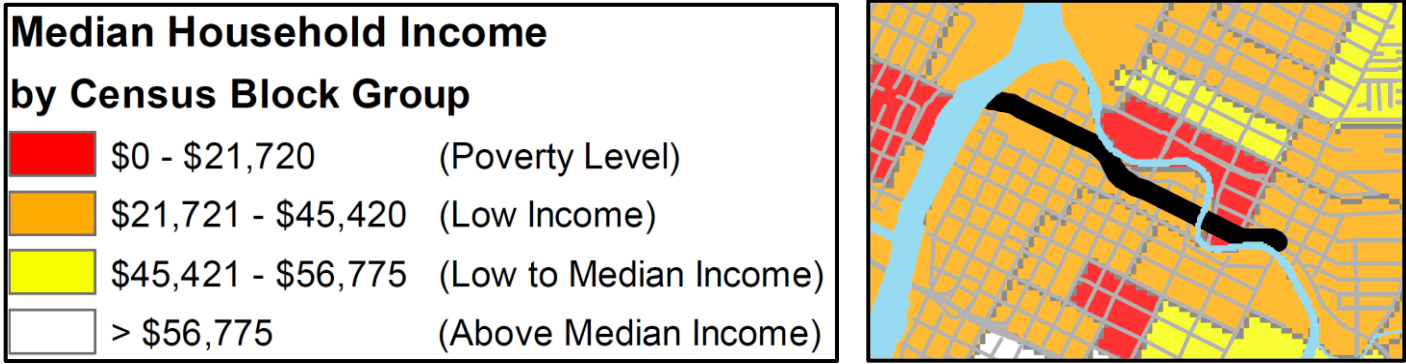
**Projects:** STH 54 and STH 172 - Multiple projects in the western portion of the urbanized area including resurfacing, culvert, and bridge work.

#### Minority Population



**Projects:** Main Street – The project includes reconstruction with sidewalks from the Fox River to Baird Street.

**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:

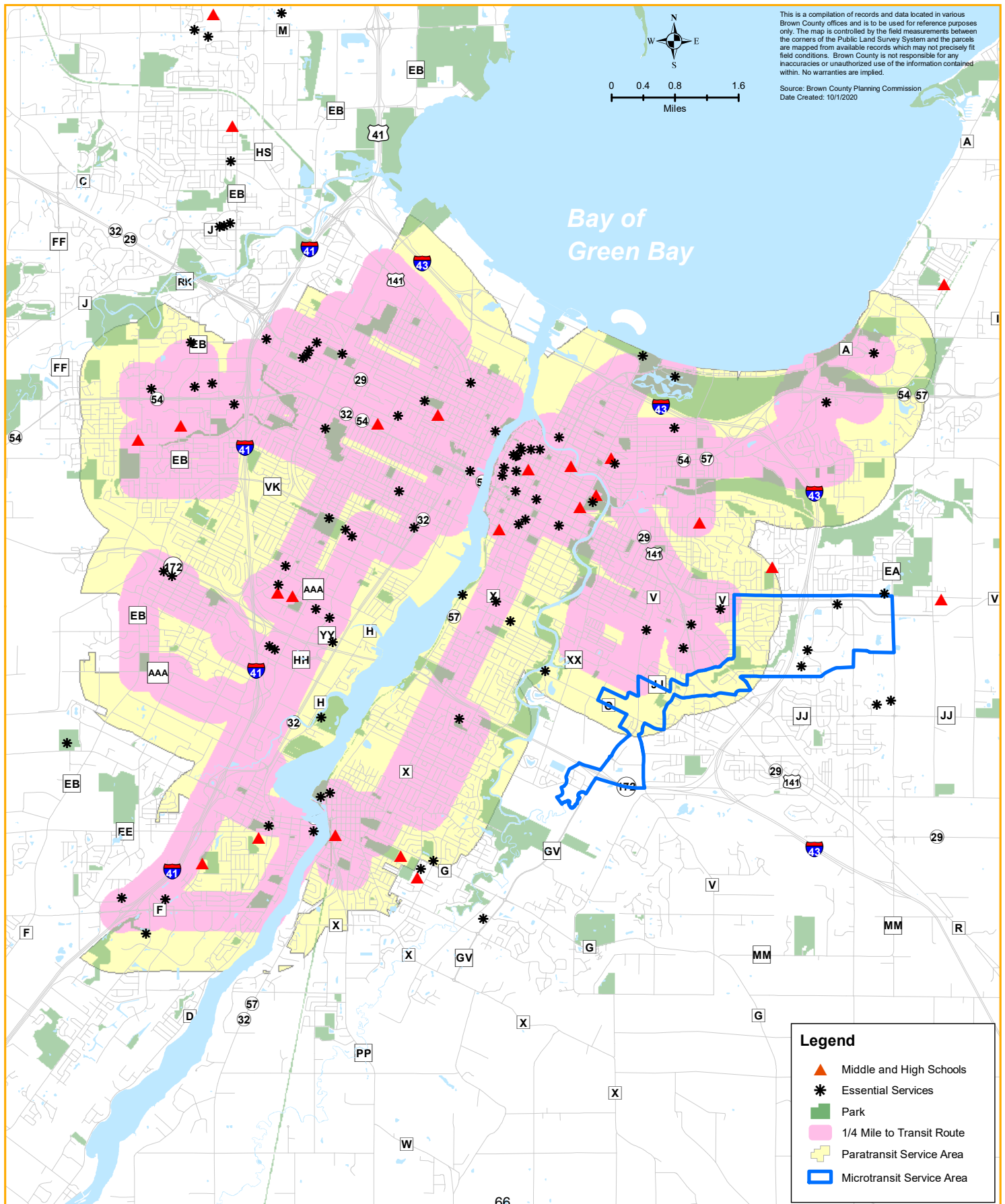
Essential services in the metropolitan area, for the most part, accessible by fixed route bus and paratransit services. However, essential services are served to a lesser extent by bike and foot. To increase access to essential services the following are recommended:

