

**Major Amendment #1
to the
2022-2025 Transportation Improvement Program
for the
Green Bay Urbanized Area**



**Brown County Planning Commission/
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
March 2022**



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



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



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

A full copy of the TIP and subsequent amendments and/or administrative modifications can be found on the Brown County Planning Commission website at <http://www.co.brown.wi.us/>. Click on Departments, Planning, Transportation, and Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.



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. Manitowoc Road, from Allouez Avenue to Kewaunee Road (STH 29), under construction in 2021. 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 Village of Bellevue.

RESOLUTION NO. 2022-01

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING
MAJOR AMENDMENT #1 TO THE
2022-2025 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 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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in 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.

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; and

THEREFORE, BE IT RESOLVED, that the BCPC Board of Directors approves Major Amendment #1 to the 2022-2025 Transportation Improvement Program for the Green Bay Urbanized Area.

NOW, BE IT FURTHER RESOLVED that the MPO planning process is compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and that the BCPC certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.

Dated at Green Bay, Wisconsin, this 2nd day of March 2022.

BROWN COUNTY PLANNING COMMISSION


Norbert Dantine, Jr., President

ATTEST:


Cole Runge, Planning Director/MPO Director

Amendment

The Metropolitan Planning Organization (MPO) is required to issue an amendment to the *Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* when any programming or funding changes related to the urbanized area's federally funded road, highway, and public transit projects are proposed.

The amendment will be processed as a *Major* Amendment to the TIP.

Additions and/or Modifications to Federally Funded Projects

The subsequent table reflects federal funding program changes reported to the MPO by WisDOT.

WisDOT Project Additions and Modifications Project Costs in 1,000s

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2022				Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Amendment/Modification
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	
City of De Pere	Lawrence Drive 500' s/o Fortune Av to Scheuring Rd Reconstruction w improved crosswalk & bike lanes	DESIGN RE CONST	466	0	116	582				0				0				0	STBG funds for design moved from 2023 to 2022. Construction will remain in 2025.
158-18-010 (2022)	4985-00-61, 62	TOTAL	466	0	116	582	0	0	0	0	0	0	0	0	2,439	0	610	3,049	
158-18-011 (2025)	0.50 miles P		STBG-Approved											STBG-Approved					
WisDOT Brown County	STH 172 Airport Entrance to I-41 Resurfacing	DESIGN RE CONST				0				0				0				0	WisDOT assigned the \$1,666,297 of Coronavirus Response and Relief Supplemental Appropriations Act (CRSSAA) funds appropriated to the Green Bay MPO to this project.
	1210-11-71	TOTAL	0	0	0	0	3,861	976	0	4,838				0	0	0	0	0	
158-20-023 (2023)	2.82 miles P						NHPP & CRSSAA							0	0	0	0		
WisDOT	I-41 Parkview Rd to STH 29 Remove approach slabs (10) on ends of structures & replace with concrete	DESIGN RE CONST	405	45	0	450				0				0				0	WisDOT is adding the design portion of the project to the TIP. Replacement of approach slabs will occur in 2028.
	1130-74-00	TOTAL	405	45	0	450	0	0	0	0	0	0	0	0	0	0	0	0	
158-22-017 (2022)	5.35 miles P		NHPP																
City of Green Bay	Country Club Road Indian Hill Dr to West Mason St Frontage Reconstruction w addition of sidewalks & bike lanes	DESIGN RE CONST				0				0				0	4,048	0	1,012	5,059	Administrative Modification. Slight modification in sidewalk installation. Construction remains in 2025. See Appendix A for explanation.
	4987-02-75	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	4,048	0	1,012	5,059	
158-20-014 (2025)	0.91 miles P													STBG-Approved					
WisDOT	STH 54 - Tillman Bridge Mason Street Bridge Bridge Rehabilitation	DESIGN RE CONST	600	150	0	750				0				0				0	WisDOT is adding the design and rehabilitation to the TIP.
	B-05-0134	TOTAL	600	150	0	750	0	0	0	0	0	0	0	6,477	1,619	0	8,096		
158-22-018 (2022)	9210-22-01, 71		NHPP											6,477	1,619	0	8,096		
158-22-019 (2022)	0.15 miles P													NHPP					

Fiscal Constraint Demonstration

Major Amendment #1 to the 2022-2025 Transportation Improvement Program for the Green Bay Urbanized Area is fiscally constrained as demonstrated below and per federal requirements.

