

Major Amendment #5 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
September 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. 2022-06

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING
MAJOR AMENDMENT #5 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 #5 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 7th day of September 2022.

BROWN COUNTY PLANNING COMMISSION


Norbert Dantine, Jr., President

ATTEST:



Cole Runge, Planning Director/MPO Director

Amendment Requirement

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 new projects or funding changes related to the urbanized area's federally funded transportation program are proposed.

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

Transportation Alternatives Program (TAP)

On May 6, 2022, WisDOT announced an opportunity to apply for TAP funds provided by the Bipartisan Infrastructure Law (BIL) for FFY 2022 and FFY 2023. Since the Green Bay Metropolitan Planning Organization (MPO) is also a Transportation Management Area (TMA), which is an urbanized area with over 200,000 population, a direct allocation of TAP funds is provided to the Green Bay MPO. In August, the BCPC Board of Directors approved TAP funds for use by the Center for Childhood Safety to administer a bicycle and pedestrian safety program at a number of Green Bay area schools.

For non-TMA areas in the state that do not receive a direct allocation, WisDOT makes funds available at the statewide level. As such, entities not located within a TMA submit applications directly to the state and compete with other applicants for funding from the statewide pool.

On July 27, 2022, WisDOT reached out to the Green Bay MPO and notified staff that a project submitted by the Bay-Lake Regional Planning Commission had been approved by the state and that the Green Bay Urbanized Area's TIP should be amended to reflect the project's approval because the project will affect the Green Bay Urbanized Area. The project is as follows:

| Project Sponsor | Project Description | Type | FFY 2022 | | | |
|---------------------------------------|---|-------|----------------|-------|--------|---------|
| | | | Federal | State | Local | Total |
| | | | | | | |
| Bay-Lake Regional Planning Commission | Transportation Access to Public Health Options: A Study for the Bay-Lake Region | STUDY | 86,400 | 0 | 21,600 | 108,000 |
| | | TOTAL | 86,400 | 0 | 21,600 | 108,000 |
| 158-22-204 | | | TAP - Approved | | | |

Project Description (provided by Bay-Lake Regional Planning Commission)

The Bay-Lake Region consists of Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Oconto, and Sheboygan counties. This region contains communities that are both urban and rural spanning from the Lake Michigan shoreline to the Nicolet National Forest. Different issues face this broad-ranging region but one in particular that warrants attention is transportation access. Many segments of the population in the region have little to no options for transportation other than private car ownership to access services that would benefit their health. Recreational opportunities, health care facilities, and healthy food options are out of reach for many in the region without a private car, placing an unintentionally expensive barrier to improving public

health. The gap in access to these public health options through public transit, walking, biking, and other alternative modes of transportation is present in the region but is not well documented. This project, the Transportation Access to Public Health Options (TAPHO) study for the Bay-Lake Region, plans to document these gaps in order for policymakers to make informed decisions and direct investment toward closing these gaps which would in turn improve their communities' quality of life, strengthen their economies, and improve overall community health.

This study will largely include data collection and visual presentation of the data in an online portal that will be accessible to the public. Data on bicycle and pedestrian infrastructure, health care providers, transit providers, food deserts, and recreational opportunities will be collected and analyzed to highlight ranges of transportation accessibility for communities across the region to these beneficiaries of public health. The goal is to develop a comprehensive portal where anyone can learn about the intertwined nature of transportation access and public health and see how their community fares. With this knowledge, the region's citizens will be able to make more informed decisions on getting to these public health options by modes other than driving a private car. If no other modes are available, then they will have data to back their advocacy for increased transportation access in their area.

Given the large scale of this project, collaboration is vital to the outcome. A committee will be developed that includes representatives from the eight counties and from different fields including public health, planning, recreation, and of course transportation. Regular consultation with the group will occur to ensure that the study can be as comprehensive as possible.

Public Comment Period and Public Hearing

MPO staff conducted a 15-day public comment period, and a public hearing was held on September 7, 2022.

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

Brown County Planning Commission Board of Directors Transportation Subcommittee

The Transportation Subcommittee was provided with the amendment with a request for 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 September 7 by a vote of 19-0.