- Implement transit service in the Village of Howard.
- Increase transit service frequency.
- Expand demand-response microtransit services to accommodate early start/late start shift schedules.
- Implement the recommendations in the Brown County Bicycle and Pedestrian Plan.

**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.

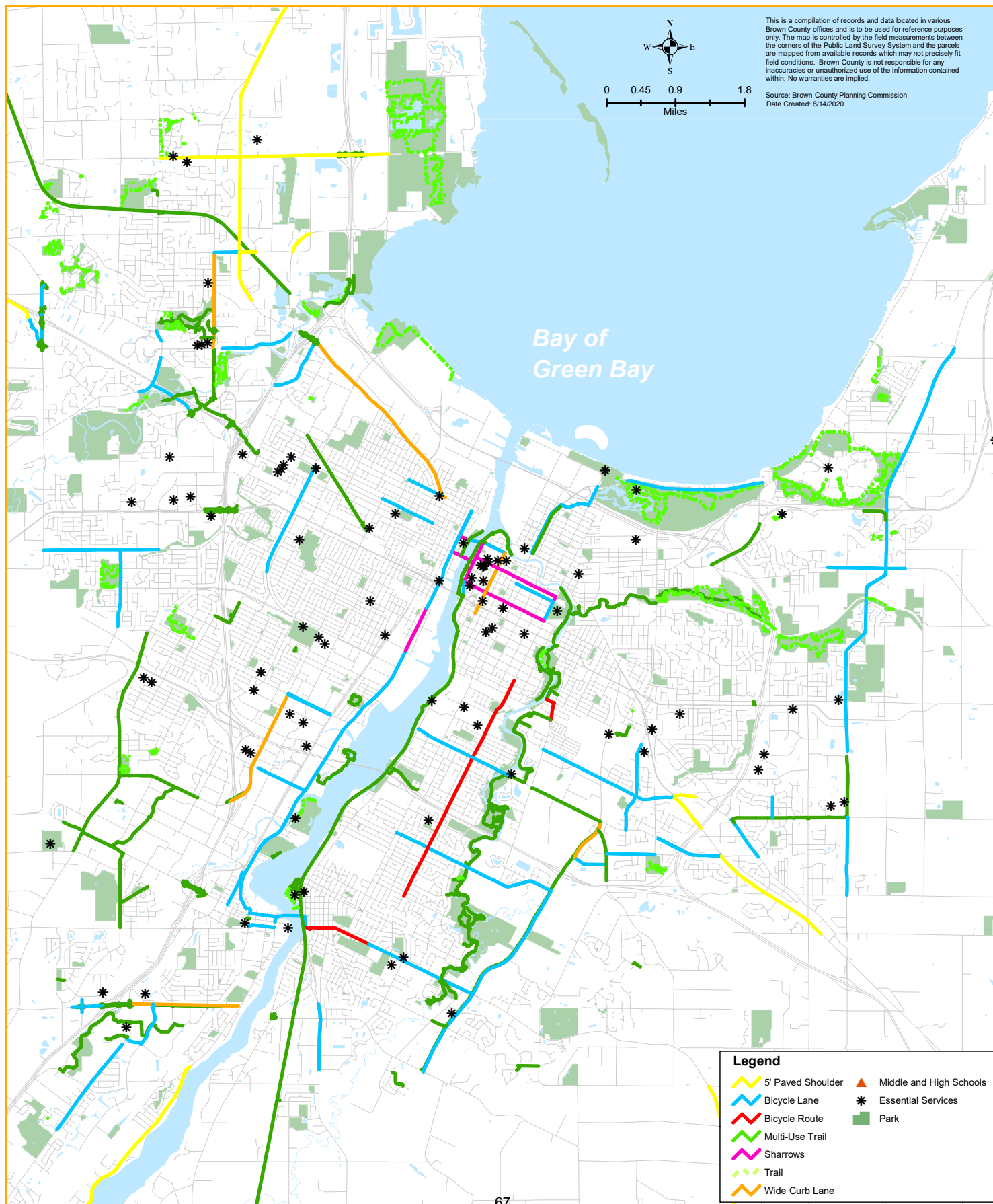
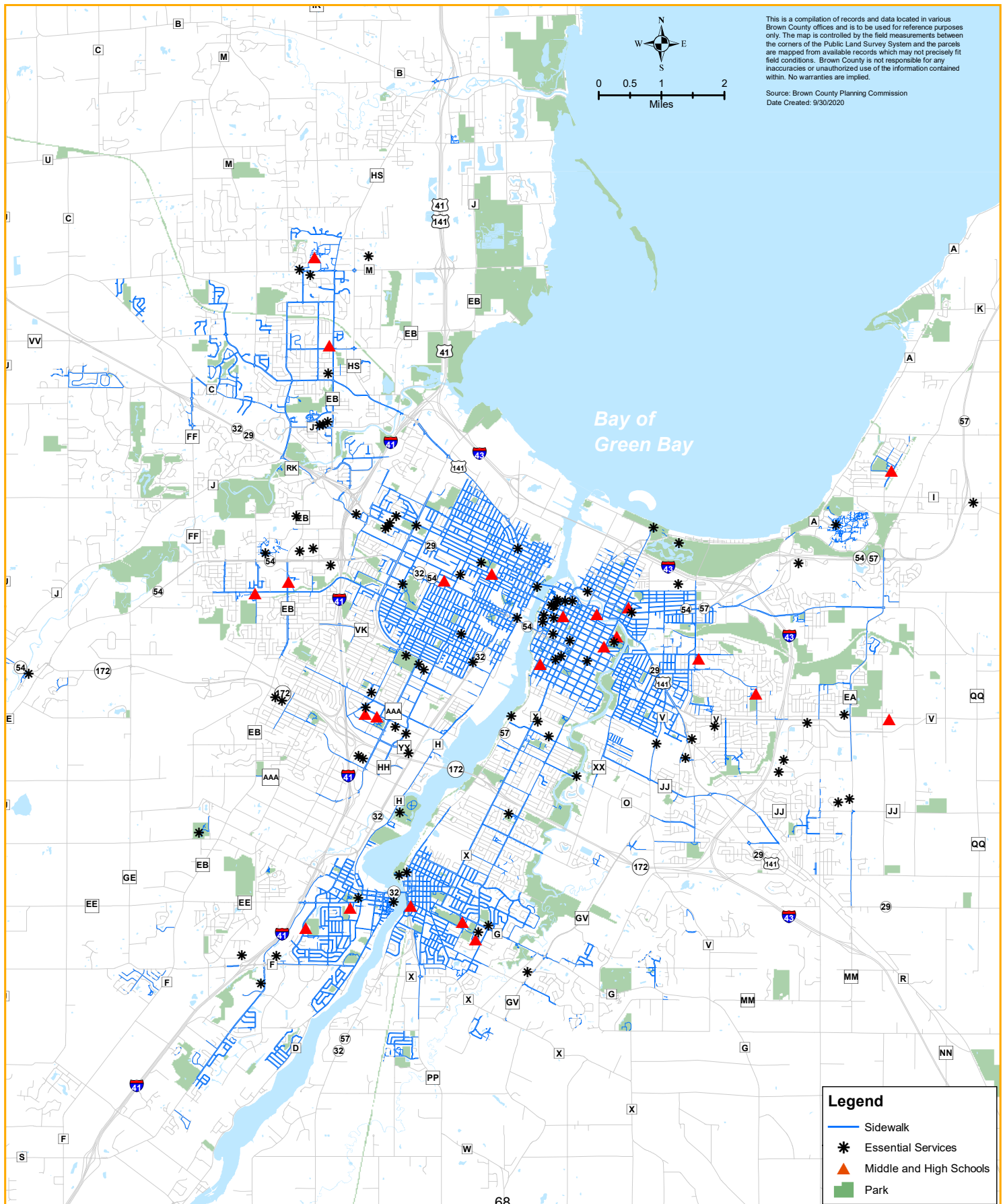


Figure I

## 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.



## **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:

### **Title VI Non-Discrimination Program and Limited English Proficiency Plan Update**

- Staff finalized and published the update to the Green Bay Metropolitan Planning Organization (MPO) Title VI Non-Discrimination Program and Limited English Proficiency Plan. Work on this task included:
  - Scheduling two public hearings (the first one was cancelled due to COVID-19).
  - Issuing Facebook and Twitter announcements of the draft plan's availability.
  - Distributing the draft plan to approximately 190 individuals and entities on the MPO's interested parties list.
  - Holding a virtual public hearing via WebEx.
  - Presenting the draft report to the BCPC Board of Directors at a meeting that had in-person and virtual components.
  - Submitting the approved plan to FHWA, FTA, and WisDOT for certification consideration (the plan was subsequently certified).