Fiscal Constraint Demonstration

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2022	2023	2024	2025	Total	2022	2023	2024	2025	Total
FHWA	STBG (MPO Allocation)	\$1,161,000	\$3,749,600	\$5,271,000	\$6,487,000	\$16,668,600	\$1,161,000	\$3,749,600	\$5,271,000	\$6,487,000	\$16,668,600
	BUILD	\$15,517,000	\$1,016,000	\$0	\$0	\$16,533,000	\$15,517,000	\$1,016,000	\$0	\$0	\$16,533,000
	STBG (WisDOT)	\$1,079,000	\$1,134,000	\$854,000	\$2,653,000	\$5,720,000	\$1,079,000	\$1,134,000	\$854,000	\$2,653,000	\$5,720,000
	HSIP	\$1,958,000	\$240,000	\$240,000	\$240,000	\$2,678,000	\$1,958,000	\$240,000	\$240,000	\$240,000	\$2,678,000
	NHPP	\$45,451,000	\$21,235,703	\$3,408,000	\$78,823,800	\$148,918,503	\$45,451,000	\$21,235,703	\$3,408,000	\$78,823,800	\$148,918,503
	CRRSAA	\$0	\$1,666,297	\$0	\$0	\$1,666,297	\$0	\$1,666,297	\$0	\$0	\$1,666,297
	TA - STBG Set-Aside	\$419,000	\$0	\$0	\$0	\$419,000	\$419,000	\$0	\$0	\$0	\$419,000
	Total	\$65,585,000	\$29,041,600	\$9,773,000	\$88,203,800	\$192,603,400	\$65,585,000	\$29,041,600	\$9,773,000	\$88,203,800	\$192,603,400
FTA	Section 5307/CARES	\$2,794,000	\$0	\$0	\$0	\$2,794,000	\$2,794,000	\$0	\$0	\$0	\$2,794,000
	Section 5310	\$239,773	\$0	\$0	\$0	\$239,773	\$239,773	\$0	\$0	\$0	\$239,773
	Section 5309/5339	\$1,587,000	\$540,000	\$0	\$0	\$2,127,000	\$1,587,000	\$540,000	\$0	\$0	\$2,127,000
	Total	\$4,620,773	\$540,000	\$0	\$0	\$5,160,773	\$4,620,773	\$540,000	\$0	\$0	\$5,160,773

* Several projects were approved under MAP-21 and will be implemented under FAST Act. STP renamed Surface Transportation Block Grant Program in Fast Act. Select projects may be located both in and outside of the urbanized area boundary (For example: I-41 Expansion project).

Public Comment Period and Public Hearing

MPO staff conducted a 15-day public comment period and a public hearing was held on March 2, 2022.

The public participation documents can be seen in the appendices of this amendment report.

Comments received during the public review period and public hearing were presented to the planning commission on March 2.

Brown County Planning Commission Board of Directors Transportation Subcommittee

Transportation Subcommittee members were provided the draft amendment with a request to provide comments. No comments were received.

Brown County Planning Commission Board of Directors Action

The Brown County Planning Commission Board of Directors approved the amendment on March 2, 2022 by a vote of 18-0.

Appendix A

Justification for Modification to the Country Club Road Project



Public Works Department
100 North Jefferson Street • Room 300
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Administration | Engineering | Traffic 920.448.3100
Operations 920.448.3535
Parking 920.448.3431
Fax 920.448.3102

MEMORANDUM

To: Cole Runge, Brown County Planning and Land Services
Douglas Kirst, P.E., WisDOT

From: Traffic Engineer David J.A. Hansen, P.E., PTOE

Re: **Proposed Sidewalk Locations**
I.D. 4987-02-74
Country Club Road
West Mason Street Frontage Road to Indian Hill Drive
Brown County

Date: Friday, December 17, 2021

Background

When Public Works submitted its application for STP Urban funding for this project, the proposed typical cross section indicated that sidewalk would be constructed on both sides of Country Club Rd. Furthermore, the City's Safe Walk and Bicycle Plan recommends the construction of sidewalk on both sides of Country Club Rd from W Mason St to Indian Hill Dr, which is the entire project corridor.