Fiscal Constraint Demonstration

The *2022-2025 Transportation Improvement Program for the Green Bay Urbanized Area* remains 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) | \$2,337,515 | \$3,935,200 | \$6,139,800 | \$9,714,335 | \$22,126,850 | \$2,337,515 | \$3,935,200 | \$6,139,800 | \$9,714,335 | \$22,126,850 |
| | 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) | \$6,645,000 | \$1,134,000 | \$854,000 | \$2,958,000 | \$11,591,000 | \$6,645,000 | \$1,134,000 | \$854,000 | \$2,958,000 | \$11,591,000 |
| | HSIP | \$1,890,000 | \$240,000 | \$240,000 | \$240,000 | \$2,610,000 | \$1,890,000 | \$240,000 | \$240,000 | \$240,000 | \$2,610,000 |
| | NHPP | \$46,761,000 | \$28,513,000 | \$93,584,000 | \$105,610,000 | \$274,468,000 | \$46,761,000 | \$28,513,000 | \$93,584,000 | \$105,610,000 | \$274,468,000 |
| | CRP | \$520,000 | \$0 | \$0 | \$0 | \$520,000 | \$520,000 | \$0 | \$0 | \$0 | \$520,000 |
| | CRRSAA | \$0 | \$1,666,297 | \$0 | \$0 | \$1,666,297 | \$0 | \$1,666,297 | \$0 | \$0 | \$1,666,297 |
| | TAP - STBG Set-Aside | \$576,665 | \$0 | \$1,269,820 | \$0 | \$1,846,485 | \$576,665 | \$0 | \$1,269,820 | \$0 | \$1,846,485 |
| | Total | \$74,247,180 | \$36,504,497 | \$102,087,620 | \$118,522,335 | \$331,361,632 | \$74,247,180 | \$36,504,497 | \$102,087,620 | \$118,522,335 | \$331,361,632 |
| FTA | Section 5307 | \$2,723,000 | \$0 | \$0 | \$0 | \$2,723,000 | \$2,723,000 | \$0 | \$0 | \$0 | \$2,723,000 |
| | Section 5310 | \$354,773 | \$0 | \$0 | \$0 | \$354,773 | \$354,773 | \$0 | \$0 | \$0 | \$354,773 |
| | Section 5309/5339 | \$1,827,000 | \$598,000 | \$0 | \$0 | \$2,425,000 | \$1,827,000 | \$598,000 | \$0 | \$0 | \$2,425,000 |
| | Total | \$4,904,773 | \$598,000 | \$0 | \$0 | \$5,502,773 | \$4,904,773 | \$598,000 | \$0 | \$0 | \$5,502,773 |

* Several projects were approved under the FAST Act and will be implemented under BIL. 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).

Appendix A

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 #5 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 August 24, 2022 and September 7, 2022.

If you would like to submit comments, please mail, or email your comments by September 7, 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, September 7, 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 #5 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 B

Public Hearing Transcript

Draft Minutes

BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS

Wednesday, September 7, 2022 - 6:30 pm

Green Bay Metro Transportation Center

901 University Avenue, Commission Room, Green Bay, WI 54302

ROLL CALL:

| | | | | | |
|----------------------|------------|-----------------|-------------|----------------|------------|
| Paul Blindauer | <u>X</u> | Mark Handeland | <u>X</u> | Jonathon LeRoy | <u>X</u> |
| Corrie Campbell | <u>ABS</u> | Matthew Harris | <u>6:36</u> | Dan Lindstrom | <u>EXC</u> |
| Devon Coenen | <u>X</u> | Phil Hilgenberg | <u>X</u> | Gary Pahl | <u>X</u> |
| Norbert Dantine, Jr. | <u>EXC</u> | Pat Hopkins | <u>X</u> | Dan Segerstrom | <u>X</u> |
| Steve Deneys | <u>X</u> | Elizabeth Hudak | <u>X</u> | Glen Severson | <u>X</u> |
| Dean Erikson | <u>ABS</u> | Emily Jacobson | <u>X</u> | Mark Thomson | <u>EXC</u> |
| Geoff Farr | <u>X</u> | Dotty Juengst | <u>X</u> | Nick Weber | <u>X</u> |
| Steve Gander | <u>X</u> | Dave Kaster | <u>X</u> | Matthew Woicek | <u>X</u> |
| Mike Goral | <u>EXC</u> | Patty Kiewiz | <u>EXC</u> | | |
| Steve Grenier | <u>X</u> | Joy Koomen | <u>EXC</u> | | |

Others Present: Cole Runge, Lisa Conard, Casey Krasselt, Devin Yoder and Aaron Breitenfeldt (Robert E Lee & Assoc.)