### **Title VI Activities**

- Staff translated the new FTA Title VI forms into Hmong and provided them to WisDOT.
- Staff updated the FTA Title VI forms for the Green Bay MPO's use.
- Staff updated the MPO's Title VI plan with the updated forms and posted it on the MPO website.
- Staff updated the Title VI information for members of the MPO's Policy Board and TAC.
- Staff answered questions about Title VI compliance from NEWCAP's Transportation Director.



## 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 <https://www.browncountywi.gov/> and clicking on Departments, Planning and Land Services, Planning, Transportation, and Obligated Transportation Projects.

Brown County Planning Commission publishes all obligated projects on its website as soon as they are verified by WisDOT, FTA, and FHWA. This must occur by March 31<sup>st</sup> of each year.

Obligated transportation projects in the Green Bay Urbanized Area amounted to \$24,303,663 in 2019.

## H. LONG-RANGE TRANSPORTATION PLAN

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

In 2020, the Brown County Planning Commission approved the *Green Bay Metropolitan Planning Organization (MPO) 2045 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 <https://www.browncountywi.gov/> and clicking on Departments, Planning and Land Services, Planning, Transportation, and LRTP.

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

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

<b>Facility</b>	<b>Segment</b>	<b>Project Type</b>	<b>Project Status</b>
I 41 Expansion	De Pere to Appleton	Expansion	Project initiated.
CTH EA (S. Huron Road)	STH 29 - I-43	Construct new arterial	Not programmed.
STH 29	CTH VV	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.	Project initiated and is scheduled to be completed by 2022.
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. 2020-2023 Transportation Improvement Program**

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

The current project status of the previously programmed 2020 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 \$2.4 million in federal operating/capitalized maintenance assistance in 2020.

Metro took delivery of four new buses in early 2020 (VW Mitigation Trust funds).

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

The Doty Elementary School SRTS project, which includes the installation of sidewalks and bump outs, 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 one vehicle and the request by Green Bay Metro to fund a portion of the Mobility Management program and approximately eight bus shelters were approved for 2020.

### **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	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)	1009-93-62 0.00 miles P	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	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	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)	0.73 miles P		4,800	1,200	0	6,000			158-18-017 (2018)	0.00 miles P		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	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)	.032 miles P	TOTAL	169	0	56	225			158-18-018 (2018)	0.00 miles P		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>Recent replacement buses have improved Metro's at an optimal average vehicle age between 6-7 years.</p> <p>Metro was awarded funds through the VW Mitigation Trust for four buses to be delivered in 2022, bringing the total to eight buses funded through the trust.</p> <p>Metro will continue to apply for vehicles for 2022 and beyond.</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 <b>not</b> 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.	In August 2020, Metro implement Microtransit service in areas where fixed route service was performing significantly below standards.
Fixed Route System Fares	Metro should continue to maintain a fare structure that is appealing to existing and potential riders.	Green Bay Metro increased fares in January of 2020, however, they continue 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 Asset Management and State of Good Repair
  - 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.

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems. The PTASP rule became effective on July 19, 2019. The plan must include safety performance targets. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be updated and certified by the transit agency annually. In addition, MPOs have 180 days to adopt the performance measures and targets included in the Public Transportation Agency Safety Plan (PTASP) or develop their own.

## Established MPO Targets

### Safety

On October 7, 2020, the BCPC Board of Directors (MPO Policy Board) approved safety performance measures that are consistent with 2021 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	2015-2019 Baseline Averages	2021 Safety Target*	Reduction Goal
Number of Fatalities	587.8	564.7	1.5%
Number of Serious Injuries	3,050.4	2,897.9	2%
Rate of Fatalities per 100 million VMT	0.908	0.890	5%
Rate of Serious Injury per 100 million VMT	4.718	4.482	5%
Number of Non-Motorized Fatalities and Serious Injuries	368.6	350.2	5%

\*2021 Safety Target approved by WisDOT.

Examples of safety improvement projects that are in the MPO's 2021-2024 TIP include:

- 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 2021-2024 TIP are designed to help achieve the five safety performance targets.