Proposed Design Modification

Through the design process, we have discovered that there are engineering challenges to placing sidewalk on both sides of the roadway, particularly on its west side north of Antler Trail. This results in reducing roughly $\frac{1}{4}$ of the total length of sidewalk initially scoped, as the Antler Tr intersection is at about the midpoint of the project.

A significant portion of the project north of Antler Tr on the west side of the street consists of hills and valleys that would require considerable excavation and fill and the construction of retaining walls, which would increase project costs substantially plus make it difficult for proper driveway construction to the affected parcels. Construction easements and additional right-of-way acquisition would be needed. See Figures 1 and 2 which show the large upgrade backslopes on the west side of Country Club Rd.

Oneida Nation Support for Sidewalks

In an email to Public Works Director Steven Grenier from Intergovernmental Affairs Director Melinda Danforth, the Oneida Nation expressed their recommendation to place sidewalk on the east side of Country Club Rd. Note that the engineering challenges for sidewalk installation are predominantly with Oneida Tribe land on the west side of the roadway just south of Klee St.

Pedestrian Connectivity

If sidewalk construction on the west side of the roadway is terminated at Antler Tr, then a crosswalk should be installed crossing the south approach of the intersection. Doing so will provide a path for pedestrians to continue walking along the east side of Country Club Rd from Antler Tr to Indian Hill Dr.

Conclusions

1. Although the City's Safe Walk and Bicycle Plan recommends placing sidewalks on both sides of Country Club Rd from W Mason St to Indian Hill Dr, engineering challenges, constructability concerns, and high cost have led us to conclude that the City may not be able to install sidewalks on the west side of the roadway from Antler Tr to Indian Hill Dr.
2. Installing a crosswalk on the south approach of the Country Club Rd and Antler Tr intersection will provide pedestrian connectivity along the entire project corridor.

Recommendations

1. Install sidewalk on the east side of Country Club Rd from W Mason St to Indian Hill Dr.
2. Install sidewalk on the west side of Country Club Rd from W Mason St to Antler Tr.

Figure 1 – Country Club Rd, West Side, looking NNW



Figure 2 – Country Club Rd, West Side, Residential Area, looking NN



Matt Woicak

To: Steven Grenier
Subject: RE: Country Club Road Project

From: Melinda J. Danforth [<mailto:mdanfori@oneidanation.org>]
Sent: Monday, October 18, 2021 3:25 PM
To: Steven Grenier <Steven.Grenier@greenbaywi.gov>
Cc: Maryjo Nash <mnash@oneidanation.org>; Nicole A. Rommel <nrommel@oneidanation.org>; Troy D. Parr <tparr@oneidanation.org>
Subject: Country Club Road Project

Good afternoon Steve,

I want to thank you for reaching out to us regarding the Country Club Road Project. Our internal team met to review the options, and it is our recommendation that the option to have the sidewalk/walkway placed solely on the east side of Country Club Road would be the best option.

At the corner of Country Club and Klee street, there is one tribal property. If the City should need a working easement or a permanent grade easement, this request should be submitted to the Oneida Land Commission. If you require an easement, I would be happy to put you in contact with someone that can assist.

If you have any questions, please feel free to give me a call at (920) 562-0290.

Melinda J. Danforth, Director
Intergovernmental Affairs
Oneida Nation
P.O. Box 365
Oneida, WI 54155

Phone: (920) 869-4022
Cell: (920) 562-0290
Fax: (920) 869-4040
Email: mdanfori@oneidanation.org



A good mind. A good heart. A strong fire.

Appendix B

Email Message Sent to Interested Parties

Dear Interested Party:

You are invited to comment and are advised of a public hearing on the ***Draft Major Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.***

A digital version of the draft document can be viewed by clicking on the following link:

link provided

The public review period and comment period will occur between February 16, 2022 and March 2, 2022.

If you would like to submit comments, please mail, or email your comments by March 2, 2022, to:

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

You can also submit comments by telephone or through the Brown County Planning Commission/Green Bay MPO Facebook Page.