- Public Hearing:** *Draft Major Amendment #5 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.*

L. Conard provided an overview of Amendment #5.

L. Conard noted that on July 27, 2022, WisDOT reached out to the Green Bay MPO and notified staff that a project submitted by the Bay-Lake Regional Planning Commission had been approved by the state and that the Green Bay Urbanized Area's TIP should be amended to reflect the project's approval because the project will affect the Green Bay Urbanized Area.

The project is as follows:

| Project Sponsor | Project Description | Type | FFY 2022 | | | |
|---------------------------------------|---|-------|----------------|-------|--------|---------|
| | | | Federal | State | Local | Total |
| Bay-Lake Regional Planning Commission | Transportation Access to Public Health Options: A Study for the Bay-Lake Region | STUDY | 86,400 | 0 | 21,600 | 108,000 |
| | | TOTAL | 86,400 | 0 | 21,600 | 108,000 |
| 158-22-204 | | | TAP - Approved | | | |



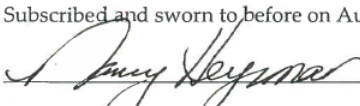
L. Conard noted that Brown County is not participating in the project financially.

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.

L. Conard informed the commission that all of the public participation elements for the amendment have been completed.

Appendix C
Legal Notice Affidavit

| | | |
|--|----|--|
|  PRESS-GAZETTE media <small>A GANNETT COMPANY</small> | | RECEIVED SEP 07 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: 0005383739 Total Ad Cost: \$66.16 Published Dates: 08/24/2022, 08/31/2022 | | NOTICE OF REQUEST FOR COMMENTS AND NOTICE OF PUBLIC HEARING ON THE DRAFT MAJOR AMENDMENT #5 TO THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREEN BAY URBANIZED AREA All interested persons are invited to comment and are advised of a public hearing on the Draft Major Amendment #5 to the 2022-2025 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. For an electronic copy of the amendment, please contact: Lisa.Conard@BrownCountyWI.gov or by phone at 920-448-6489. The public hearing will take place on: Wednesday, September 7, 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 August 24, 2022, through September 7, 2022. Written comments should be mailed to Lisa J. Conard, Brown County Planning Commission, PO Box 23600, Green Bay, WI 54305-3600 by September 7, 2022. Published by Patrick Moynihan, Jr. County Clerk RUN: August 24, 31, 2022; WNAXLP |
| <div style="text-align: center;"> _____ Legal Clerk</div> | | |
| State of Wisconsin County of Brown Subscribed and sworn to before on August 31, 2022 | | |
| <div style="text-align: center;"> _____ Notary Public State of Wisconsin, County of Brown</div> | | |
| <div style="text-align: center;">5.15.23 _____ My Commission Expires</div> | | |
| # of Affidavits 1 This is not an invoice | | <div style="border: 1px solid black; padding: 5px; display: inline-block;">NANCY HEYRMAN Notary Public State of Wisconsin</div> |
| GANNETT WI MEDIA 435 EAST WALNUT ST. PO BOX 23430 GREEN BAY, WI 54305-3430 | | OWN COUNTY PLANNING LEGALS Re: 0005309359 |
| GANNETT Wisconsin Media <small>Delivering Customers. Driving Results.</small> | | |
| PHONE 920-431-8298 FAX 877-943-0443 EMAIL legals@greenbaypressgazette.com | | |

Appendix D

Comments Received

No comments were received.

Appendix E

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.



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

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

September 23, 2022

Glenn Fulkerson
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd., Suite 8000
Madison, Wisconsin 53717

Kelley Brookins
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

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 September 7, 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 5 and Resolution Number 2022-06 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 Thompson".

Craig 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