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

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

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

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

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

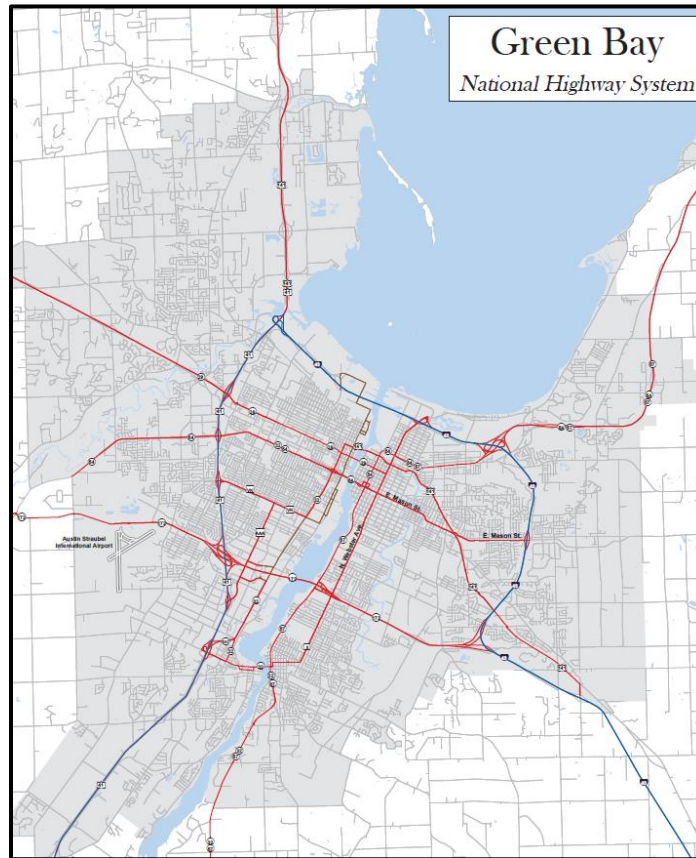
#### **NHS Pavement Condition Targets**

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

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

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

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



Examples of NHS pavement and bridge improvement projects that are in the MPO's 2021-2024 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 2021-2024 TIP are designed to improve conditions on the NHS system.

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

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

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

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

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

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

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

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

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

Examples of NHS Travel and Freight Reliability improvement projects that are in the MPO's 2021-2024 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 2021-2024 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 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 performance measures and 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 targets that are identified in Green Bay Metro's TAM Plan.

FTA has established the following State of Good Repair performance measures for capital 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.
4. Infrastructure. Only rail fixed-guideway, track, signals, and system. Does not apply to Green Bay Metro.

Category	FTA Established Performance Measure*	Number	Below Benchmark	Percent
Rolling Stock	% of revenue vehicles exceeding Useful Life Benchmark (ULB)	36	1	2.8%
Equipment	% of significant equipment (non-revenue service vehicles) exceeding ULB	22	8	36%
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 2021-2024 TIP include:

- Funding request for fixed route buses.
- Funding request for equipment include security and communications upgrades, generator, and bus lifts.

These and other projects contained in the 2021-2024 TIP will help meet the TAM targets and mitigate State of Good Repair deficiencies.

### **Public Transportation Agency Safety Plan (PTASP)**

On October 7, 2020, the BCPC Board of Directors (MPO Policy Board) approved the performance measures and targets consistent with the with the targets identified in Green Bay Metro's PTASP.

#### **Fixed Route & Microtransit System**

<b>Performance Category</b>	<b>2018 Actual</b>	<b>2019 Actual</b>	<b>2020 Actual</b>	<b>Average</b>	<b>Target for 2021</b>
Total Number of Fatalities	0	0	TBD	0.00	0.00
Number of Fatalities per 100,000 Vehicle Revenue Miles	0	0	TBD	0.00	0.00
Total Number of Reportable Injuries	0	0	TBD	0.00	0.00
Number of Injuries per 100,000 Vehicle Revenue Miles	0	0	TBD	0.00	0.00
Total Number of Safety Events	0	0	TBD	0.00	0.00
Safety Events per 100,000 Vehicle Revenue Miles	0.00	0.00	TBD	0.00	0.00
Average Distance Between Major Mechanical Failures	33,814	35,297	TBD	34,555	32,000

### Paratransit System

<b>Performance Category</b>	<b>2018 Actual</b>	<b>2019 Actual</b>	<b>2020 Actual</b>	<b>Average</b>	<b>Target for 2021</b>
Total Number of Fatalities	0	0	TBD	0.00	0.00
Number of Fatalities per 100,000 Vehicle Revenue Miles	0	0	TBD	0.00	0.00
Total Number of Reportable Injuries	0	0	TBD	0.00	0.00
Number of Injuries per 100,000 Vehicle Revenue Miles	0	0	TBD	0.00	0.00
Total Number of Safety Events	0	0	TBD	0.00	0.00
Safety Events per 100,000 Vehicle Revenue Miles	0.00	0.00	TBD	0.00	0.00
Average Distance Between Major Mechanical Failures	62,512	234,356	TBD	148,434	145,000

Examples of transit projects that are in the MPO's 2021-2024 TIP include:

- Operating funds used to train drivers (Smith System).
- Funding request for fixed route buses.