A public hearing will take place on:

Wednesday, March 2, 2022
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI 54302
6:30 p.m.

Immediately following the public hearing, the *Draft Major Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* will be presented to the *Brown County Planning Commission Board of Directors (MPO Policy Board)* for approval consideration.

Thank you for your interest in the Green Bay MPO.

Sincerely,

Lisa J. Conard, Principal 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
Website: www.browncountywi.gov/planning

Appendix C

Public Hearing Transcript

MINUTES

BROWN COUNTY PLANNING COMMISSION

BOARD OF DIRECTORS

Wednesday, March 2, 2022 - 6:30 pm
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, 54302

ROLL CALL:

Paul Blindauer	<u>X</u>	Mark Handeland	<u>X</u>	Jonathon LeRoy	<u>X</u>
Corrie Campbell	<u>EXC</u>	Matthew Harris	<u>X</u>	Dan Lindstrom	<u>X</u>
Devon Coenen	<u>EXC</u>	Phil Hilgenberg	<u>EXC</u>	Jenny Nelson	<u>X</u>
Norbert Dantine, Jr.	<u>X</u>	Pat Hopkins	<u>ABS</u>	Gary Pahl	<u>X</u>
Steve Deneys	<u>EXC</u>	Elizabeth Hudak	<u>X</u>	Dan Segerstrom	<u>X</u>
Dean Erikson	<u>ABS</u>	Emily Jacobson	<u>ABS</u>	Glen Severson	<u>X</u>
Geoff Farr	<u>X</u>	Dotty Juengst	<u>X</u>	Mark Thomson	<u>X</u>
Steve Gander	<u>X</u>	Dave Kaster	<u>X</u>	Matthew Woicek	<u>EXC</u>
Mike Goral	<u>X</u>	Patty Kiewiz	<u>EXC</u>		
Steve Grenier	<u>X</u>	Joy Koomen	<u>EXC</u>		

Others Present: Cole Runge, Lisa Conard, Ker Vang, Karl Mueller, Kathy Meyer & Chris Garcia (audience)

2. Public Hearing: Draft Major Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard referred the board members to page 10 of the agenda packet and provided a brief overview of the five projects involved in the amendment.

- Lawrence Drive in De Pere
- STH 172
- I-41
- Country Club Road
- STH 54 – Tillman Bridge

L. Conard opened the public hearing for comment.

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

3. Discussion and action on the Draft Major Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard stated one letter was received from a neighborhood association, that is near the Country Club Road project, during the 15-day public review and comment period.

L. Conard explained that this project was approved by the BCPC Board of Directors in 2019, and at that time the project included bike lanes and sidewalks on both sides of Country Club Rd from W. Mason St. to Indian Hill Drive.

During the design process it was determined that there would be engineering challenges to installing sidewalks on the west side of the road north of Antler Trail. Considerable excavation, fill, and the construction of retaining wall would be required which would increase project cost substantially.

The City consulted the DOT and MPO staff. It was determined that the project still met the expectation of pedestrian accommodations, and the project proceeded to modification.

L. Conard stated that the majority of neighborhood association members stated that they prefer that there would be no sidewalk on the entire west side of the road.

The City and the DOT recommends install sidewalk on the east side of County Club Rd from W Mason St to Indian Hill Dr; and install sidewalk on the west side of County Club Rd from W Mason St to Antler Tr. MPO staff agrees with the recommendation.

A motion was made by G. Pahl, seconded by G. Severson to approve the Draft Major Amendment #1 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried 18-0.

Appendix D
Legal Notice Affidavit



PRESS-GAZETTE RECEIVED
media
A GANNETT COMPANY

MAR 09 2022

Brown County Planning
and Land Services

STATE OF WISCONSIN
BROWN COUNTY

BROWN COUNTY PLANNING LEGALS

305 E WALNUT ST STE 320

GREEN BAY WI 543015027

Being duly sworn, doth depose and say that she/he is an
authorized representative of the Green Bay Press Gazette, a
newspaper 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: 0005131823
Total Ad Cost: \$71.58
Published Dates: 02/16/2022, 02/23/2022