These and other projects contained in the 2021-2024 TIP will help mitigated any future PTASP 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 approved in October 2020. 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 several 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 Land Services, Planning, Transportation, and scroll down to the appropriate plan category.

## 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	Type	Score
1	CTH C	CTH FF to Greenfield Avenue	Construction	55
2	Mather Street	Locust St. to Gray St	Construction	49
3	Riverview Dr & Lakeview Dr	Velp Av to 300' n/o Mountain Bay Trail	Construction	48
4	Humboldt Road (a)	University Av to I-43	Construction	42
5	Humboldt Road (c)	Laverne Dr to 500' e/o Bascom Way	Construction	39
6	Baird Street	East Mason St to South City Limits	Construction	38
7	Humboldt Road (b)	I-43 to Laverne Dr	Construction	37
BCPC discretion	Green Bay Metro	Three vehicles in 2021	Acquisition	BCPC discretion
BCPC discretion	Green Bay Metro	Four vehicles in 2022	Acquisition	BCPC discretion
BCPC discretion	Green Bay Metro	Four vehicles in 2023	Acquisition	BCPC discretion
BCPC discretion	Green Bay Metro	Four vehicles in 2024	Acquisition	BCPC discretion
BCPC discretion	Green Bay Metro	Four vehicles in 2025	Acquisition	BCPC discretion

## APPENDIX B

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

Road	Location	Applicant	Type	Approved Amount	Approved Percent	2021	2022	2023	2024	2025
Manitowoc Road*	Allouez Av to Kewaunee Rd	Bellevue	Construct	\$2,699,906	80.0%	\$2,699,906				
Libal Street**	STH 172 to Kalb St	Allouez	Design	\$521,422	80.0%	\$521,422				
Libal Street	STH 172 to Kalb St	Allouez	Construct	\$3,743,428	80.0%				\$3,743,428	
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Design	\$465,680	80.0%		\$465,680			
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Construct	\$2,439,160	80.0%					\$2,439,160
Country Club Road	Indian Hill Dr to W Mason Front Rd	Green Bay	Construct	\$4,047,552	80.0%					\$4,047,552
Marley Street (CTH VV)	Millwood Ct to CTH C (Glendale Av)	BC/How/Pitts	Construct	\$3,103,840	80.0%		\$3,103,840			
Allouez Avenue	Hazen Rd to Main St (USH 141)	Bellevue	Design	\$441,760	80.0%	\$441,760				
Allouez Avenue	Hazen Rd to Main St (USH 141)	Bellevue	Construct	\$1,527,840	51.0%				\$1,527,840	
Green Bay Metro	Two of Four 35' buses	GB, DP, All, Ash, Bell	Acquisition	\$695,360	68.4%	\$695,360				
<b>Totals:</b>				<b>\$19,685,948</b>		<b>\$4,358,448</b>	<b>\$3,569,520</b>	<b>\$0</b>	<b>\$5,271,268</b>	<b>\$6,486,712</b>

## APPENDIX C

### Notice of Request for Comments and Public Hearing



#### STATE OF WISCONSIN BROWN COUNTY

#### BROWN COUNTY PLANNING LEGALS

305 E WALNUT ST STE 320

GREEN BAY WI 543015027

Being duly sworn, doth depose and say that she/he is an authorized representative of the Green Bay Press Gazette, a newspaper 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: 0004334398  
Total Ad Cost: \$143.11  
Published Dates: 08/19/2020, 08/26/2020

*Martha Steinhart*

Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on August 26, 2020

*Nancy Heyrman*

Notary Public State of Wisconsin, County of Brown

*5.15.23*

My Commission Expires

# of Affidavits: 1  
This is not an invoice

NANCY HEYRMAN  
Notary Public  
State of Wisconsin

#### NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE DRAFT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE GREEN BAY URBANIZED AREA

All interested persons are invited to comment and are advised of a public hearing on the Draft 2021-2024 TIP. The TIP contains a program of highway projects, transit projects, transportation services for seniors and persons with disabilities, and transportation alternatives projects eligible for federal funds.

For an electronic copy of the TIP, please contact: Lisa.Conard@BrownCountyWI.gov or by phone at 920 448-6489.

The public review period and comment period is scheduled for August 19, 2020 - September 18, 2020.

The public hearing will take place on:  
Wednesday,  
September 16, 2020  
Northern Building  
305 E. Walnut St., Room 391 Green  
Bay, WI 54305 p.m.

The public is strongly encouraged to participate remotely. The public may participate in one of three ways:

1. Browse to this web address on a computer or smartphone: [www.browncountywi.gov/MPOPublic445](http://www.browncountywi.gov/MPOPublic445). Enter event number 171 174 2939 (for audio and video). The Event Password should be filed in, but if needed, then enter 4444.

2. Call 1-415-655-0003, enter event number 171 174 2939, press # (for audio only). Then when asked for Attendee ID, press # again.

3. The public is invited to participate in person, but reservations are recommended. Contact Lisa.Conard@BrownCountyWI.gov or by phone at 920 448-6489. Face masks are required, and strict social distancing will be enforced.

Written comments should be mailed to Lisa Conard, Brown County Planning Commission, PO Box 23600, Green Bay, WI 54305-3600 by September 18, 2020.

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

Published by  
Sandy Junc  
County Clerk  
8/19, 8/26/20 wnaxdp

BROWN COUNTY PLANNING LEGALS  
Re: 0004334398

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

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FAX 877-943-0443  
EMAIL [legals@greenbaypressgazette.com](mailto:legals@greenbaypressgazette.com)

## APPENDIX D

### Public Participation Document sent to Interested Parties (over 190 individuals/organizations)

Dear Interested Party,

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

A copy of the Draft 2021-2024 TIP can be found at:

<http://www.public.applications.co.brown.wi.us/Plan/PlanningFolder/Transpotation/TIP/2021-2024%20draft%20TIP.pdf>

The BCPC is required to hold a 30-day public review period and public hearing for the TIP.

At the same time, the MPO will also be holding the public review period and public hearing on the **Green Bay Metro 2021 Program of Projects**. These projects are individually listed in the TIP document and include:

<b>Project</b>	<b>Cost</b>	<b>Federal Funds</b>
2021 Operating Assistance	\$6,375,000	\$1,778,000
Capitalized Maintenance	\$662,000	\$529,600
Paint Maintenance Shop	\$12,000	\$9,600
Security & Communication Upgrades	\$100,000	\$80,000
Generator	\$200,000	\$160,000
Bus Lifts	\$900,000	\$720,000
HVAC System - four units	\$216,000	\$172,000
Automatic Parts Washer	\$15,000	\$12,000
<b>Total:</b>	<b>\$8,480,000</b>	<b>\$3,449,200</b>



The public review period for the TIP and Metro's Program of Projects is scheduled from August 19 to September 18, 2020. The public hearing is scheduled for:

Wednesday, September 16, 2020  
Northern Building  
305 E. Walnut St  
Room 391  
4:45 p.m.

The public is strongly encouraged to participate remotely. The public may participate in one of three ways:

1. Browse to this web address on a computer or smartphone: [www.browncountywi.gov/MPOPublic445](http://www.browncountywi.gov/MPOPublic445) Enter event number 171 174 2939 (for audio and video). The Event Password should be filled in, but if needed, then enter 4444.
2. Call 1-415-655-0003, enter event number, press 171 174 2939 (for audio only). Then when asked for Attendee ID, press # again.
3. The public is invited to participate in person, but reservations are recommended. Contact [Lisa.Conard@BrownCountyWi.gov](mailto:Lisa.Conard@BrownCountyWi.gov) or by phone at 920 448-6489. Face masks are required, and strict social distancing will be enforced.

The document is scheduled to be presented to the Brown County Planning Commission Board of Directors for final approval consideration on October 7, 2020.

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

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

Regards,

Lisa J. Conard, Senior Planner  
Brown County Planning Commission/Green Bay MPO  
305 E. Walnut Street Room 320  
PO Box 23600  
Green Bay, WI 54305-3600  
Phone: (920) 448-6489  
Email: [Lisa.Conard@browncountywi.gov](mailto:Lisa.Conard@browncountywi.gov)  
Website: [www.browncountywi.gov/planning](http://www.browncountywi.gov/planning)

**APPENDIX E**

**Public Hearing Transcript**

**Minutes**

**Public Hearing on**

**Draft 2021-2024 Transportation Improvement Program (TIP)  
for the Green Bay Urbanized Area**

**and the**

**2021 Green Bay Metro Program of Projects**

**by the**

**Brown County Planning Commission**

**Virtual Meeting**

**Wednesday, September 16, 2020**

**4:45 p.m.**

Attendance: Lisa Conard (MPO staff) and Karl Mueller (MPO staff).

L. Conard opened the meeting at 4:45 p.m.

**ORDER OF BUSINESS:**

1. Introductions.
2. Overview of the *Transportation Improvement Program* and the *2021 Green Bay Metro Program of Projects*.
3. Public comment opportunity.
4. Adjourn.

L. Conard closed the meeting as no members of the public attended.

## **APPENDIX F**

### **Public Review Comments**

No comments were received during the 30-day public review period.