Legal Clerk

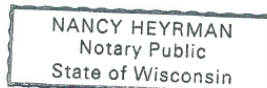
State of Wisconsin
County of Brown
Subscribed and sworn to before on February 23, 2022

Notary Public State of Wisconsin, County of Brown

5.5.23

My Commission Expires

of Affidavits 1
This is not an invoice



NOTICE OF REQUEST FOR
COMMENTS AND
NOTICE OF PUBLIC HEARING ON
THE
DRAFT MAJOR AMENDMENT #1 TO
THE
2022-2025 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE GREEN BAY URBANIZED
AREA

All interested persons are invited to com-
ment and are advised of a public hearing
on the Draft Major Amendment #1 to the
2022-2025 Transportation Improvement
Program (TIP) for the Green Bay Urban-
ized Area.

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

The public hearing will take place on:
Wednesday, March 2, 2022
Green Bay Metro
901 University Avenue
Green Bay, WI
6:30 p.m.

Unless otherwise noticed, this completes
the final program of projects.

The public review and comment period
for the amendment is scheduled for Feb-
ruary 16 through March 2, 2022.

Written comments should be mailed to
Lisa J. Conard, Brown County Planning
Commission, PO Box 23600, Green Bay,
WI 54305-3600 by March 2, 2022.

Published by
Patrick Moynihan, Jr.
County Clerk
February 16, 23, 2022 WNAJLP

BROWN COUNTY PLANNING LEGALS
Re: 0005131823

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

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FAX 877-943-0443
EMAIL: lcgals@greenbaypressgazette.com

Appendix E

Comments Received

Letter Received from Randy Griswold, President of the Fritsch Park Neighborhood Association.

From: Randy Griswold griswoldrandy52@gmail.com
Sent: Thursday, February 10, 2022 3:40 PM
To: Conard, Lisa J. Lisa.Conard@browncountywi.gov
Subject: Input on Proposed Sidewalks on Country Club in W GB

Hello Lisa,

I am sorry for this feedback getting to you after the public comment window, but the Fritsch Park Neighborhood Association (FPNA) did not meet as a Board during the months of December and January, 2022. We had our February mtg last night (Feb 9, 2022) and the proposed alterations to Country Club Rd to accommodate sidewalks was finally discussed.

FPNA is the recognized Neighborhood Association for the Fritsch Park area. Country Club Rd is the eastern boundary of our Neighborhood.

We reviewed and discussed the recommendations of the Committee and would like to express our preference, if possible, for consideration.

As a group, the majority of our members prefer the logic of a sidewalk thoroughfare along the east side of Country Club Rd from W Mason Street to Indian Hill drive. This is consistent with the preference of the Oneida Nation and impacts only the NWTC property and fewer residential households.

We would appreciate it if you could provide insight and rationale for two separate sidewalks, that are not continuous along Country Club Rd.

It appears that the Committee's recommendation of two separate sidewalks that are not continuous (one west and one east) along Country Club Rd encourages pedestrians to cross over Country Club Rd at its north end rather than staying on a single thoroughfare.

Any insight you can provide to our Neighborhood leadership would be appreciated so we can address resident concerns in that area as this project moves forward.

Thank you so much for considering our late feedback, if possible.

Respectfully,

Randy Griswold, President
Fritsch Park Neighborhood Association

Appendix F

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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in 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.



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March 21, 2022

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Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Brown County Planning Commission's amendment to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay urbanized area. The amendment was approved and adopted by the Brown County Planning Commission on March 2, 2022. We will reflect by reference the 2022-2025 federal aid projects covered by this approval in our 2022-2025 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 1 and Resolution Number 2022-01 for the Brown County Planning Commission are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted Long Range Transportation Plan for the MPO; 2) conforms to this state's approved implementation plan under the federal Clean Air Act and 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93 (23 CFR 450.222(a)(7); and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig M. Thompson".

Craig M. Thompson
Secretary

cc: Cole Runge, MPO Director
Mary Forlenza, FHWA
Mitch Batuzich, FHWA
Karl Buck, FHWA
William Wheeler, FTA
Evan Gross, FTA
Scott Nelson, WisDOT Northeast Region
Charles Wade, WisDOT Bureau of Planning and Economic Development