**APPENDIX G**

**Minutes  
Environmental Consultation  
for the  
Draft 2021-2024 Transportation Improvement Program (TIP)  
for the Green Bay Urbanized Area  
by the  
Brown County Planning Commission  
  
Virtual Meeting  
Tuesday, September 15, 2020  
9:30 a.m.**

Attendance: Lisa Conard (MPO staff) and Karl Mueller (MPO staff).

Note: Environmental Consultation representatives were not in attendance.

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

**ORDER OF BUSINESS:**

5. Introductions.
6. Overview of the *Transportation Improvement Program* process.
7. Review and comment on the projects contained in the *Draft 2021-2024 Transportation Improvement Program for the Green Bay Urbanized Area*.
8. Any other matters.
9. Adjourn.

L. Conard closed the meeting.

## APPENDIX H

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

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

#### Federal-aid Highway Programs

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

#### Federal-aid Transit Programs

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

## 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 2020 (scheduled).
TIP	2021-2024 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area adopted October 2020 (scheduled).
TPWP	2020 MPO Transportation Planning Work Program adopted November 2019.
PPP	Public Participation Plan Update for the Green Bay Metropolitan Planning Organization adopted August 2020
CMP (TMA)	Congestion Management Process (CMP) for the Green Bay Metropolitan Planning Area Update adopted October 2017
MPO Cooperative Agreement	Cooperative Agreement for Continuing Transportation Planning for the Green Bay, Wisconsin Metropolitan Area between State of Wisconsin, Department of Transportation & the Brown County Planning Commission & the Green Bay Metro Transit System, Executed March 2017.
Urbanized & Metropolitan Planning Area Boundaries	Green Bay MPO 2010 Urbanized Area Boundary approved by FHWA June 2013. Green Bay MPO 2045 Metropolitan Planning Area Boundary approved by WisDOT in June 2014.
Annual Listing of Obligated Projects	CY 2019 Federal Aid Highway & 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 Non-Discrimination Program and Limited English Proficiency Plan adopted June 2020.
Performance Resolutions	All resolutions current; various dates.
FHWA-FTA Certification (TMA)	TMA Planning Certification Review, July 11-12, 2018.
Website	<a href="https://www.browncountywi.gov/departments/planning-and-land-services/planning/transportation/">https://www.browncountywi.gov/departments/planning-and-land-services/planning/transportation/</a>

## 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 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 3, 2020.

**(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 3, 2020. 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 3, 2020. 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 3, 2020. 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 3, 2020. 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 3, 2020. 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.*



**Wisconsin Department of Transportation**  
Office of the Secretary  
4822 Madison Yards Way, S903  
Madison, WI 53705

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December 14, 2020

Glenn Fulkerson  
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U.S. Department of Transportation  
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Kelley Brookins  
Regional Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
200 W. Adams St, Suite 320  
Chicago, IL 60606

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the 2021 – 2024 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. The Wisconsin Department of Transportation (WisDOT) will reflect by reference the 2021 – 2024 federal aid projects covered by this approval in our 2021 – 2024 Statewide Transportation Improvement Program (STIP), subject to the understandings I have indicated below.

The TIP, adopted by the Brown County Planning Commission (BCPC) in Resolution No. 2020 – 08 dated October 7, 2020, represents a cooperative effort between the Metropolitan Planning Organization (MPO), local communities, the transit operator and WisDOT, and is designed to meet the objectives and recommendations of the 2045 regional transportation system plan. A copy of the resolution approving the TIP as amended is attached.

Based on our review, we believe that the TIP as amended fulfills the federal transportation and planning requirements (Title 23 U.S.C. 134 and 135 and their implementing regulations 23 CFR 450 as amended) with respect to the inclusion of: 1) a four-year priority list of projects; 2) a financial plan that reflects federal, state and local resources that are reasonably expected to be available during this program period; and 3) both transit and highway projects to be funded with Federal Transit Act and Title 23 funds. Opportunities for public review and comment on the proposed TIP were provided through a public meeting and legal notice requesting citizen input.

In accordance with 23 CFR 450.336, the Wisconsin Department of Transportation (WisDOT) hereby certifies that the metropolitan transportation planning process is addressing major issues facing the State and its urbanized areas, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (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;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-357), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
- (6) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The TIP will become effective upon your subsequent approval of WisDOT's 2021 – 2024 STIP.

Sincerely,



Craig Thompson  
Secretary

ecc: Cole Runge, BCPC  
Mary Forlenza, FHWA  
Mitch Batuzich, FHWA  
Evan Gross, FTA  
William Wheeler, FTA  
Brian Brock, WisDOT NE Region  
Jennifer Murray, WisDOT BPED  
Chuck Wade, WisDOT BPED